From this table it appears that use of public transit in Santa Barbara is based largely on necessity, not convenience.

Approximately 57% of the MTD riders are less than 24 years of age; 13% are over 60 years of age. Fifty-seven percent of the riders have incomes of approximately $6000 per annum--below the median income. Seventy-six percent of the riders earn less than $10,200 per year.[127]

Dial-a-Ride

A Dial-a-Ride program was in operation within the city limits in 1973-74. Yellow Cab Company provided the service with three radio-equipped, natural-gas powered vans. The operation was a "many-to-many" service provided daily between 7:00 a.m. and 6:00 p.m.[128] The fare was an unsubsidized one dollar per one-way trip. From 100 to 150 patrons were carried daily. The Dial-a-Ride was discontinued in 1974 for two major reasons. First, a many-to-many service proved difficult to operate efficiently and economically without subsidies. Second, with the expansion of MTD service in 1973, some Dial-a-Ride patrons ceased using the service. Patronage slipped to 35-40 passengers per day and was eventually discontinued.

The MTD has recently received an $18,500 federal grant to study Dial-a-Ride feasibility in Santa Barbara. According to Mr. Yaco, Dial-a-Ride may yet be feasible here. He envisions a program in which limited geographic areas--ones not easily served by fixed routes and with concentrations of transit dependent residents--could be served by Dial-a-Ride vans. The service would be either a many-to-one, i.e., passengers picked up at home and transported to a single destination, perhaps the MTD terminal on Chapala Street, or a one-to-many service, i.e., passengers picked up at one location and transported to their homes.

Taxi Service

The taxi service in Santa Barbara is operated by Yellow Cab Company. Its terminal is located on East Haley Street. The company has 38 cabs, but the number is declining. According to Mr. Ernie Parks, manager of the company, the expansion of the MTD service in 1973 has caused a decline in the demand for cab service. Rising fuel, labor and maintenance costs have also contributed to the decline in cab use.

According to Mr. Parks, the cab service transports approximately 1,500 persons per day. Approximately 40 to 45 daily trips are made to or from the airport, while 100 daily cab trips are generated at the Greyhound Bus Terminal.

Cab use is seasonal in cities such as Santa Barbara. During June of each year, for example, the demand for taxi service at the airport increases 200-300%. During conventions the demand for cab service also rises substantially, especially in the evening hours.

127 Ibid., Pp. 352, 353.

128 A "many-to-many" service is one in which patrons are picked up at individual points and distributed at individual points, i.e, from anywhere to anywhere.

Greyhound Bus Service

Interregional transit service is provided by the Greyhound Bus Company. Its terminal is presently located at the corner of Chapala and Carrillo Streets. The terminal receives an average of 36 scheduled arrivals and departures per day. Some scheduled runs use more than one bus, so that on weekdays and Saturdays as many as 46 buses may pass through the terminal; on Fridays and Sundays there may be up to 48 buses.

Greyhound provides two service routes through the county. The major route is via U. S. 101 serving Santa Barbara, the Santa Ynez Valley and Santa Maria. The other route stops at Lompoc and Vandenburg Air Force Base, as well as Santa Maria and Santa Barbara. Greyhound has terminals in Carpinteria, Santa Barbara, Buellton, Lompoc and Santa Maria. Carpinteria is served daily with seven northbound and nine southbound runs.

AMTRAK

AMTRAK provides an interregional passenger service to Santa Barbara with one daily southbound train (4:07 p.m.) and one northbound (12:15 p.m.). Santa Barbara is one of the route stops between San Diego and San Francisco. Between the two points, stops are provided at San Jose, Salinas, San Luis Obispo, Santa Barbara, Oxnard, Glendale and Los Angeles. The rail depot in Santa Barbara is located south of U. S. 101 between State and Chapala Streets. It is the only rail passenger terminal in Santa Barbara County.

Since the increased reliance on the automobile after World War II, rail passenger service and use had gradually declined to a minimum in the 1960's. However, in the early 1970's the real costs of automobile transportation began to confront the consumer in the form of rising energy, insurance, maintenance and vehicle costs. Other modes of regional transportation became increasingly used. Local AMTRAK patronage rose dramatically in 1972 and 1973, as indicated in Table 79.

TABLE 79

Recent Rise in AMTRAK Patronage

Year	On and Off Passengers
1970	9,000
1971	9,000
1972	13,500
1973	39,000

Source: Regional Transportation Plan for Santa Barbara County, p. III-31.

Table 79 indicates that the number of passengers increased by 30,000 (or 330%) between 1971 and 1973. AMTRAK service would be an integral part of the multi-modal transportation services to be offered at the proposed Transportation Terminal (see p. 63).

Air Passenger Service

Santa Barbara's Municipal Airport is on city property located in the unincorporated area of Goleta approximately seven miles west of the central business district. The passenger terminal is served by MTD as well as limousine and taxi service. The airport is administered by an airport manager under Santa Barbara's Community Services Department. There is an advisory Airport Commission which considers matters related to the facility and the airport property. However, final authority rests with the City Council.

Passenger airline service is provided by United Airlines, Hughes Air West, Golden West Airlines and Apollo Airways. Twenty-three scheduled flights per day leave the area: United (8), Hughes Air West (4), Golden West (9), and Apollo (2).

According to the "adopted" Regional Transportation Goals, Objectives and Policies," no major expansion of airport facilities or flight service is planned for the Santa Barbara Airport. Quoting the report,

> "(the airport) is to remain a secondary carrier airport providing regularly scheduled commercial air passenger service in the short and medium haul categories."[129]

SANTA BARBARA'S CBD TRANSPORTATION MANAGEMENT STUDY

Existing Transportation Characteristics

In 1974 a transportation study of the CBD was begun in Santa Barbara. The study's objective was to analyze the transportation facilities and use patterns within the CBD and, ultimately, to provide information to aid in the development of a transportation plan that would reduce the dependence upon the personal automobile for those persons entering and traveling within the CBD. A series of surveys of persons in the CBD was conducted in order to determine the purpose of trips within the downtown area. The surveys established the following characteristics about CBD traffic:[130]

1. Approximately 70% of CBD employees begin work between 8:00 and 9:00 a.m.; 75% end work between 4:30 and 5:30 p.m. This work pattern creates heavy concentrations of peak-hour traffic.

2. The predominant direction of approach is from the west side, the Mesa, and northern residential areas.

129 Transportation Management Plan, P. III-20.
130 Ibid., pp. VI-VII.

3. Though overall street capacity exceeds demand by approximately 50% and parking facilities in the CBD also exceed demand, both are susceptible to capacity-constrained conditions. Street congestion occurs most often on the westside of the CBD where the heaviest peak-hour flows occur.

4. Approximately 70% of all downtown trips originate within a three mile radius of the CBD (60% for CBD employees and 70% for shoppers). Since trip lengths are so short, waiting periods for public transit often appear to the traveler to be too long for the ride involved, thus making it difficult for public transit to compete with the auto as a people mover.

5. Public transportation services in Santa Barbara are oriented toward, and used primarily by, the non-worker.

6. Because the CBD in Santa Barbara is relatively small, and residential areas to the east, west and north are within short walking distance, free all-day employee parking in the residential areas is readily available. The free parking resource encourages the worker to commute by automobile.

7. Bicycling and walking to the CBD account for approximately 11% of all employee CBD trips. Within three miles of the CBD this figure increases to 19%, indicating a substantial preference for an alternative to the automobile.

8. Approximately 30% of all persons who park within the CBD at the peak hours of parking accumulation repark during the day. This accounts for a substantial amount of the daily street traffic.

Community Preferences

The surveys conducted also sought to determine community preferences for programs or measures designed to reduce auto traffic and to sponsor greater use of public transit in the downtown area. It was found that the most important concern of the commuter is total travel time and that the most desirable method to reduce auto use was to improve public transit service through more frequent bus service, special commuter buses, and closer-to-home bus service as the most desirable way to reduce auto traffic.[131] Approximately 53% of those surveyed preferred these measures to reduce auto traffic. Increasing the cost of all-day parking in the downtown area or prohibiting such parking altogether generally was unpopular, with only 4.9% of those surveyed desiring to see such measures implemented. At the same time 17.3% of those surveyed expressed a desire for car pools and 15.6% wanted park-and-ride lots as incentives to reduce auto use.[132] The successful implementation of such programs would depend to some degree on the success of disincentive programs directed at all-day parking. The results of the

131 Ibid., pp. VII-VIII.
132 Ibid., Table 12, p. 53.

community preference survey show a disinclination to support such unconventional programs; incentives are preferred. Table 80 indicates the results of an Employee Preference Survey conducted in the CBD.[133] The most popular "unconventional method" (Question B) is provision of free parking facilities for smaller cars. (However, this is actually an incentive to greater auto use in the CBD.) The next most desirable unconventional method is "none;" 29.5% of those surveyed prefer this "method". Sixty-two percent of those answering question "B" clearly prefer either the status quo or a method which would ultimately encourage increased auto use in the CBD.

Those surveyed percieved the greatest drawback to decreased auto use within the downtown to be the potential loss of retail revenue, 51% expressing this concern (Question "C").

The Recommended Plan

After studying the existing CBD traffic conditions and analyzing the attitude surveys, Barton-Aschman Associates recommended a "balanced program of non-auto travel incentives and auto disincentives; it would be oriented toward the user or traveler as a means to encourage dramatic shift in travel mode to downtown." At present there are approximately 260,000 daily one-way person-trips into or out of the CBD, a figure which is currently expected to reach 274,000 by 1980.[134] What this recommendation attempts to do is channel the additional 15,000 daily trips and 1,500 peak-hour trips into modes of transportation other than the single occupant automobile. Achievement of this goal would require a five-fold increase in daily bus, pedestrian and bicycle trips into and out of the CBD.

Transit incentives: Public transportation system serving the CBD would be improved by (1) providing special commuter service, i.e., express lines; (2) improving the level of service offered by fixed-route transit (this would be accomplished by reducing the headways currently ranging from 20 minutes to one hour, to 10 or 15 minutes during peak-hour periods, adding an additional shuttle bus and advertising the shuttle service); and (3) instituting a demand-responsive transit system, e.g., Dial-A-Ride, primarily directed at the shopper or late evening, early morning commuter who, for a variety of reasons, may be transit dependent.

Carpooling incentives: This would be accomplished by providing inducements to voluntary carpooling. Special reserved, enclosed parking facilities, reduced parking rates, and employee bonuses are possible non-coercive methods of stimulating voluntary carpooling. One recommended method of providing car pooling lots is for the Parking District to acquire existing private lots either by lease or purchase and convert them to carpool lots and to reduce parking rates for car-poolers.

Disincentives are also considered necessary to stimulate carpooling. Approximately 66% of CBD core parking spaces are used by all-day parkers. Approximately 60% of these cars park free. The following disincentives are recommended as part of the CBD Transportation Management Plan:

133 Ibid., pp. 53-54
134 Source: Transportation Division of the City of Santa Barbara.

TABLE 80

Employee Preferences

QUESTION	Responses Number	Percent
A. Most Desirable Methods to Reduce Auto Use in Downtown (sum of first two preferences):		
1. More frequent bus service	2,547	22.0
2. Special commuter buses	2,132	18.4
3. Car pool incentives	2,003	17.3
4. Park-and-ride lots	1,810	15.6
5. Closer bus service to home	1,419	12.3
6. Better bike facilities	1,105	9.5
7. All-day parking prohibition	411	3.6
8. All-day parking more expensive	145	1.3
Totals:	11,572	100.0
B. Most Desirable Unconventional Method for Reducing Impact of Automobile:		
1. Free parking for smaller cars	2,502	37.7
2. None	1,955	29.5
3. Increased rates for one occupant car	1,786	26.9
4. Increased rates for large cars	395	5.9
Totals:	6,638	100.0
C. Greatest Drawback to Reducing Auto Use in Downtown (first selection only):		
1. Shoppers won't come downtown	2,998	51.3
2. Hardship on the employees who have to use car for work	1,241	21.2
3. Some people need for personal business	519	8.9
4. Infringement on personal convenience and comfort	360	6.2
5. Bus service cannot be made adequate	325	5.6
6. There is no problem with cars	221	3.8
7. Employees won't work in downtown	177	3.0
Totals:	5,841	100.0

Continued.../

Table 80 (Continued)
Employee Preferences

Question	Responses	
	Number	Percent
D. Paired Preference Questions:		
1. Car Pool,	855	27.9
Park-and-Ride, or	999	32.6
Neither	1,213	39.5
Totals:	3,067	100.0
2. Special Commuter Bus,	1,229	43.8
Improved Bus Service, or	1,013	36.0
Neither	567	20.2
Totals:	2,809	100.0
E. Most Significant Factor That Would Make You Consider Taking the Bus to Work:		
1. Comparable commute time to present	1,048	38.2
2. 10 minute frequencies	427	15.6
3. Free bus service	409	14.9
4. Nothing	401	14.6
5. Bus route within 2 blocks of home	343	12.5
6. Adequate shelters	114	4.2
Totals:	2,742	100.0

Source: Transportation Management Plan, February 1975, Barton-Aschman Associates, Inc., pp. 53-54.

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

2. The establishment of an Employer Assessment District for all areas benefiting from Public Transit in the CBD. The employers would be taxed for each full or part time employee. The money collected could go to the transit district to defray costs of increased transit service.

3. Increased off-street parking rates for all-day parkers. Major CBD employers could restrict parking, either by charging or increasing the charge for their employee parking facilities. Carpoolers could park at decreased rates.[135]

4. Implementation of the "Bike Way Master Plan." A major CBD element of the bicycle plan is the provision of terminals and storage facilities at convenient locations in the CBD. Public areas and city parking facilities are considered important locations for such facilities.[136]

The thrust of the CBD Transportation Management Study is to split the existing auto-dependent transportation habits of the CBD traveler into other modes. The above-mentioned recommendations are designed to offer the public incentives for changing or varying their means of transportation. A major consideration is the provision of alternative transportation modes before disincentives are applied to a controversial degree. It recognizes that future trends such as high fuel costs, auto maintenance costs, increased congestion, rising land costs for parking space, and the emerging public recognition of the real costs of personalized auto transportation will have an increasing influence on the use of other transportation modes. However, it also recognizes that auto use is an ingrained cultural phenomena and that the compact geographical nature of Santa Barbara makes personal auto use so convenient that public transit could never compete with it on a travel-time basis. Therefore, disincentives are also recommended to further encourage the use of alternative modes and reduce the level of auto traffic in the CBD.

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135 Transportation Management Plan, p. 71.
136 Ibid.

TRANSPORTATION GOALS AND POLICIES

General Plan Transportation Goals[137]

Provide a mass transit system, in cooperation with the County to include:

- Express buss service throughout the South Coast area.
- Local collecting service.
- Bicycle and automobile parking facilities and terminals.

Provide a major street system adequate to serve the City's projected population at a level of service below that which would allow the free flow of peak-hour traffic. Provide that the design of the circulation system be responsive to the following principals:

- Use innovative design in future circulation system elements, providing a departure from the standard grid system.
- Remove on-street parking as the first technique, before widening or other physical improvement, to increase the capacity of any street.
- Do not expand the freeway beyond six lanes.

Prepare comprehensive and specific plans for all City-owned property at the Municipal Airport. Cooperate with the County of Santa Barbara and UCSB planning for the unincorporated areas related to or affected by the airport operations. Provision should be made for:

- Airport facilities, including uses directly related to aeronautics.
- Uses not related to aeronautics where appropriate.
- Uses of private lands affect (sic) by airport activities.

Transportation and Parking Commission tentative goals and objectives approved as of March 9, 1976:

Goals

1. To provide a reasonable degree of safety in all transportation modes.
2. To provide alternative modes of transportation for everyone.
3. To provide a maximum degree of mobility for everyone.

137 Source: General Plan, City of Santa Barbara, pp. 30f and 30g.

4. To develop and implement an on-going transportation program that satisfies the wants and needs of everyone.

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

6. To accomplish the above goals without adversely affecting the environment.

Objectives

1. To reduce delay at traffic control devices by achieving a high degree of efficiency.

2. To utilize our existing transportation facilities to their fullest extent.

3. To have transit service available the length of State Street from La Cumbre Road to the Wharf every 10 minutes from 7 a.m. to 9 p.m.

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

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

6. To coordinate transportation planning with land use and with capital improvement programs.

7. To prepare today's plans so that we do not preclude any new transportation methods.

8. To minimize automobile intrusion into established residential neighborhoods.

9. Street widening projects for increased capacity will be considered only after it has been shown that all reasonable alternative means of transportation will not be adequate.

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

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

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

13. To conserve fossil fuel.

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

	Minimum Level of Service
Freeways	D
Urban (as defined by FAU system)	D
Select arterial (as defined by FAU system)	C
Select Collectors (as defined by FAU system)	C
Minor, residential only and all others	B

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

16. To increase the person per vehicle occupancy rate to the central business district as follows:

1975	1980	1985
1.26	1.50	1.75

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

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

	1975	1980	1985
Auto Driver	75.0%	63.0%	50.0%
Auto Passenger	21.0%	29.5%	35.0%
Transit	1.5%	3.0%	5.0%
Bicycle	1.5%	3.0%	5.0%
Other	1.0%	1.5%	2.0%

Transportation-Related Central Business District Development Policies

In addressing the relationship of the automobile to the downtown pedestrian, the General Plan states:

> "There is a growing awareness in most communities that the automobile is getting out of hand, that its influence on the urban scene is becoming dictatorial rather than beneficent. It is the instrument whereby free rein was given to urban sprawl and, now that cities have sprawled all over the landscape, it has become the indispensible element essential to holding the whole loosely-knit package together. With the increase in population and prosperity, the automobile is demanding more and more land for its exclusive use. In places like Los Angeles, it is demanding a lion's share of the very air--polluting it and rendering it unfit to breathe. The quirk of nature that allows the automobile to steal the air in Los Angeles is called a

'temperature inversion.' Santa Barbara has its own temperature inversion. All the city needs is a few more cars to attain the unhappy distinction of becoming like Los Angeles.

"As traffic increases on local streets and threatens to reach the choking point, it is possible to see beyond the convenience of the automobile and recognize its limitations as well. In the past, when traffic was light, it was economically sound to locate businesses on a main artery so that people driving by could see the store, pull over to the curb, get out, and shop. This is no longer possible, except for service stations and other drive-in facilities. Particularly, it is no longer feasible in a concentrated commercial district such as the CBD. Merchandising is directed to the pedestrian, not to the driver. The driver does not become the customer until after he parks his car and becomes a pedestrian. If parking or access becomes difficult, he will go elsewhere."[138]

Under the subheading of "Transportation" the General Plan states that:

"The increase in the number and use of automobiles in our transportation system does not in any way decrease the importance of mass transit, either local or intercity. In fact, mass transit must play an even greater part in our total transportation picture as the population absorbs more and more of the land and densities are increased in many urban areas. The automobile represents, to put it simply, a machine that demands too much space per capita to handle all of our individual transportation requirements with any degree of efficiency, without, at the same time, destroying our very community itself.[139]

TRANSPORTATION IMPACTS

Given the existing transportation conditions, the lack of a comprehensive transportation management plan in a form which could be readily implemented and the expressed desire of the General Plan to minimize auto-intrusion into the Central Business District, the increased auto traffic generated by the combined elements of the Central City Redevelopment Plan would have a major and significant adverse impact on the air quality, circulation efficiency, and general urban environment of Santa Barbara.

If the cross-town transportation corridor is constructed, the adverse impacts of the CCRP traffic on CBD intersections would be diminished to some degree

138 General Plan, p. 36.
139 General Plan, p. 112.

TABLE 81

Estimated Effect of Transportation Management Plan*
on Santa Barbara's Post-CCRP Traffic Characteristics

Mode	1975 (Existing) Number of Daily Trips	1975 (Existing) Percent of Total	After Redevelopment with Existing Travel Conditions Number of Daily Trips	After Redevelopment with Existing Travel Conditions Percent of Total	Potential After Redevelopment with Transportation Management Number of Daily Trips	Potential After Redevelopment with Transportation Management Percent of Total
NOTOR VEHICLE TRIPS	224,000	-	236,000	-	224,000	-
PERSON TRIPS						
Motor Veh.-Driver	224,000	68.5	236,000	68.4	224,000	64.9
Motor Veh.-Occup.	89,600	27.4	91,000	26.4	95,200	27.6
Intra-downtown Transit Passeng.	400	0.1	2,000	0.6	3,000	0.9
Inter-downtown Transit Passeng.	5,000	1.5	6,200	1.8	7,500	2.2
Bike Rider	5,000	1.5	6,500	1.9	10,200	3.0
Other (taxi, motorcycle)	3,000	1.0	3,300	1.0	5,100	1.5
TOTAL TRIPS (excluding walking)	327,000	100.0	345,000	100.0	345,000	100.0

Source: Transportation Division of Santa Barbara Dept. of Public Works.
* As outlined in R. W. Puddicombe communication to John C. Jostes, Appendix 6.

by more efficient traffic circulation during peak-hour periods in critical areas such as West Carrillo and Haley Streets and the north-south arterials crossing U. S. 101 to the beach area (Chapala, State, Anacapa and Santa Barbara Streets).

On the other hand, the U. S. 101 freeway project has little to do with influencing the local traveling public to use alternative transportation modes and habits.

The total estimated daily trips generated by the CCRP is 27,300 average daily trips (ADT's). There would be seven major traffic generators to the CCRP. In addition, the Stearn's Wharf project and the Mercado would also generate traffic. The seven elements, or land uses, are listed in Table 82 with the estimated number of average daily and peak-hour trips each would generate.

TABLE 82

Estimated Net ADT's and PHT's
from Major Traffic Generators of the CCRP*

Proposed Land Uses	Estimated Net Increases in ADT**	Corresponding PHT's***
CBD Major Retail Expansion	10,000	1,250
Auto Center	1,200	240
Neighborhood Shopping Center	6,700	900
Presidio	1,000	75
Below Market Housing	3,050	300
Market Housing	2,200	220
Hotel/Conference Center	3,050	260
Total:	27,200	

* Source: Communication with City Transportation Division, Martin Wallen and assumptions and definitions stated in Appendix .
** ADT = Average Daily Trips
***PHT = Peak Hour Trips

Not all of the trips listed in the above table would be new trips to the CBD or to related project sites. Each new use would be patronized by some persons already in the area for other purposes. Therefore, the number of new CBD trips generated by each proposed use will be less than the total daily ADT's shown for that use in Table 82. The percentage of new trips would vary with each use; for example, it is estimated that as much as 85% of the trips generated by the Hotel/Conference Center would be new trips, while only 30% of the Auto Center trips would be new. Table 83 indicates the estimated percentages and numbers of new trips that would be generated by the project elements.

TABLE 83

Estimated New Trips Generated
by CCRP Major Traffic Generators*

Land Use	Total ADT	Percent New Trips	Net ADT	Net PHT
CBD Major Retail Expansion	10,000	40%	4,000	400
Auto Center	1,200	30%	360	70
Neighborhood Shopping Center	6,700	30%	2,010	270
Presidio	1,000	50%	500	40
Below Market Housing	3,050	35%	1,050	100
Market Housing	2,200	75%	1,650	220
Hotel/Conference Center	3,050	85%	2,600	350
Total:	27,200	45%	12,170	N/A**

* Source: Communications with City Transportation Division, Martin Wallen and assumptions and definitions stated in Appendix 7.
** N/A = not additive

This table indicates that the CCRP would generate in excess of 12,000 new average daily trips. The increased daily trips, plus the modifications in the City's circulation network due to street closures and designations of streets to one-way arterials (see below) would redistribute existing daily flow volumes on streets within the downtown area. Some streets would be subject to net decreases in average daily flow volumes. This is considered a beneficial environmental impact. Other streets would receive net increases in average daily flow volumes. Increases are generally considered adverse impacts. The magnitude of the adverse impact on each street receiving an increase must be considered in view of several interrelated factors. They are:

1. The total average daily traffic volume on the street after the additional flow is calculated: Though percentage increases may be extremely high (in excess of 400% in some cases), the total flow may be small relative to the street's capacity. In such cases the adverse impact may be less than significant. Conversely, the percentage increase may be relatively small but the total capacity of the street may be approached or exceeded. The capacity in this case could be significant.

2. The mixture of the uses occurring on the street: Large increases in traffic volume on streets lined with commercial uses would not have as great an adverse impact as they would in residential areas.

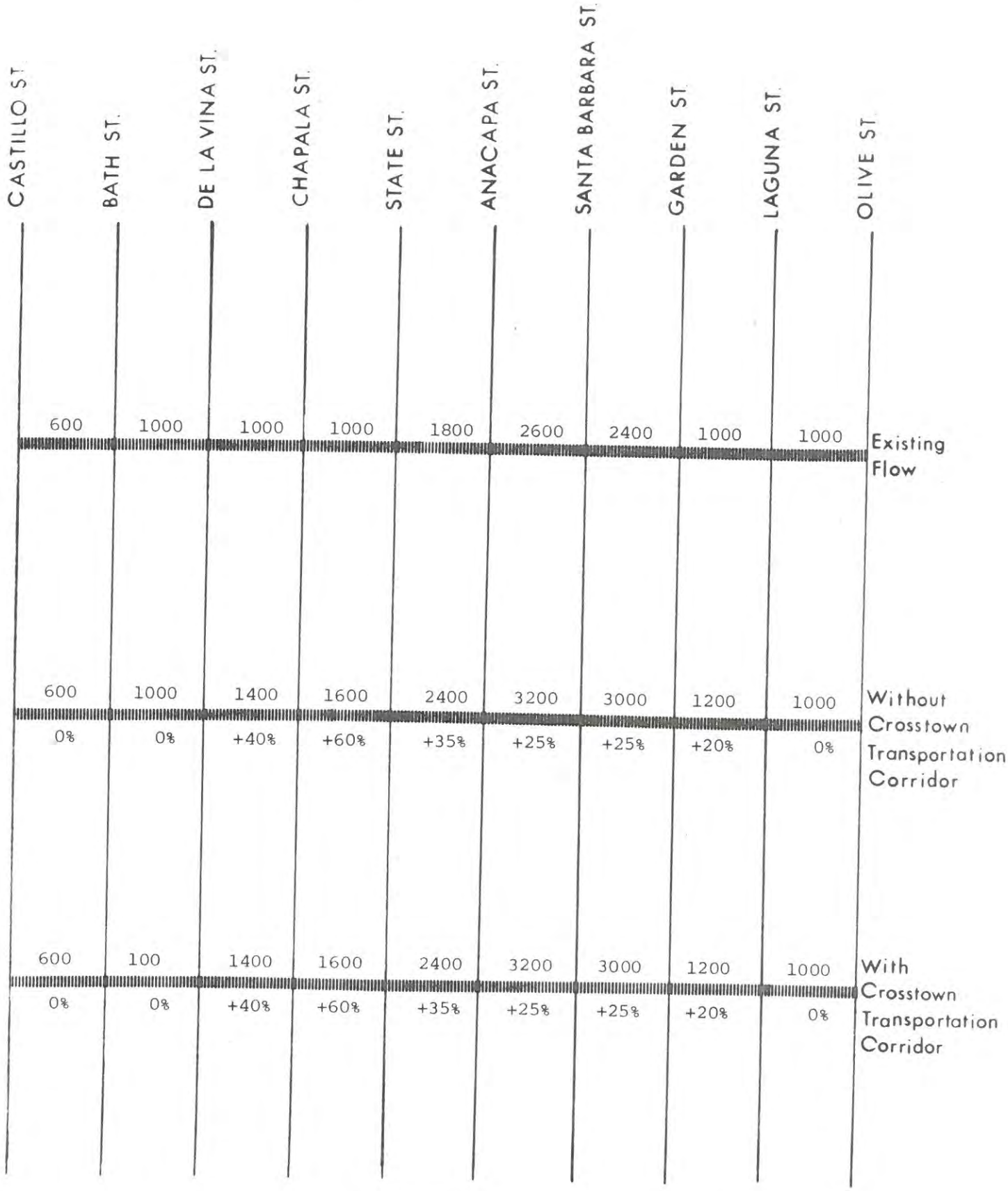
3. The function of the street: A one-way arterial could be subject to large increases in traffic volume and receive less impact than if the same volume increase occurred on a two-way collector or arterial.

On the following pages the impact of the changes in daily flow volumes caused by the CCRP on each street within the planning area is analyzed. Figure 38 shows the existing volumes. The following charts indicate the approximate block-by-block numerical and percentage increase, or decrease, in average daily flow that each street would receive (percentages to nearest 5th percentile). The text accompanying each figure analyzes the impacts taking into consideration the three factors listed above and other factors peculiar to each individual street.

It should be noted that if the projects are constructed, increases in street traffic could be influenced by the location of entrances and exits of parking lots and the widening and/or modification of existing street sections. These design modifications could redistribute, to some degree, project generated flow volumes.[140]

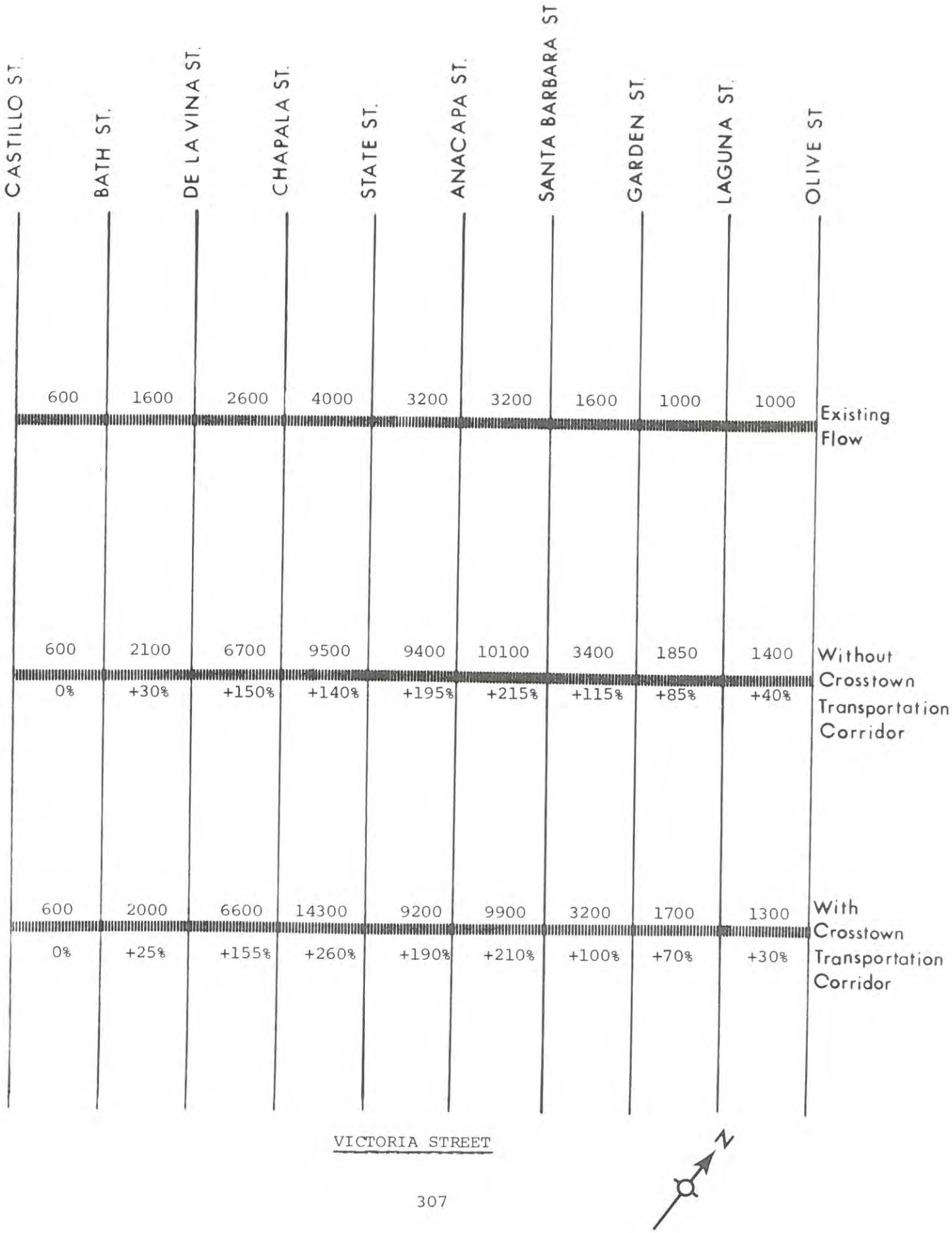
140 Personal communication, Peter Clark, Transportation Planner, City Transportation Division, April 1976.

SOLA STREET between Olive and Castillo Streets would be subject to an average increase of 20% in daily traffic volume, both with and without the cross-town freeway project. This is considered an insignificant adverse environmental impact because the total volumes are low--an ADT of 3,200 is the highest of any block. The largest daily volume increases would occur between De La Vina and Anacapa Streets. This would be a result of a general increase in traffic volume performing circulation patterns around the 1300 block. There would be no increases in daily volume between Castillo and De La Vina Streets and in the block between Laguna and Olive Streets.


CASTILLO ST.
BATH ST.
DE LA VINA ST.
CHAPALA ST.
STATE ST.
ANACAPA ST.
SANTA BARBARA ST.
GARDEN ST.
LAGUNA ST.
OLIVE ST.
600 1000 1000 1000 1800 2600 2400 1000 1000
Existing Flow
600 1000 1400 1600 2400 3200 3000 1200 1000
0% 0% +40% +60% +35% +25% +25% +20% 0%
Without Crosstown Transportation Corridor
600 100 1400 1600 2400 3200 3000 1200 1000
0% 0% +40% +60% +35% +25% +25% +20% 0%
With Crosstown Transportation Corridor
SOLA STREET
N

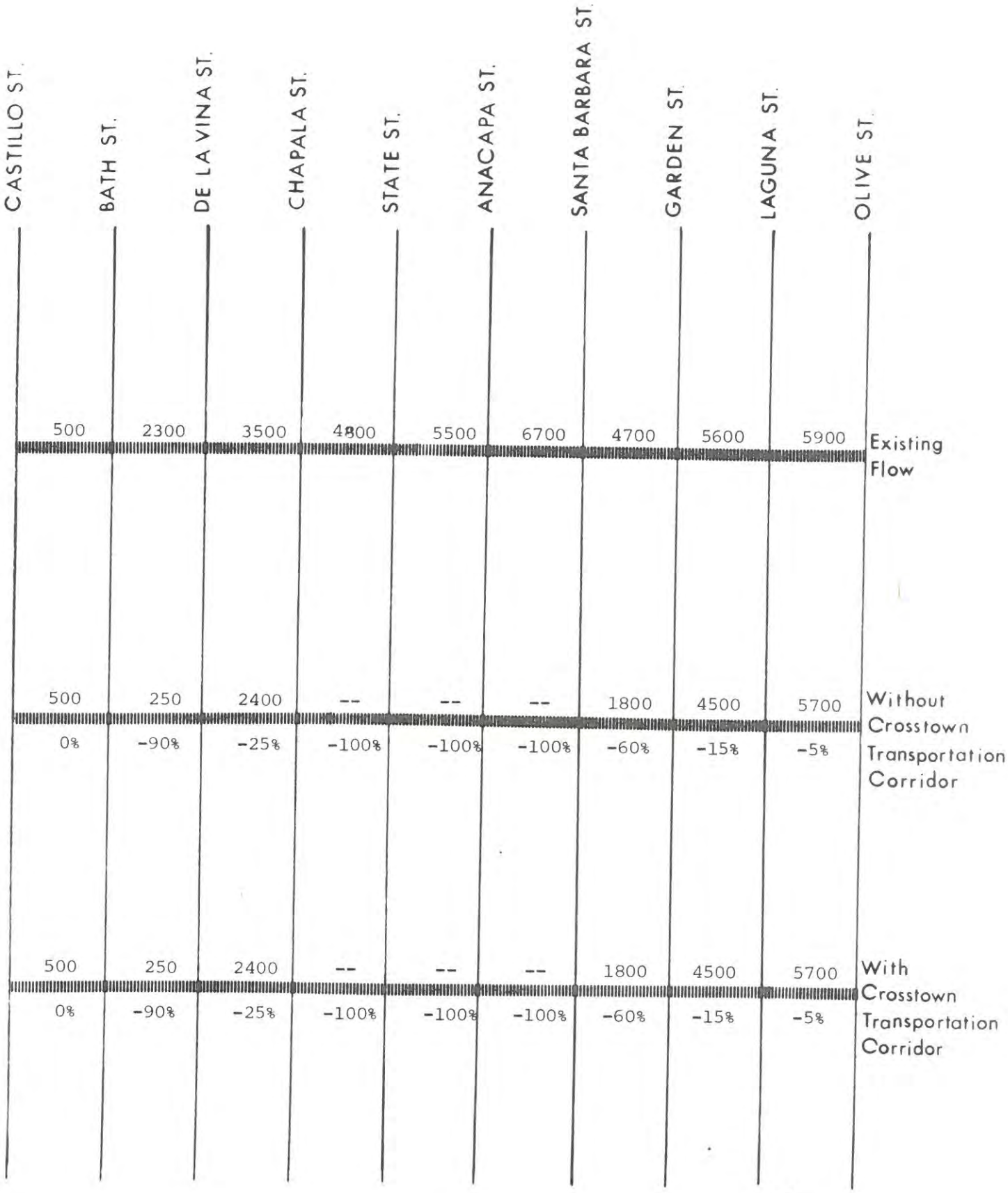
VICTORIA STREET would be subjected to increases in daily traffic volume sufficient to impose minimal to moderate adverse impacts on the area through which it passes. The average increase in daily volume between Castillo and Olive Streets would be 110% without the proposed cross-town transportation corridor, and 115% with it.

In both cases the greatest volume increases would occur between De La Vina and Santa Barbara Streets where commercial uses predominate. Average volume increases in this area would be an estimated 175% without the proposed transportation corridor and 205% with it. Since commercial uses predominate on Victoria Street, the large increases are considered only moderately adverse. Volume increases would be the least to the east and west of the four-block area bounded by De La Vina and Santa Barbara Streets. It is here that residential uses occur. Though the percentage increases are relatively large, 30 to 85%, the total volumes are small. The impact is considered minimal.


CASTILLO ST.
BATH ST.
DE LA VINA ST.
CHAPALA ST.
STATE ST.
ANACAPA ST.
SANTA BARBARA ST
GARDEN ST.
LAGUNA ST.
OLIVE ST
600 1600 2600 4000 3200 3200 1600 1000 1000
Existing Flow
600 2100 6700 9500 9400 10100 3400 1850 1400
0% +30% +150% +140% +195% +215% +115% +85% +40%
Without Crosstown Transportation Corridor
600 2000 6600 14300 9200 9900 3200 1700 1300
0% +25% +155% +260% +190% +210% +100% +70% +30%
With Crosstown Transportation Corridor
VICTORIA STREET
N

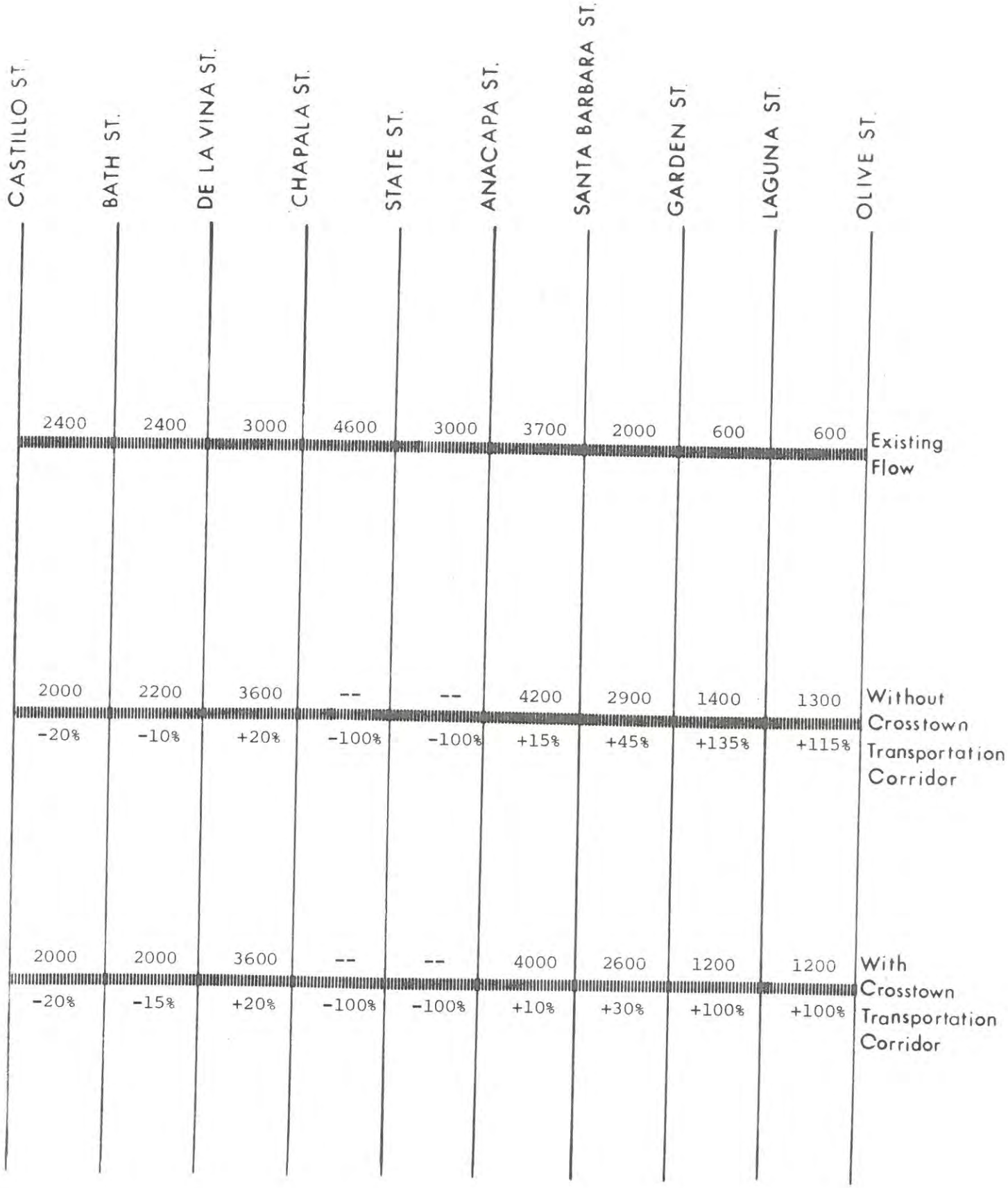
ANAPAMU STREET would be subject to substantial reductions in daily traffic volume that would beneficially impact its environment. Between Chapala and Santa Barbara Streets, Anapamu Street would be closed to auto traffic. Because the uses to the east of State Street are largely public or administrative--Museum of Art, Library, Courthouse, County Administration Building--the closures would have a significant beneficial impact there. To the west of State Street the uses are commercial. The proprietors of these businesses may perceive street traffic and adjacent on-street parking essential to their businesses. To them the loss of auto traffic may be a significant adverse impact.

The average decrease in traffic volume on Anapamu Street between Castillo and Olive Streets would be 55% with or without the cross-town transportation corridor project.



ANAPAMU STREET

FIGUEROA STREET between Castillo and Olive Streets would receive an 11% increase in daily traffic volume without the cross-town transportation corridor project. and a 2% increase with the project. The impacts on Figueroa Street as a result of the CCRP would be beneficial to insignificant. The beneficial impacts would occur west of Anacapa Street where a reduction in average daily volume of 35% with the cross-town project, or 45% without, would occur. Much of this is due to the closure of the street to vehicular traffic between Anacapa and Chapala Streets. The only block west of Anacapa that would receive an increase would be that between Chapala and De La Vina Streets; the increase would be relatively small (20%) and the total volume would reach 3600 ADT. To the west of Anacapa Street an increase in average daily volume would occur. Without or with the freeway project the increase would be 75% or 60%, respectively. Though the percentage increases are large, the highest daily volume in areas where residences occur reaches only 2900. This is considered an insignificant impact.



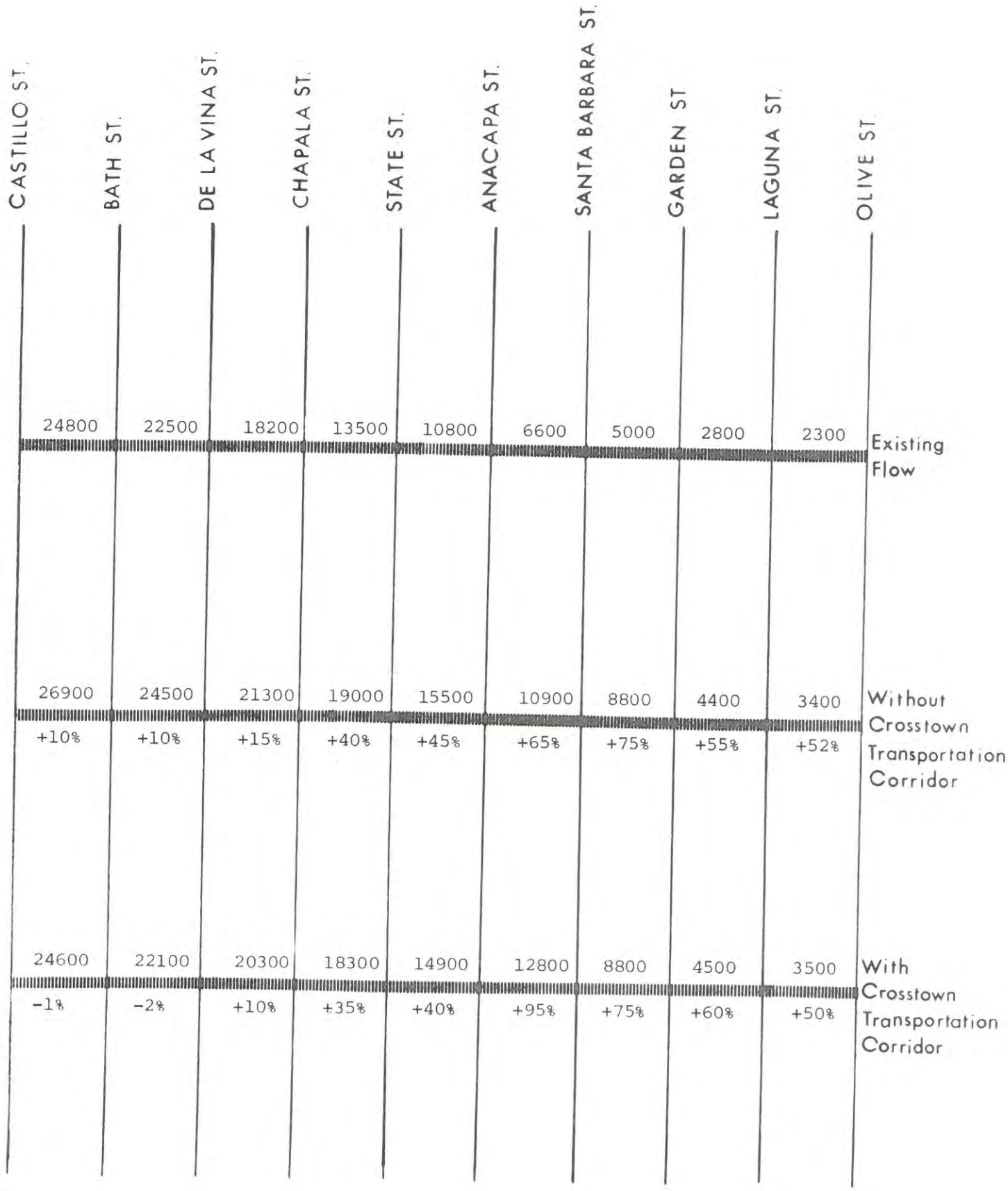
FIGUEROA STREET

CARRILLO STREET would receive significant adverse impacts without the cross-town freeway, and beneficial to significantly adverse impacts with the cross-town freeway project. Though the average daily volume would increase only 40% on Carrillo between Castillo and Olive Streets without the freeway, the increases west of State Street (average 20% between Castillo and State) would raise the PHT to levels beyond or approaching design capacity. As Goleta and the Mesa area continue to grow in population, traffic volume will continue to increase on West Carrillo. The Carrillo/U. S. 101 exchange area would become chronically congested during the evening peak hour, and perhaps at noon. As movement through this area increased in difficulty, north- and west-bound drivers would shift to Chapala and try to gain access to, or across, U. S. 101 via east-west streets leading to Micheltorena or Mission Streets. This could have significant adverse impacts to the residential areas served by these streets.

With the cross-town transportation corridor project, traffic volumes on Carrillo west of Chapala Street would decrease or remain approximate to existing levels. Where they actually decrease this is considered a beneficial impact because ADT increases on West Carrillo have been rising in past years and capacity-constrained conditions occasionally occur at the evening peak hour. The CCRP street closures projects plus the cross-town transportation corridor would reverse this trend somewhat: They would reduce the traffic volume entering Carrillo from Bath and Castillo Streets and make it easier for persons to leave the CBD via De La Vina and Haley Streets.

Volume increases on Carrillo Street east of Chapala Street would be substantial both with and without the freeway project(60%). However, the total volumes would not reach levels sufficient to constrain flow. There would be a moderately adverse impact to residences in the area.

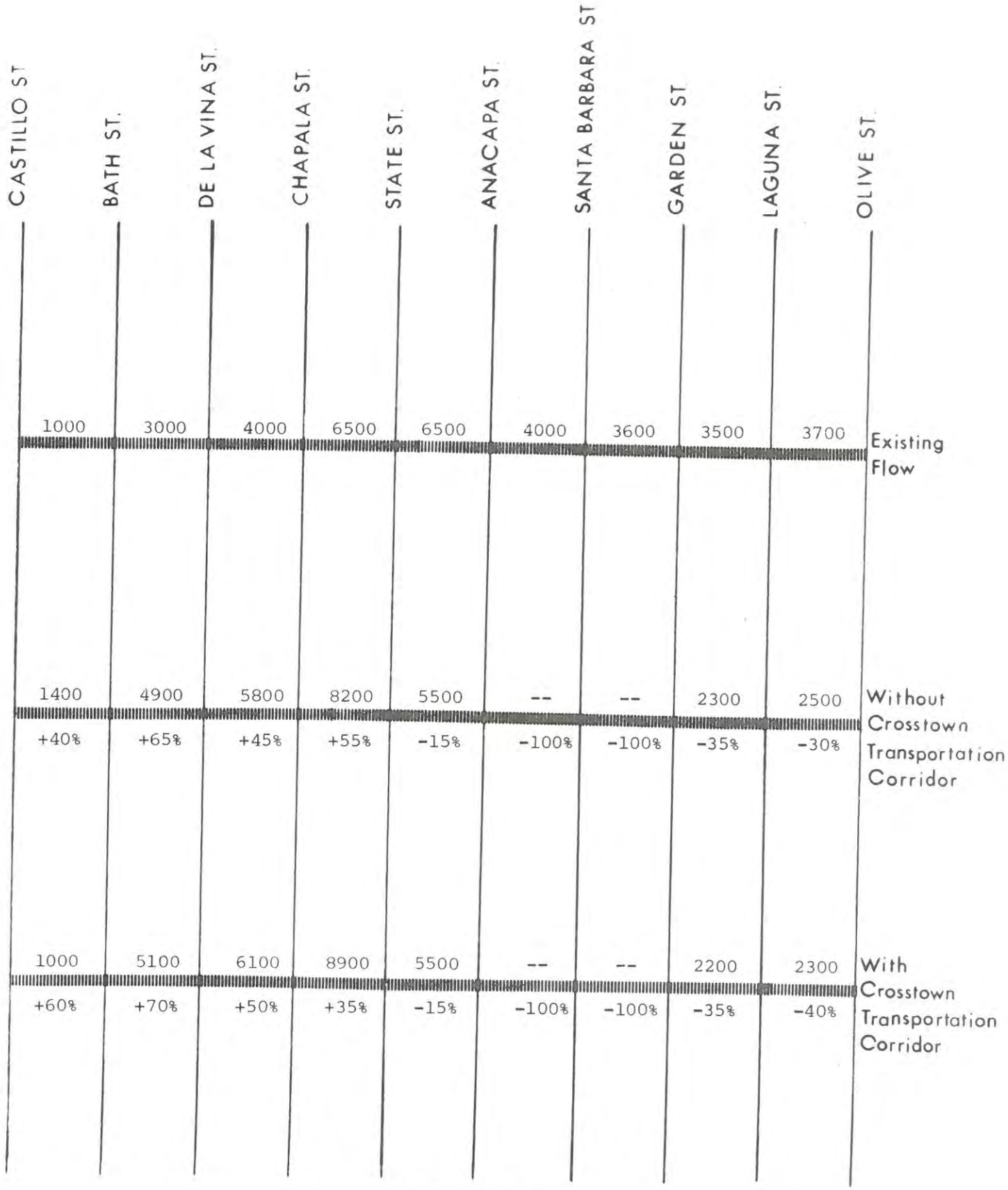
The intersection of Bath and Carrillo Streets as well as the southbound ramps of U. S. 101 at Carrillo Street would be subject to capacity constrained peak-hour conditions (see Figure 23). Such conditions result in traffic congestion, which causes energy waste, excess air pollutant emissions, and increase noise levels. These are significant adverse impacts.



CARRILLO STREET

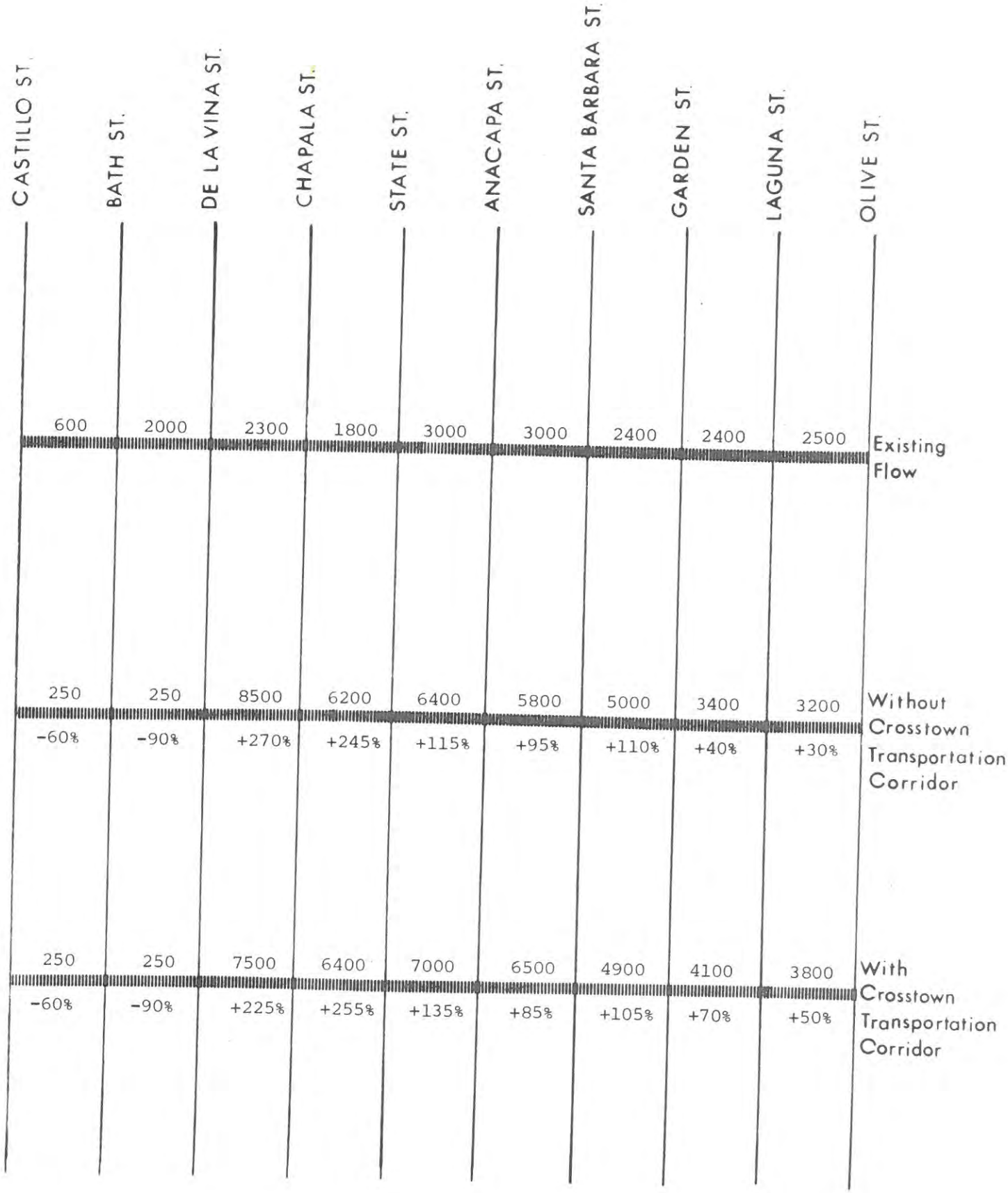
CANON PERDIDO street would receive beneficial to significantly adverse impacts due to the CCRP. The impacts would be approximately equal with or without the proposed cross-town transportation corridor. The beneficial impacts would occur east of State Street where daily volume would be decreased approximately 60% overall. Traffic would be eliminated entirely between Anacapa and Garden Streets if the Presidio quadrangle is completely reconstructed.

Average daily traffic volume would increase approximately 50% west of State Street to Castillo Street. This would occur because west-bound drivers exiting the central core could use Canon Perdido Street to reach Castillo and Carrillo Streets. Canon Perdido Street east of Bath Street is devoted largely to commercial uses. The increased volume here is considered a minimally adverse impact. However, the intersection of De La Vina and Canon Perdido Streets without the transportation corridor project would be subject to peak-hour capacity-constrained conditions (see Figure 38). There is a children's day care center in the 200 block of Canon Perdido Street. Increased air emissions and noise levels from the intersection activity could be a significant adverse impact on the children at the center.


CASTILLO ST
BATH ST.
DE LA VINA ST.
CHAPALA ST.
STATE ST.
ANACAPA ST.
SANTA BARBARA ST
GARDEN ST
LAGUNA ST.
OLIVE ST.
1000 3000 4000 6500 6500 4000 3600 3500 3700
Existing Flow
1400 4900 5800 8200 5500 -- -- 2300 2500
+40% +65% +45% +55% -15% -100% -100% -35% -30%
Without Crosstown Transportation Corridor
1000 5100 6100 8900 5500 -- -- 2200 2300
+60% +70% +50% +35% -15% -100% -100% -35% -40%
With Crosstown Transportation Corridor
CANON PERDIDO STREET
N

DE LA GUERRA STREET between Castillo and Olive Streets would receive average daily volume increases of 83% without the cross-town transportation corridor project and 87% with it. These are substantial volume increases, but the total volumes are not excessive (7000 ADT between State and Anacapa would be the highest), and the major portion of the street environment is commercially oriented. Consequently, the increased volume is considered to be a minimal adverse impact. The two blocks west of De La Vina Street would have traffic volume reductions of 75%. As these blocks are residential areas, potential reduction in daily traffic volumes there is considered a beneficial impact.

With or without the cross-town project the intersections of De La Guerra and De La Vina, State and Anacapa Streets would be subject to peak-hour capacity-constrained conditions (see Figure 23). If left unmitigated, such conditions in the heart of the CBD adjacent to the new development and the City Hall would have significant adverse impacts.

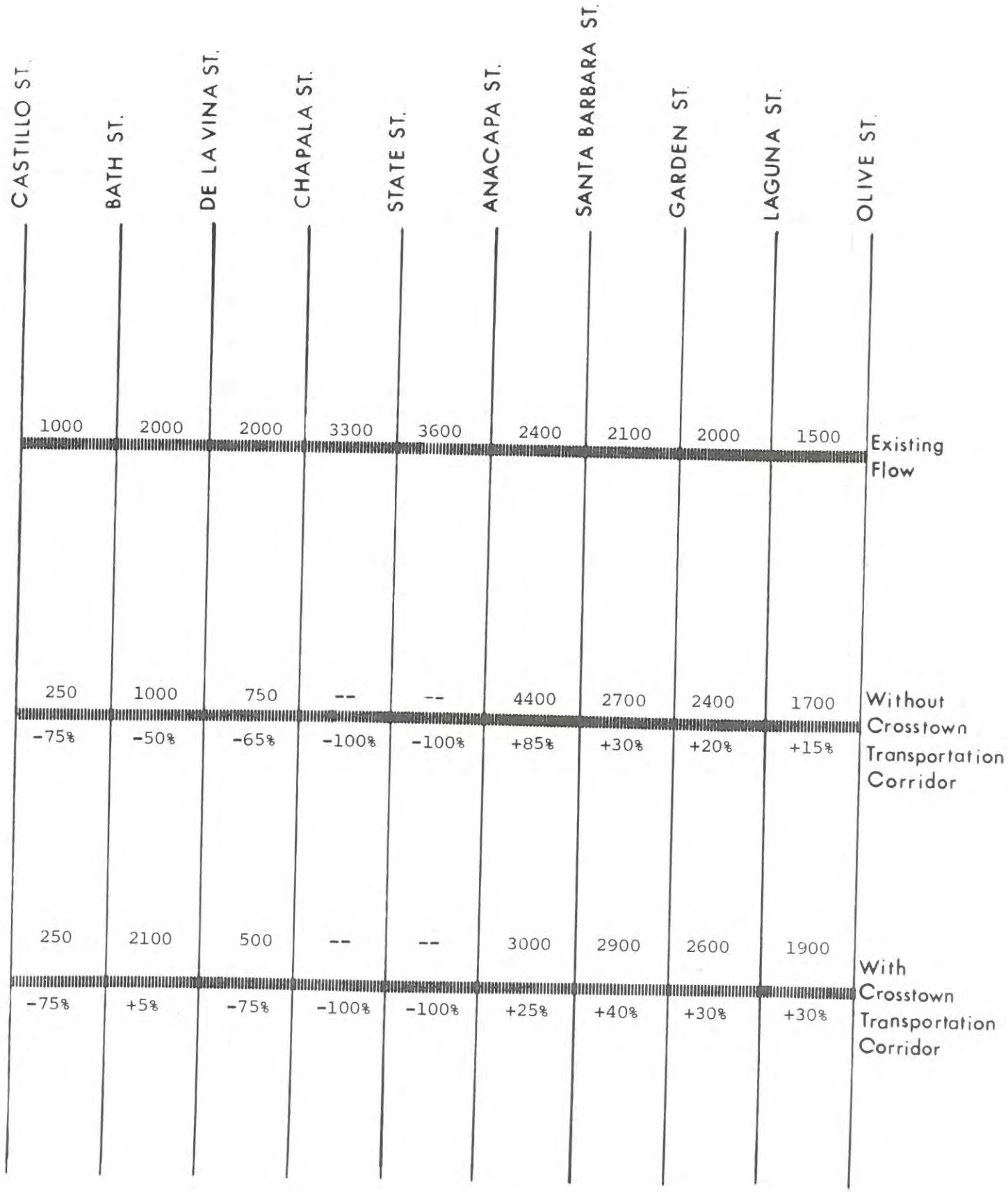


DE LA GUERRA STREET

N

ORTEGA STREET west of Anacapa Street would receive significant beneficial impacts due to an average reduction of 70% in daily traffic volume. This beneficial impact would be derived primarily from the elimination of vehicular traffic on Ortega between Chapala and Anacapa Streets for the CBD retail expansion project. The west side street closures project would also reduce traffic on Ortega Street.

Daily traffic volume east of Anacapa Street to Olive Street would increase 35% without the cross-town freeway project and 30% with it. Since this area is predominantly commercial with some residential (Presidio Springs) and the total flow volumes would be low (4,400 ADT between Anacapa and Santa Barbara Streets being the highest), the adverse impact is considered to be insignificant.


CASTILLO ST.
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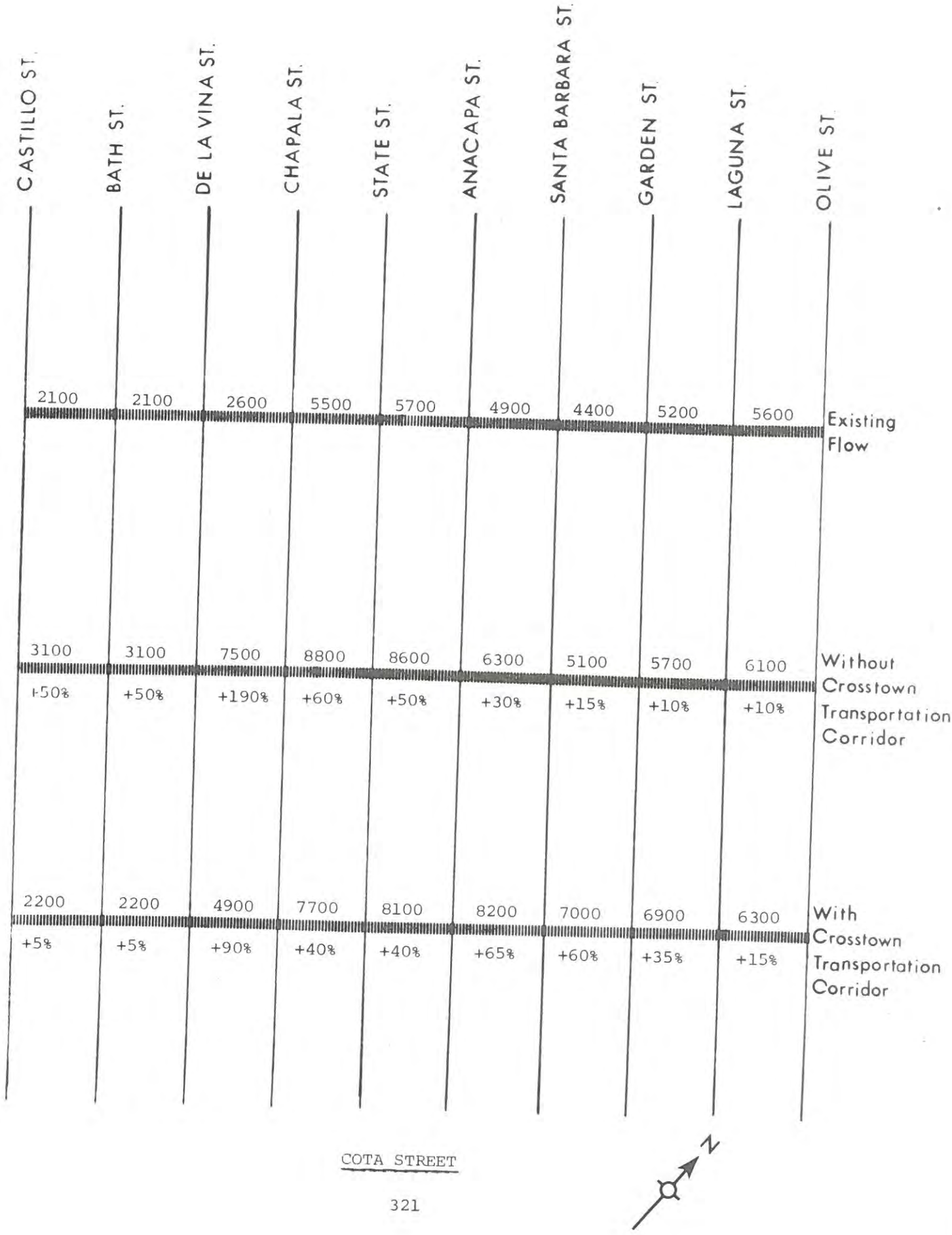
ANACAPA ST.
SANTA BARBARA ST.
GARDEN ST.
LAGUNA ST.
OLIVE ST.
1000 2000 2000 3300 3600 2400 2100 2000 1500
Existing Flow
250 1000 750 -- -- 4400 2700 2400 1700
-75% -50% -65% -100% -100% +85% +30% +20% +15%
Without Crosstown Transportation Corridor
250 2100 500 -- -- 3000 2900 2600 1900
-75% +5% -75% -100% -100% +25% +40% +30% +30%
With Crosstown Transportation Corridor
ORTEGA STREET
N

COTA STREET would receive insignificant to significantly adverse environmental impacts as a result of increased traffic volumes from the CCRP. The magnitude of the impacts on the residential area west of De La Vina Street depend largely upon whether or not the cross-town transportation corridor is constructed. An increase of 50% over the existing volume would be experienced without the cross-town project, while the increase would be only 5% with the project. Since the highest volume would only reach 3100 ADT (with a 50% increase) the impact is considered minimally adverse. A 5% increase would be insignificant.

Without the freeway project the block between De La Vina and Chapala Streets would receive an increase in volume of 188%. The average daily volume would reach 7,500 ADT. This is a significant increase in volume, but the total is not excessive, and thus the impact is considered moderately adverse.

East of Anacapa Street to Olive Street the average volume increase would be 15% without the freeway project and 45% with. Total volumes would be relatively low (8,200 ADT the highest in any block). The adverse impacts are considered minimal along this portion of Cota Street.

Without the cross-town freeway project significant adverse impacts would occur due to peak hour over-capacity conditions at the intersections of Cota and Chapala and Cota and Anacapa Streets.


CASTILLO ST.
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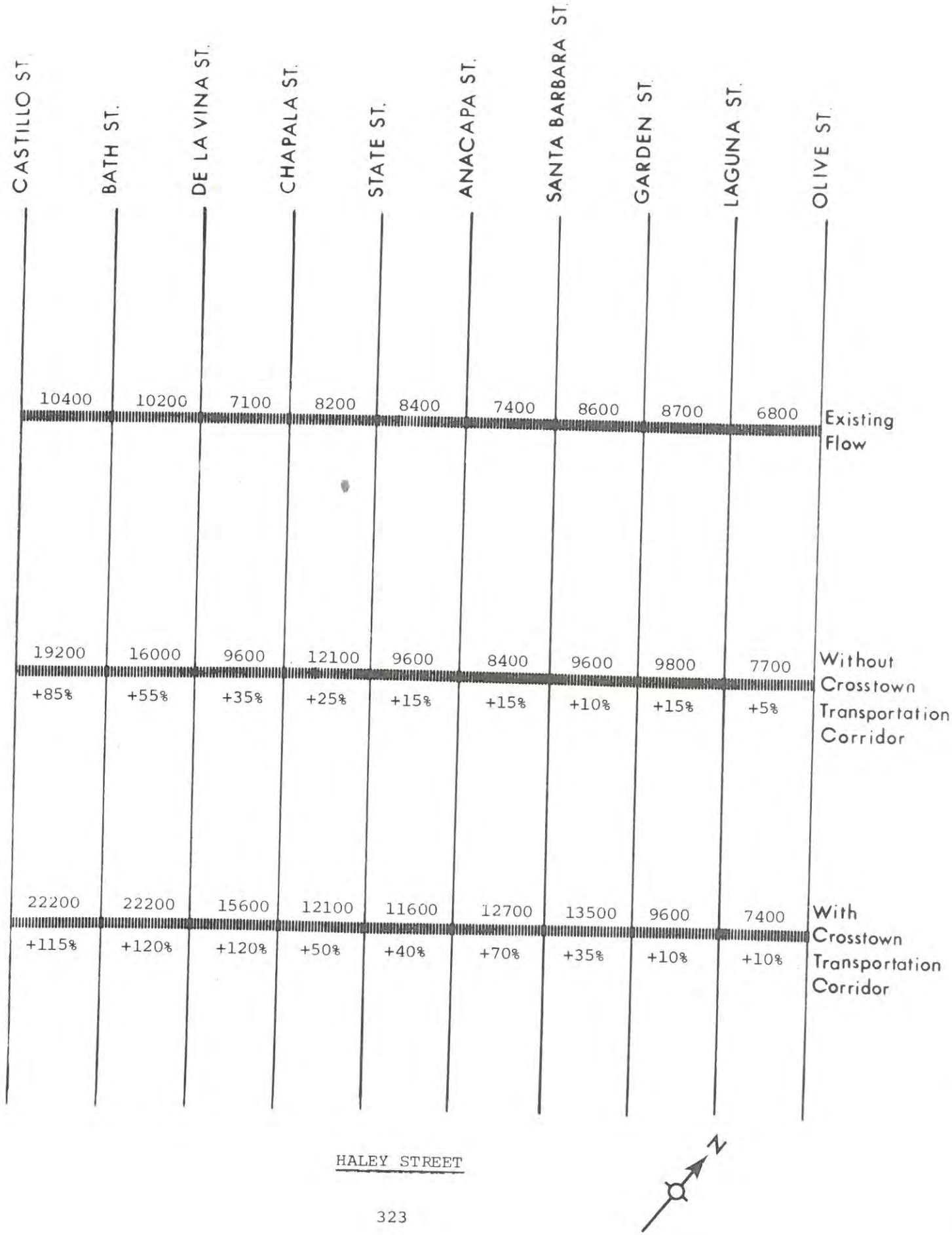
STATE ST.
ANACAPA ST.
SANTA BARBARA ST.
GARDEN ST.
LAGUNA ST.
OLIVE ST.
2100 2100 2600 5500 5700 4900 4400 5200 5600
Existing Flow
3100 3100 7500 8800 8600 6300 5100 5700 6100
+50% +50% +190% +60% +50% +30% +15% +10% +10%
Without Crosstown Transportation Corridor
2200 2200 4900 7700 8100 8200 7000 6900 6300
+5% +5% +90% +40% +40% +65% +60% +35% +15%
With Crosstown Transportation Corridor
COTA STREET
N

HALEY STREET would receive moderate to significant adverse impacts as a result of substantial increases in daily traffic volume from the CCRP. The increases would be much greater in magnitude with the cross-town freeway project than without. Average volume increases between State and Castillo Streets would be 50% without the freeway project and 100% with. For either scenario, to accommodate increased traffic, Haley would be widened to four lanes with left turn pockets between Castillo and Anacapa Streets. The widening would substantially alter the nature of Haley Street.

Because increased roadway capacity induces increased auto use and its attendant air emissions and noise, this is considered a significant adverse impact. Because the increased width and capacity would relieve peak-hour congestion, improve traffic flows, and reduce auto traffic on residential streets, the widening is also considered significantly beneficial. The widening with the freeway project would improve conditions more than without the freeway project.

Haley Street at present has a 42-ft. roadway with a 60-ft. right-of-way. The widening project would include four 12-ft. travel lanes, two 8-ft. bikeways, two 12-ft. sidewalks, and a 16-ft. median which would accommodate left turn pockets. The modified roadway width would be 94-ft. It is assumed that the additional right-of-way needed would be obtained from the south side of Haley Street where the proposed auto-center is to be constructed.

Between Anacapa and Olive Streets daily traffic volume on Haley would increase an average of 15% without the cross-town project and 30% with the project. These percentage increases are less than a third of those that would occur on Haley Street west of Anacapa. However, unlike the western portion of Haley Street, the eastern section is not scheduled for widening to accommodate increased flow volumes. The increased commercial activity in this area as a result of potential CCRP relocations, plus increased traffic volume and on-street parking demands could result in significant adverse impacts in the form of congestion and decreased traffic flow efficiency.


CASTILLO ST.
BATH ST.
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CHAPALA ST.
STATE ST.
ANACAPA ST.
SANTA BARBARA ST.
GARDEN ST.
LAGUNA ST.
OLIVE ST.
10400 10200 7100 8200 8400 7400 8600 8700 6800
Existing Flow
19200 16000 9600 12100 9600 8400 9600 9800 7700
+85% +55% +35% +25% +15% +15% +10% +15% +5%
Without Crosstown Transportation Corridor
22200 22200 15600 12100 11600 12700 13500 9600 7400
+115% +120% +120% +50% +40% +70% +35% +10% +10%
With Crosstown Transportation Corridor
HALEY STREET
N

GUTIERREZ STREET with the transportation corridor would be eliminated west of State Street by the proposed auto center. The elimination of vehicular traffic in an area where it serves little or no purpose must be considered a beneficial impact. Daily flow volumes on Gutierrez east of State Street would not change significantly from those presently occurring.

Without the transportation corridor there would be little or no impact from the CCRP. With the transportation corridor Montecito Street between Garden (extended) and Mission Creek would be eliminated. West of Mission Creek it would be joined with Yanonali Street and the name would be changed to Moreton Bay Fig Street. It would then extend from Castillo on the west to Garden Street (extended) to the east (see Figure 5). Moreton Bay Fig Street would serve as the major east-west arterial between U. S. 101 and Cabrillo Boulevard and would provide access to State, Anacapa and Garden Streets. Its volume would increase 1000% from 500 ADT to 5000.[141] It would have a beneficial impact on traffic circulation in the beach area but would also generate considerable traffic noise and air emissions which prevailing winds would carry to the residential and tourist areas between it and the beach. This is a moderately adverse impact.

Without the cross-town transportation corridor Montecito Street would receive little or no impact from the CCRP.

CABRILLO BOULEVARD between Castillo and Santa Barbara Streets would receive increased average daily flow volumes of 15% without the cross-town transportation corridor and 25% with it. Increased automobile traffic so near the beach area would be a moderately adverse impact. It will increase noise and air emissions and make pedestrian movement across Cabrillo Boulevard more difficult.

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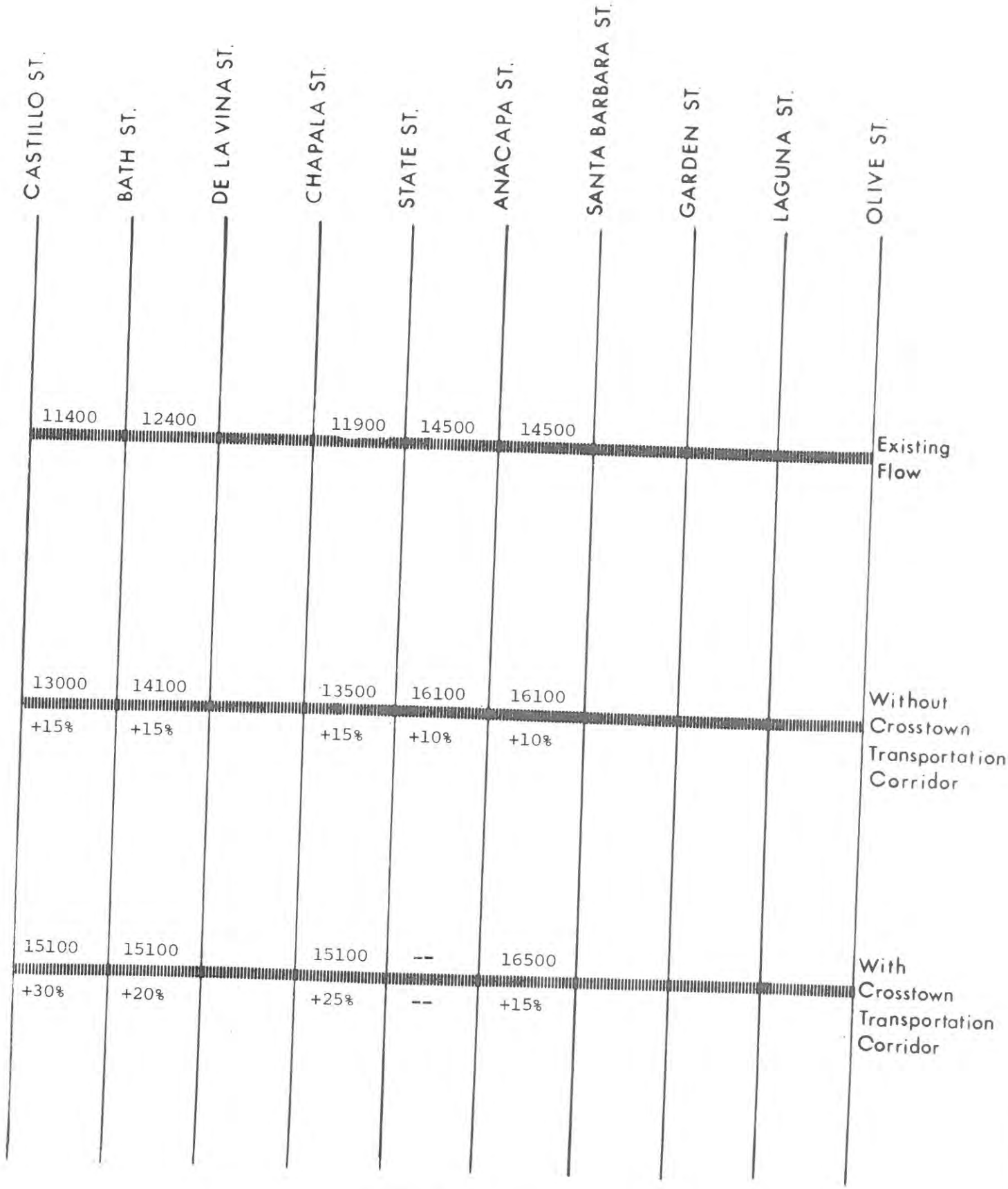
141 According to Martin Wallen, Transportation Consultant to the City, Cal Trans and the City are presently reexamining the projected volume for Moreton Bay Fig Street (Proposed under cross-town transportation corridor plan). New data may show increases as high as two or three times the 5000 ADT figure mentioned in this projection. If volume on Moreton Bay Fig Street is increased to 10 or 15,000 ADT, projected volumes on Haley Street could be substantially reduced. The volume impacts on Haley would likewise be reduced, but the projected impacts on Moreton Bay Fig Street would be increased.

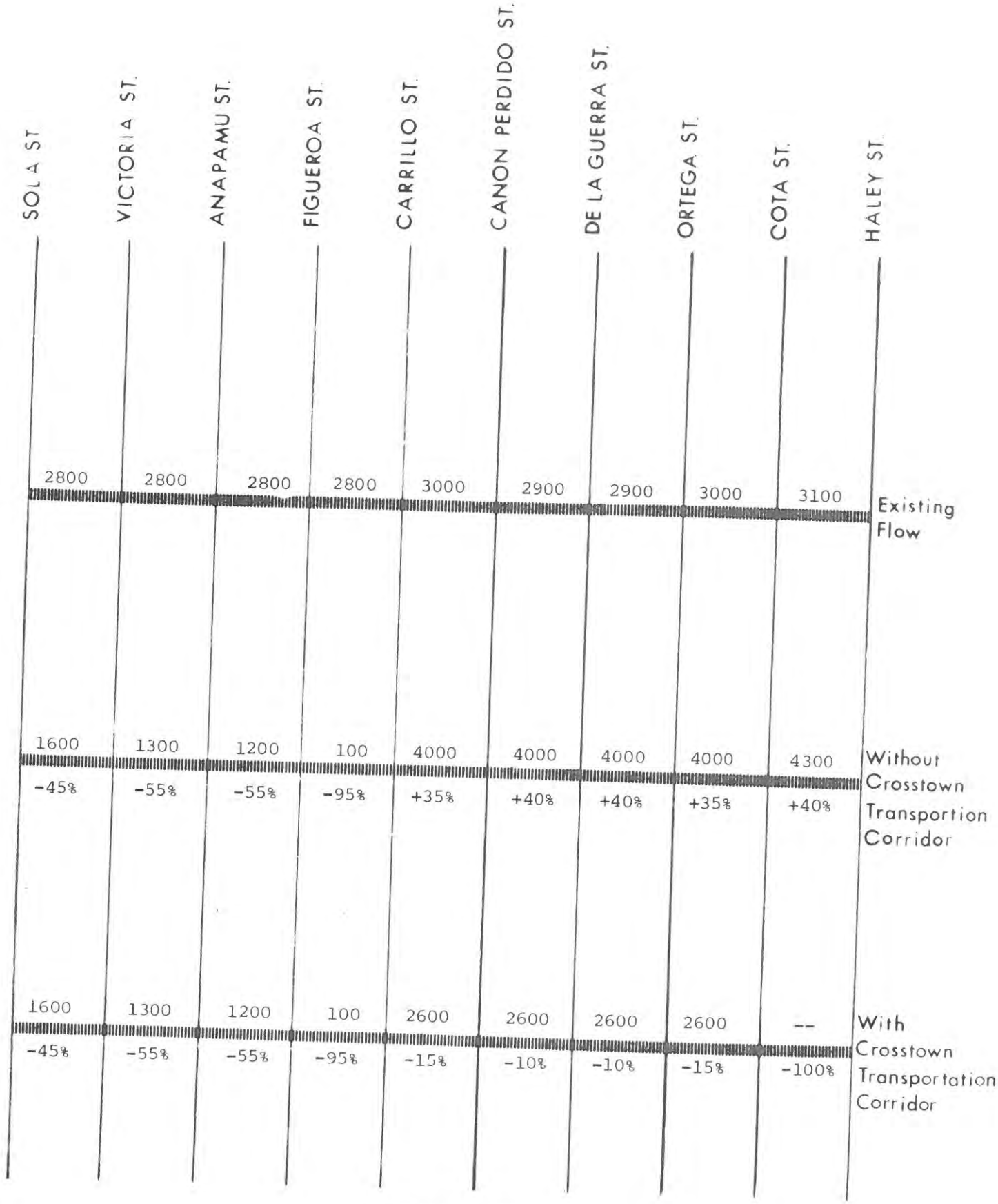


CABRILLO BOULEVARD

CASTILLO STREET would be subject to impacts ranging from beneficial to minimally adverse without the cross-town freeway project and entirely beneficial with the project. Castillo street is one of the north-south streets proposed for closing as part of the CCRP (see Street Closures, p. 37). If the cross-town freeway project were to occur, Castillo's intersection with Haley Street would be eliminated. From Haley Street to Sola Street, Castillo Street would be eliminated as a major westside through street. An average reduction of 44% in the number of existing daily trips would occur. The greatest reductions would be north of Carrillo Street. Reductions would be less south of Carrillo Street because Castillo would still provide a link to Carrillo from Cota and Canon Perdido Streets. The reduction of daily traffic volumes on a residential street must be considered a significant beneficial impact.

Without the freeway project it is unlikely that the intersection of Castillo and Haley Streets would be eliminated. If it were not, daily traffic flows on it between Haley and Carrillo Street would increase approximately 40%. Total volumes would still be relatively low (approximately 4,000). Therefore, the impact is considered minimally adverse.

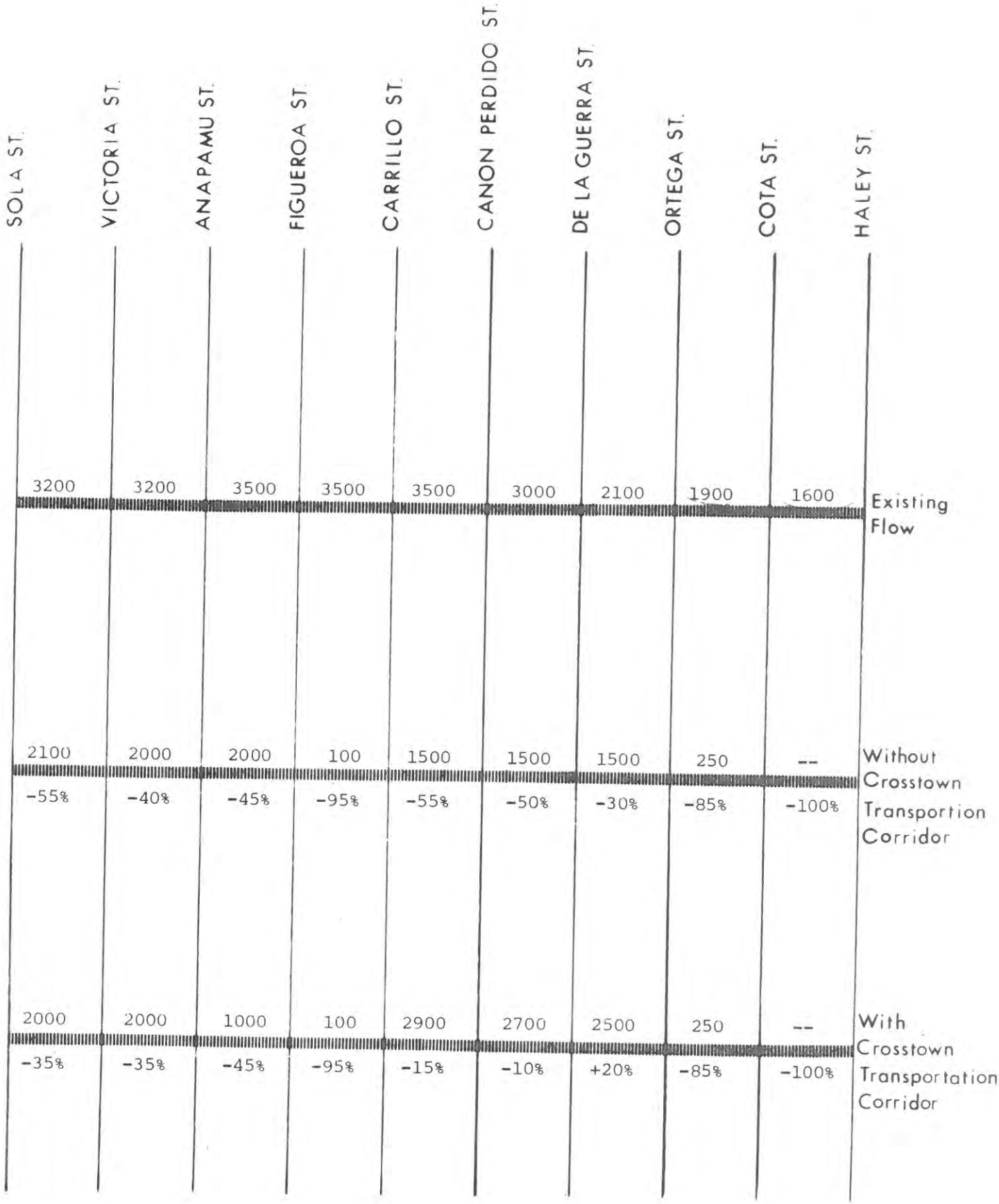
With or without the freeway project Castillo would not provide through traffic north from Carrillo Street. The resulting reductions in traffic north of Carrillo would be beneficial impacts.



CASTILLO STREET

N

BATH STREET between Sola and Haley Streets would receive beneficial impacts both with and without the cross-town transportation corridor project. It would be subject to reductions in average daily traffic volume of -60% with the transportation corridor and -45% without. The reductions would be primarily derived from the westside street closures element of the CCRP.


SOLA ST.
VICTORIA ST.
ANAPAMU ST.
FIGUEROA ST.
CARRILLO ST.
CANON PERDIDO ST.
DE LA GUERRA ST.
ORTEGA ST.
COTA ST.
HALEY ST.
3200 3200 3500 3500 3500 3000 2100 1900 1600
Existing Flow
2100 2000 2000 100 1500 1500 1500 250 --
-55% -40% -45% -95% -55% -50% -30% -85% -100%
Without Crosstown Transportion Corridor
2000 2000 1000 100 2900 2700 2500 250 --
-35% -35% -45% -95% -15% -10% +20% -85% -100%
With Crosstown Transportation Corridor

BATH STREET

DE LA VINA STREET would be subject to adverse impacts ranging from moderate to significant as a result of increased traffic volumes from the proposed project. Adverse impacts would be increased noise, auto emissions, and a diminishing of the residential character of the street. Daily volume increases with and without the freeway project would average approximately 100% on De La Vina between Sola and Haley Streets. Under both scenarios, average daily volume increases north of Carrillo would be less than to the south. To the north of Carrillo the adverse impacts are considered moderate. South of Carrillo they are considered significant. Table 84 indicates the average daily volume increases on Haley Street with the without the freeway project.

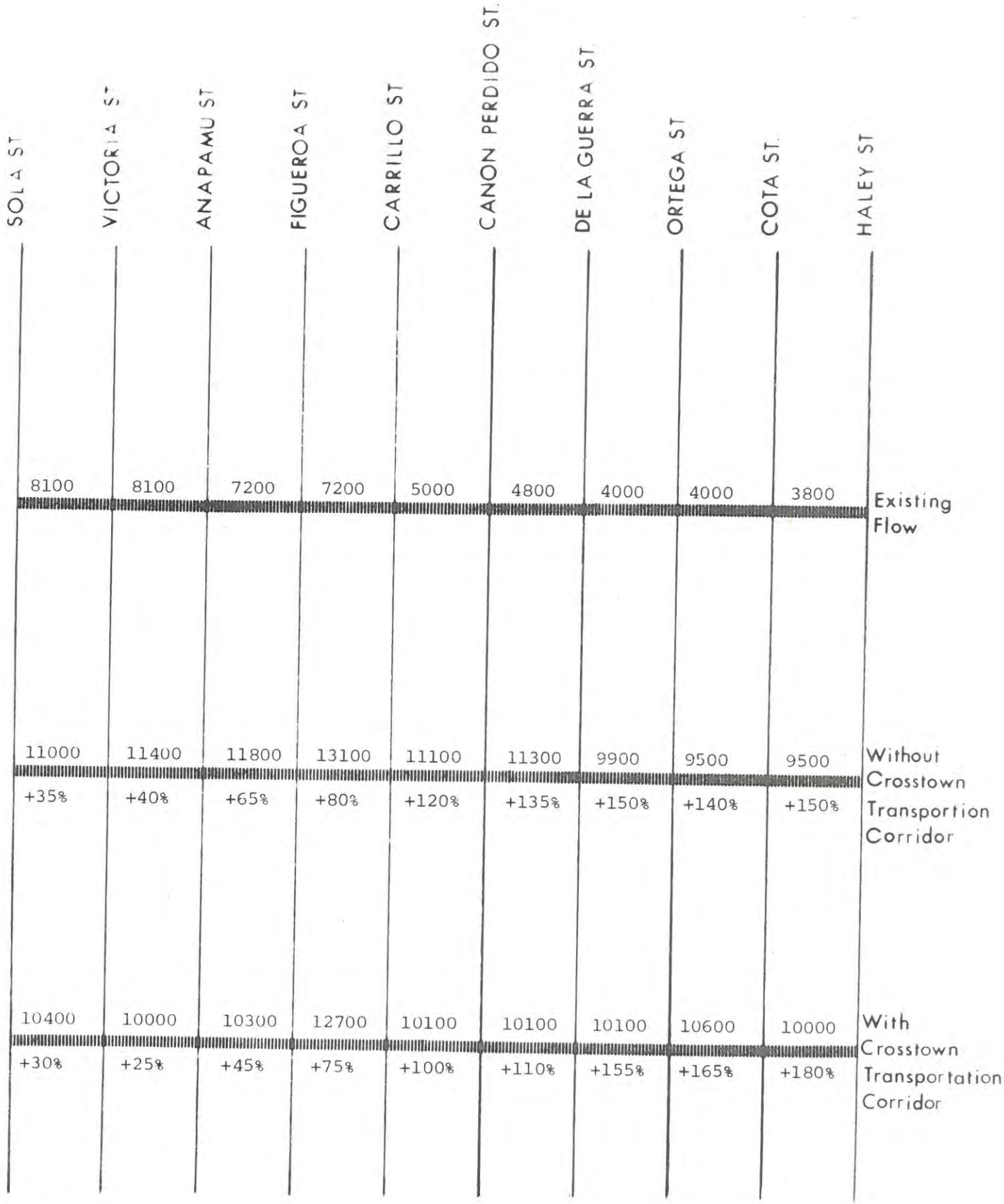
TABLE 84

Average Percentage Increases in ADT's on De La Vina North and South of Carrillo Street with and Without the Proposed Freeway Project

	Without Freeway	With Freeway
North of Carrillo	55%	45%
Btw. Carrillo & De La Guerra	130%	105%
South of De La Guerra	145%	165%

Without the transportation corridor project De La Vina Street between Carrillo and Haley Streets would be either widened to three lanes or provided with turning lanes at intersections. Some on-street parking near intersections would be eliminated. With the freeway project elimination of on-street parking near intersections would be necessary. The intersections of De La Vina-Canon Perdido, and De La Vina-Haley would be subject to capacity constrained conditions at peak hours (see Figure 38). This would be a significant adverse impact.

The widening of De La Vina Street would have both beneficial and adverse impacts. Beneficial impacts would be increased flow efficiency and decreased accident potential (because of turning lanes). These are long-term beneficial impacts. The adverse impacts would be increased traffic volume with attendant noise and air emissions and the taking of frontage property to accommodate the extra lane. A short-term adverse impact would be the construction process itself which would generate noise, dust, and disrupt traffic flow.



DE LA VINA STREET

CHAPALA STREET north of Haley and south of Sola Street would receive minimal to significantly adverse impacts due to increased traffic volumes generated by the proposed project. Without the transportation corridor project the average daily flow increase would be approximately 10%. With the freeway project the increase would be 12%. North of Carrillo Street the volume increases would be greater than those to the south. Table 85 indicates the percentage volume increases north and south of Carrillo Street with and without the cross-town freeway project.

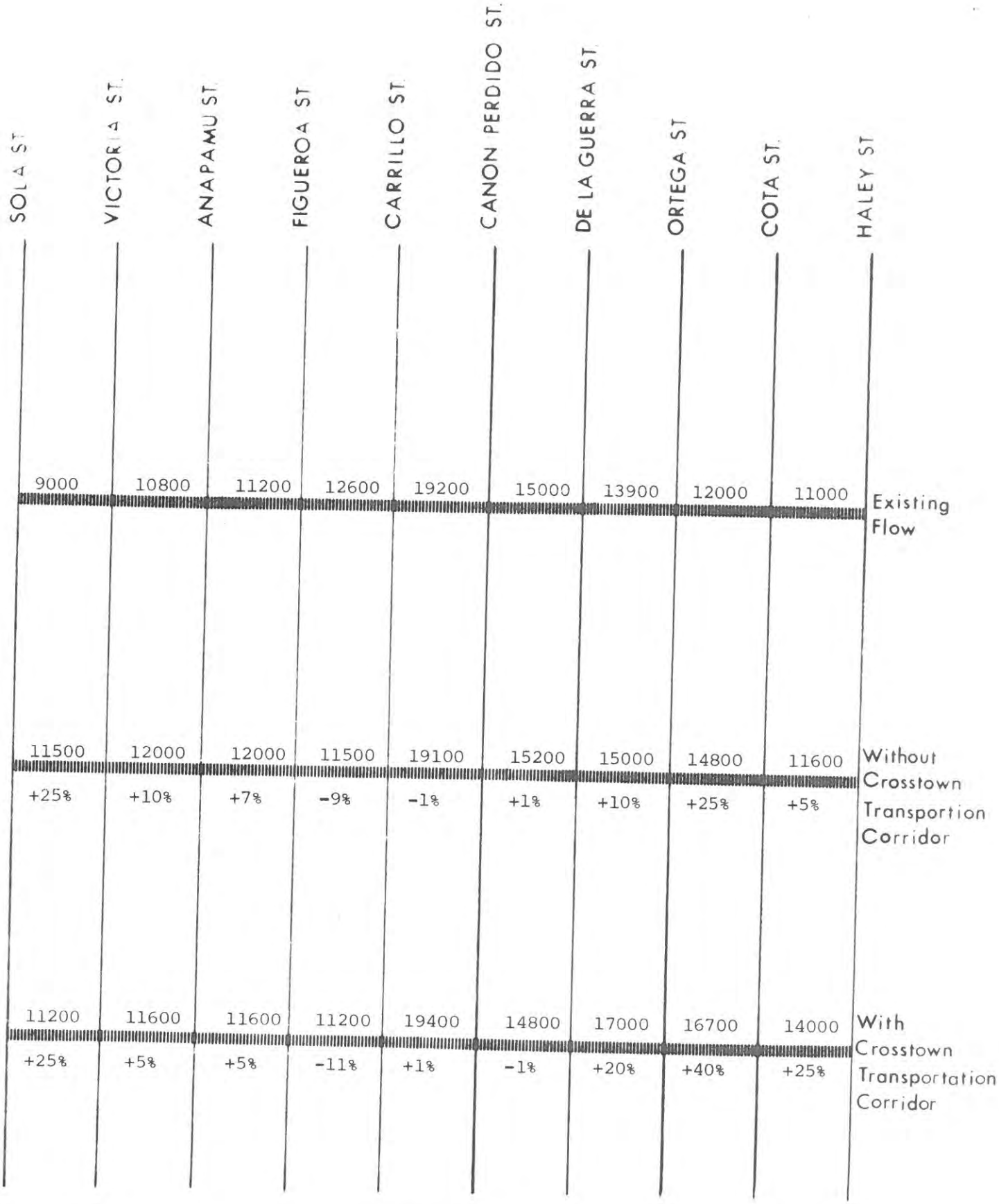
TABLE 85

Percentage Increases in Average Daily Flow on De La Vina North and South of Carrillo Street with and without the Proposed Cross-town Transportation Corridor Project

	Without Freeway	With Freeway
North of Carrillo	10%	5%
Between Carrillo & De La Guerra	0%	0%
South of De La Guerra	13%	28%

With the cross-town transportation corridor project Chapala Street would be modified to a one-way north-bound arterial. Widening would not be necessary. South-bound traffic would be absorbed by De La Vina and Anacapa Streets.

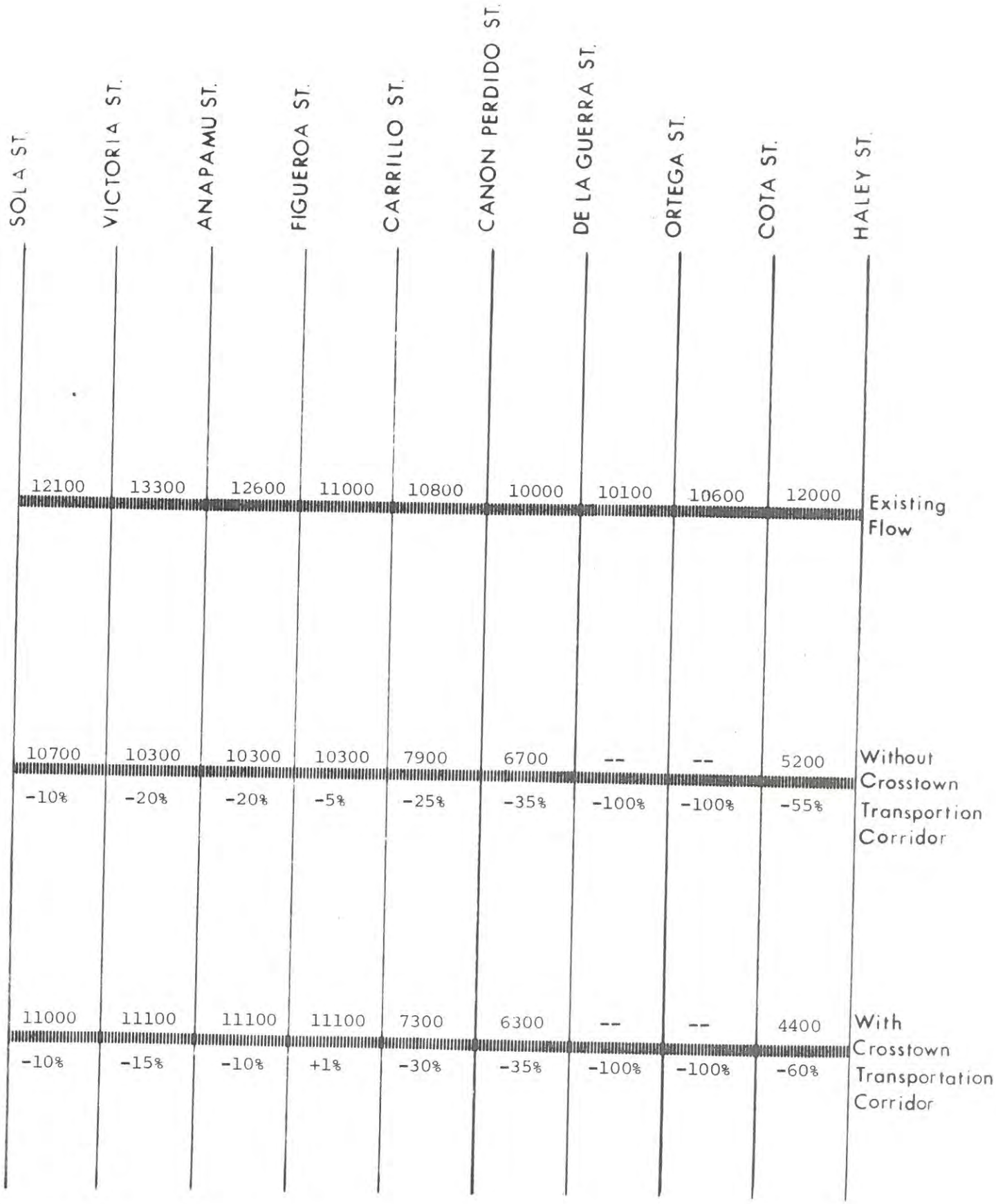
Without the cross-town transportation corridor the intersection of Chapala and Cota Streets would receive increased peak-hour capacity problems that are considered a significant adverse impact (see Figure 38).



CHAPALA STREET

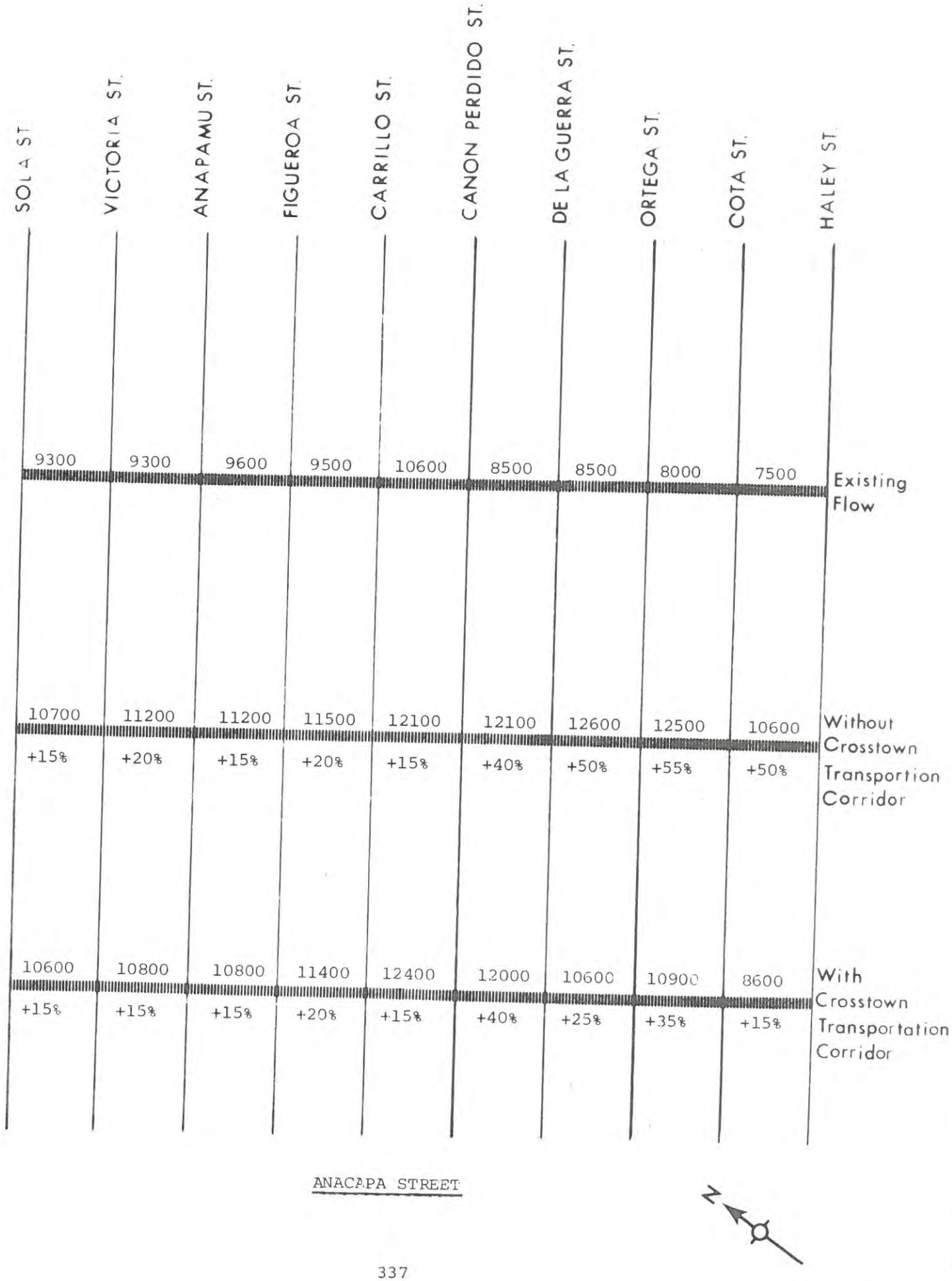
STATE STREET with or without the cross-town transportation corridor project would have its environment beneficially impacted by a reduction in daily traffic volumes. The average volume reduction would be -40%. Between De La Guerra and Cota Streets, State Street would be closed to automobile traffic. This would eliminate the use of State Street as a through arterial. Anapamu and Figueroa Streets between Anacapa and Chapala would be closed to vehicular traffic also. This would reduce the volume of circulating traffic around the 1000, 1100, and 1200 blocks of State Street.

The proposed closing of State Street to vehicular traffic is a controversial issue. It is opposed by many State Street merchants who believe it would have adverse impacts to their business.


SOLA ST.
VICTORIA ST.
ANAPAMU ST.
FIGUEROA ST.
CARRILLO ST.
CANON PERDIDO ST.
DE LA GUERRA ST.
ORTEGA ST.
COTA ST.
HALEY ST.
12100 13300 12600 11000 10800 10000 10100 10600 12000
Existing Flow
10700 10300 10300 10300 7900 6700 -- -- 5200
-10% -20% -20% -5% -25% -35% -100% -100% -55%
Without Crosstown Transportion Corridor
11000 11100 11100 11100 7300 6300 -- -- 4400
-10% -15% -10% +1% -30% -35% -100% -100% -60%
With Crosstown Transportation Corridor
STATE STREET
N

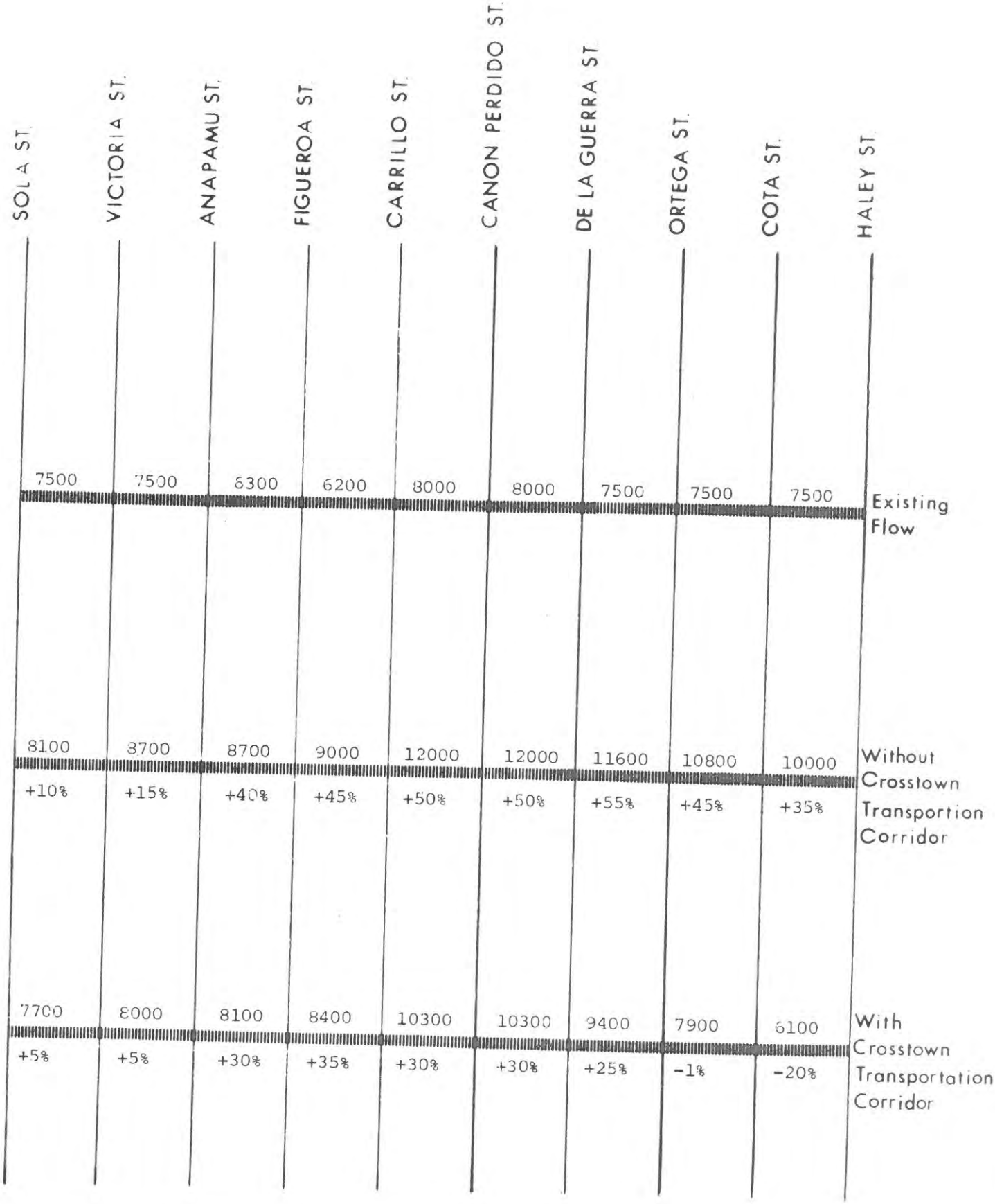
ANACAPA STREET from Sola to Gutierrez Streets would be subject to increases in average daily flow of 30% without the freeway project and 15% with the project. With the exception of the intersections at Cota and U. S. 101 under the transportation corridor project scenario, the adverse impacts on Anacapa due to increased daily flow would be minimal. Because of increased street fumes, noise and congestion, flow constraints at the two intersections during peak hours would be significant adverse impacts (see Figure 38).

If the cross-town freeway project is completed, flow volumes on Anacapa Street would increase less with the result that the Cota intersection would not represent a problem. Anacapa would pass under U. S. 101 so that intersection would be eliminated. Because Anacapa Street would not extend to the beach, reductions in volume south of Gutierrez Street would occur. This would be a beneficial impact.


SOLA ST.
VICTORIA ST.
ANAPAMU ST.
FIGUEROA ST.
CARRILLO ST.
CANON PERDIDO ST.
DE LA GUERRA ST.
ORTEGA ST.
COTA ST.
HALEY ST.
9300 9300 9600 9500 10600 8500 8500 8000 7500
Existing Flow
10700 11200 11200 11500 12100 12100 12600 12500 10600
+15% +20% +15% +20% +15% +40% +50% +55% +50%
Without Crosstown Transportion Corridor
10600 10800 10800 11400 12400 12000 10600 10900 8600
+15% +15% +15% +20% +15% +40% +25% +35% +15%
With Crosstown Transportation Corridor
ANACAPA STREET
N

SANTA BARBARA STREET between Gutierrez and Sola Streets would be subject to increased daily traffic volumes as a result of the CCRP. These increases would be minimally adverse. If the cross-town freeway project were to occur, some blocks would have reductions in daily traffic. Therefore, beneficial impacts could also occur. Average increases in daily volume would be substantially less with the freeway project than without (35% to 10%), with the greatest difference occurring south of Carrillo Street. The primary reason for this is that with the cross-town freeway project Santa Barbara Street would not cross U. S. 101. The traffic it presently carries from the beach would be shifted to another street. On Santa Barbara Street south of Ortega Street there would actually be a reduction in average daily flow--a beneficial impact.

Because of the commercial nature of the land uses along Santa Barbara Street, the increased volume is considered a minimal adverse impact. Without the transportation corridor project, and with the increased flow volumes generated by the CCRP project, the present constraint conditions at the Santa Barbara Street-U. S. 101 crossing would be aggravated and increased. This would be a significant adverse impact.



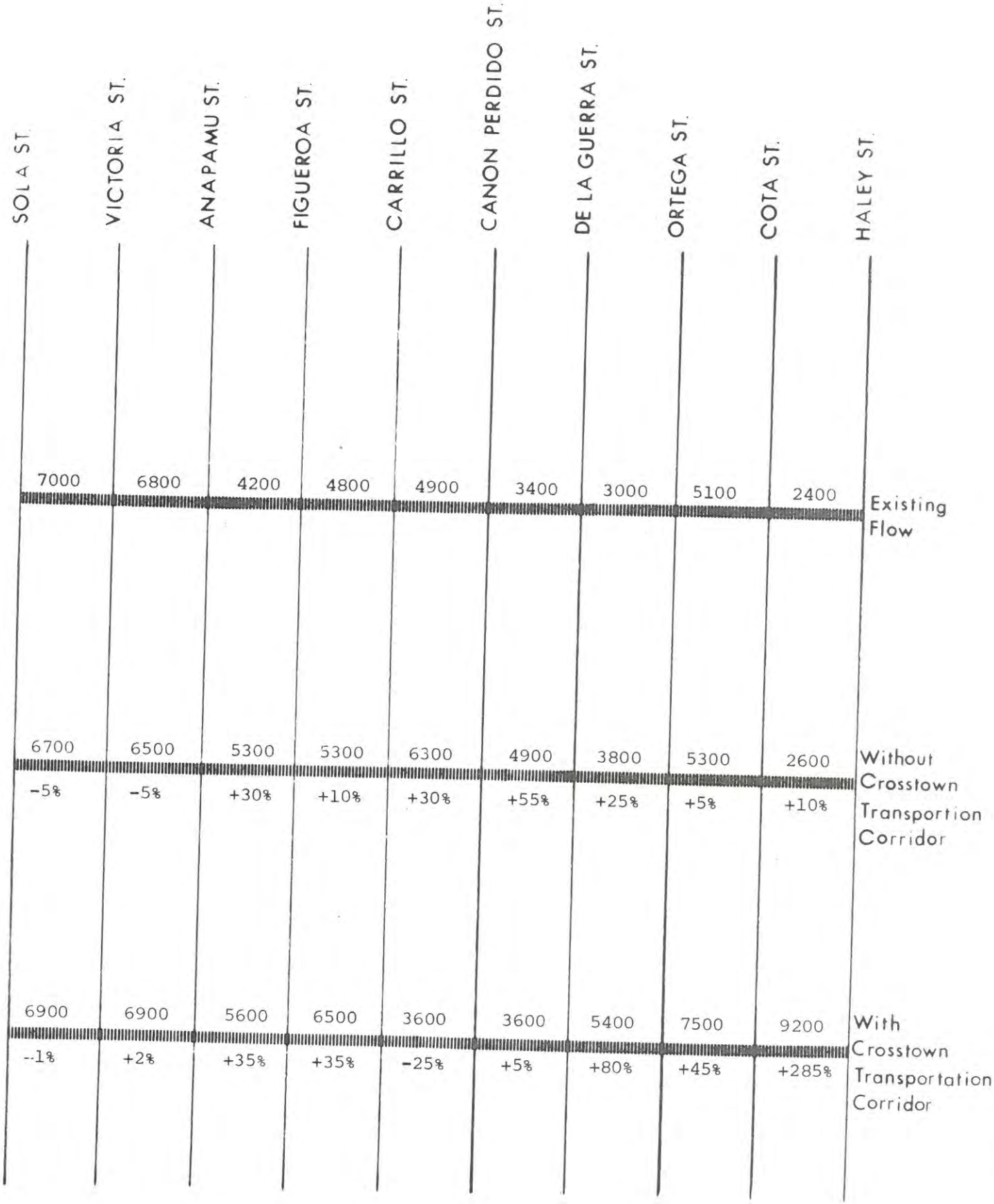
SANTA BARBARA STREET

GARDEN STREET would receive impacts ranging from beneficial to significantly adverse as a result of increased traffic flows. Beneficial impacts would occur between Anapamu and Sola Streets. Average daily flow volumes would decrease slightly in an area where the roadway narrows, becomes a steep grade, and is lined with residences.

Adverse impacts would occur south of Anapamu Street where daily volumes would increase. Between Anapamu and Haley Streets average daily flow volumes would increase approximately 20% without the transportation corridor project, and 65% with the project. The high increase in volume with the transportation corridor would be due to the fact that Garden Street would be extended south to Cabrillo Boulevard, thereby providing one-way south-bound access from Carrillo Street to East Beach.

Without the proposed freeway improvements, the intersection of Haley and Garden Street would have a volume over capacity ratio of 1.10 (see Fig. 38).This would exceed the intersection inefficiency threshhold of .90 by .20. Peak-hour traffic delays would occur. The intersection would be a source of vehicle emissions and traffic congestion. Such peak-hour occurrences at the intersection would have significant adverse impacts on air quality, noise levels, and peak-hour traffic flow.

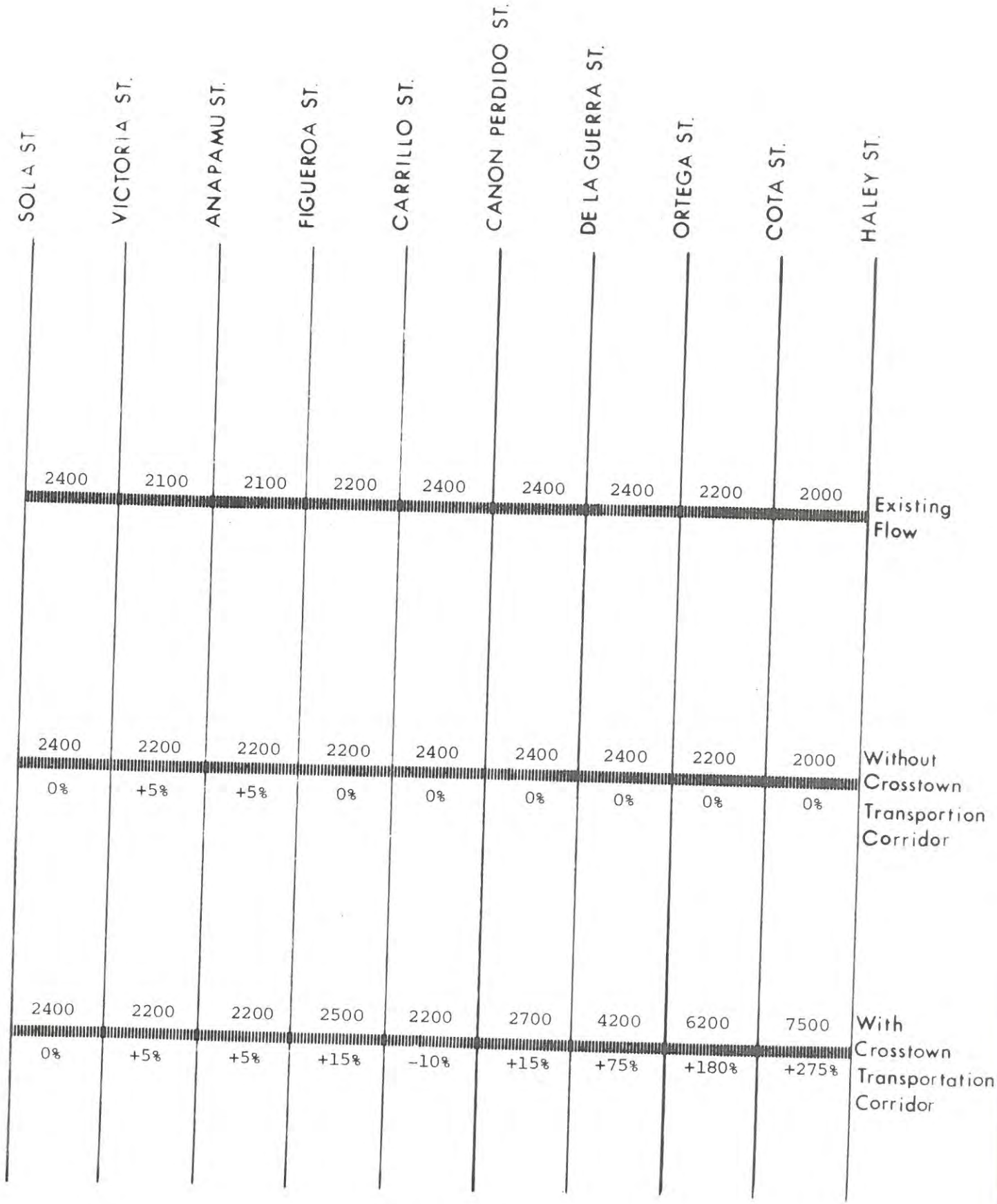
The average flow volume increases between Anapamu and Haley Streets would have minimal adverse impacts. The impacts are considered minimal because even the largest volume increases, which exceed 400% south of Cota Street, would be on a one-way arterial (with the transportation corridor) with not excessively heavy volumes and in an area of predominantly commercial uses.



GARDEN STREET

LAGUNA STREET without the cross-town transportation corridor project would receive insignificant adverse impacts as a result of increased traffic volumes generated by the CCRP. On only two blocks would it receive increases in daily traffic volumes--between Figueroa and Victoria Streets volumes would increase 5% to an average daily flow of 2,200.

With the cross-town transportation corridor the residential uses on Laguna Street would receive minimal adverse impacts south of Carrillo Street and insignificant adverse impacts north of Carrillo Street. Average daily traffic volumes would increase 105% on Laguna between Carrillo and Haley Streets. The largest increases would occur in those blocks south of De La Guerra Street where volumes would increase from 75% to 275%. This increase would be due to the construction of a north-bound U. S. 101 off-ramp at Laguna Street as part of the transportation corridor plan. Laguna Street would be a one-way north-bound arterial from U. S. 101 to Carrillo Street. It would provide entry to the eastside of the CBD via its intersections with Haley, Cota, and De La Guerra Streets.



LAGUNA STREET

OLIVE STREET would not receive noticeable adverse or beneficial impacts as a result of the CCRP projects or modifications in the existing circulation system.

West-Side Street Closures

Significant beneficial and adverse impacts would occur as a result of the proposed west-side street closures project. The primary beneficial impact would be the elimination of Bath and Castillo Streets as through traffic routes connecting Haley Street to Carrillo, Micheltorena and Mission Streets. With the elimination of this service, the majority of the traffic volume in the residential area west of De La Vina Street would be generated by the area residents. Traffic volume in this area would be reduced significantly resulting in a quieter, less hazardous, more pleasant residential environment.

The adverse impacts are: (1) Non-residential traffic currently using Bath and Castillo Streets would be rerouted to De La Vina, Chapala, Haley, or Carrillo Streets, or U. S. 101, increasing the daily volumes there. Increased daily traffic volumes on De La Vina Street would be a significant adverse impact because De La Vina is also a residential street; (2) street closures have the potential of increasing the response time of emergency vehicles (fire, police or ambulance). In instances where response time is critical to citizens' health and safety, the street closures could have an adverse impact.

Because the purpose of the west side street closures is to limit traffic volume in the residential area to that generated by the residents themselves, consistency with this goal may require the relocation of the Department of Motor Vehicles office from its present location at Castillo and Haley Streets. The DMV generates an estimated 500 average daily trips (ADT's). With the closure of the south ends of Castillo and Bath Streets, motorists going to and from the DMV will have to negotiate a more circuitous route through the residential area. This is an impact that conflicts with the goals of the proposed project. According to the Department of Motor Vehicles a new location for that facility is presently being sought.

Indirect Impacts on Streets Outside the Project Area

The additional traffic generated by the CCRP and the various circulation system modifications will result in traffic impacts beyond, or on the periphery of, the central city area. The circulation impacts on streets such as Garden, Laguna, and Olive (which are outside the planning area) have been noted on the preceding pages. Other impacts to such east-west arterials as Micheltorena and Mission Street are anticipated. It can reasonably be expected that the impacts on Micheltorena and Mission Streets would be greater without the cross-town transportation corridor than with. However, the degree of impact in either case cannot be determined at this point. Mission Street, for example, is already over capacity during peak-hour periods. Increased traffic resulting from the CCRP elements would aggravate the situation, but when a street reaches a certain degree of peak-hour congestion, many drivers begin to seek ways of avoiding it if there are other routes to their destinations. This may already be occurring on Mission Street. Increases in traffic volumes there caused by the CCRP could be partially or wholly nullified by an additional number of drivers selecting

other routes. Of course, the other routes are often through residential areas, and this is considered an adverse impact.

There are other intersections outside the CCRP area where peak hour flow capacity or delay conditions would either be created or would be further aggravated by the traffic generated by the CCRP. Drive-thru banks and public parking lots controlled by Kiosks are also identified in Figure 23 and are considered as significant point sources of auto emissions. The intersection symbols that have the diagonal slashes through them are intersections with peak-hour capacity constraint that would be relieved if the cross-town transportation corridor were constructed. The method for the relief is primarily that the street modifications--widening of Haley, making Chapala one-way, adding the Laguna off-ramp, enlarging the Castillo-U. S. 101 interchange, including grade separations at U. S. 101 crossings--incorporated into the transportation corridor project, would increase volume capacities at critical points in the system and provide for more direct and orderly routes of entry and exit from U. S. 101 to the CBD.

Impacts on Municipal Airport Capacity

The proposed Hotel/Conference Center would be the only CCRP project element to place noticeable demands on the Municipal Airport. The airport passenger capacity was exceeded during the months of May, July and August of 1975. By October or November of 1976, however, the terminal expansion project will have been completed with airport capacity expanded from the present 26,000 passengers monthly to 40,000-50,000. The increased number of passengers passing through the terminal as a result of the Hotel/Conference Center would represent an insignificant increase in demand on the expanded capacity.

The airport presently receives 21 scheduled flights per day, seven on United Airlines and four on Hughes Air West, 2 on Apollo Airlines and 8 on Golden West. Though the size of the aircraft using the airport is restricted to airplanes no larger than the Boeing "Stretch 727," increases in the passenger capacity of those planes has been achieved with later models. United has the ability to increase flight capacity from 125 persons per plane to 150. Hughes Air West is in the process of replacing 75-passenger capacity aircraft with planes capable of carrying 120 persons. In addition, Mr. Robert Wilson, Municipal Airport Manager, has stated that an increase of two to three additional flights per day can be accommodated at the airport. No adverse impacts to airport capacity are foreseen as a result of the Hotel/Conference Center or other elements of the CCRP.

TABLE 86

Summary of CCRP Impacts on City Streets
With and Without the Cross-Town Transportation Corridor

Streets	Impact with Cross-Town Transportation Corridor	Reasons	Impact Without Cross-Town Transportation Corridor	Reasons
NORTH-SOUTH				
Castillo	Beneficial	Significant reductions in ADF	Beneficial to Min. Adv.	Significant reductions in ADF north of Carrillo Street. Increases in ADF south of Carrillo St., but low total ADF.
De La Vina	Sig. Adv.	Substantial increases in ADF on residential street.	Sign. Adv.	Substantial increases in ADF on residential street. Peak hour over-capacity conditions at De la Vina & Haley & Canon Perdido.
Chapala	Minimal	Relatively small increases in ADF	Minimal to Sig. Adv.	Relatively small increases in ADF. Peak hour over-capacity conditions at Chapala & Cota and delay conditions at U. S. 101 crossing.
State	Beneficial	Substantial reductions in ADF.	Beneficial	Substantial reductions in ADF especially at U. S. 101 crossing.
Anacapa	Min. Adv.	Increase in ADF but total within capacity.	Minimal to Sig. Adv.	Increase in ADF but total within capacity. Peak hour over-capacity conditions at Anacapa and Cota.
Santa Barbara	Beneficial to Min. Adv.	Reduction in ADF south of Ortega St. Significant increase in ADF north of Ortega St.	Minimal to Sig. Adv.	Significant increase in ADF. Aggravated peak-hour over-capacity delay conditions at U. S. 101.
Garden	Beneficial to Min. Adv.	Small reduction in ADF in residential area north of Anapamu St. Very large increases in ADF where capacity exists.	Beneficial to Sig. Adv.	Small reductions of ADF in residential area north of Anapamu St. Peak-hour over-capacity conditions at Garden & Haley Streets.
Laguna	Insignificant to Min. Adv.	Very small increases in ADF north of Carrillo St. Substantial increases in ADF but low totals in residential areas.	Insignificant	Very small increases in ADF with low total.
Olive	No Impact		No Impact	
EAST-WEST				
Sola	Insignificant	Low ADF increases in Residential areas.	Insignificant	Low ADF increases in residential areas.
Victoria	Minimal to Mod. Adv.	Substantial increases of ADF in commercial and residential areas.	Minimal to Mod. Adv.	Substantial increases of ADF in commercial and residential areas.
Anapamu	Beneficial	Substantial reductions in ADF.	Beneficial	Substantial reductions in ADF.
Figueroa	Beneficial to Insignificant	Substantial reductions in ADF. Small ADF increases in residential areas.	Beneficial to Insignificant	Substantial reductions in ADF. Small ADF increases in residential areas.
Carrillo	Beneficial to Sig. Adv.	Reductions in ADF west of De la Vina. Substantial increases in already high ADF. Potential hindrance to emergency response time at Fire Station No. 1	Sig. Adv.	Substantial increases in already high ADF. Potential delay of emergency response time of fire Station No. 1. Peak-hour over-capacity conditions at Bath St.
Canon Perdido	Beneficial to Min. Adv.	Reductions in ADF east of State. Increases in excess of 50% in ADF west of State St.	Beneficial to Sig. Adv.	Reductions in ADF east of State. Peak hour over-capacity conditions at Canon Perdido & De la Vina.
De la Guerra	Beneficial to Min. Adv.	Reductions in ADF west of De la Vina. Small increases in ADF in Presidio Springs residential area.	Beneficial to Min. Adv.	Reductions in ADF west of De la Vina. Small increases in ADF in Presidio Springs residential area.
Ortega	Beneficial to Insignificant	Reductions in ADF west of Anacapa. Small increases in ADF in Presidio Springs area.	Beneficial to Insignificant	Reductions in ADF west of Anacapa. Small increases in ADF near Presidio Springs area.
Cota	Insignificant	Increases in ADF exceeding 50% but low total ADF.	Insignificant to Sig. Adv.	Increases in daily flow exceeding 50% but low total ADF. Peak hour over-capacity conditions at De la Vina and at Anacapa Sts.
Haley[a]	Beneficial to Sig. Adv.	Widening would increase capacity and flow efficiency. The need to widen, and the increase in traffic it would encourage.	Beneficial to Sig. Adv.	Widening would increase capacity and flow efficiency. The need to widen, and the increased traffic it would encourage.
Gutierrez[a]	Beneficial	Decreases in ADF and elimination of roadway west of Anacapa.	No Impact	
Montecito	Beneficial to Mod. Adv.	Increased flow efficiency. 1000% increase in ADF close to beach and residential area.	No Impact	
Cabrillo Blvd.	Mod. Adv.	Increase in ADF in recreation and pedestrian activity area.	Mod. Adv.	Increases in ADF in recreation and pedestrian activity area.

(a) Traffic impacts on streets south of Haley Street are largely due to circulation system modifications of the Cross-Town Transportation Corridor project.

Min. Adv. = Minimally Adverse
Mod. Adv. = Moderately Adverse
Sig. Adv. = Significantly Adverse

PARKING CONCERNS

> "Parking is a major urban land use. Anyone who drives a car needs no introduction to the difficulties of finding a parking space in areas which are intensively used for business, commercial, or residential purposes. An area containing a central business district (CBD), a regional or community shopping center, an industrial park, an airport, a civic center or a stadium is usually an area where extensive parking problems are found.
>
> "Like any economic good, this (land) space resource is scarce in high-density areas such as the CBD. In these areas, therefore, the vehicle is in competition with itself for its space needs. A classic example of this competition is the curb parking problem, a problem of how to allocate the total street space resources and apportion them into space for vehicles in motion and space for vehicles at rest. However simple this may sound, there is no straightforward solution, since the criteria to be followed in providing a solution are dependent on the goals of the community, and these tend to vary from one community to another."[142]

Parking Availability to CBD Patrons and Employees

There are 5,845 on and off-street parking spaces within the CBD core available to residents, patrons and employees. In addition, there are approximately 1000 all-day on-street spaces in the residential area around the core, of which it is assumed 25% are used by residents for residential purposes. The total number of spaces is 6,845. The average occupancy rate for all spaces is 70%; according to parking surveys conducted by Barton-Aschman Associates, each customer parking space serves as high as 11 occupants or as low as 6 occupants, or four vehicles per day. The long-term or all-day spaces serve 1.0 to 1.25 daily users.[143]

Within the core there are approximately 2.3 million sq. ft. of occupied retail, office, financial, hotel and restaurant floor space.[144] The ratio of parking spaces to occupied square footage of commercial space in the core is 2.86 spaces per 1000 sq. ft.

According to the Transportation Management study a typical peak demand ratio for a multi-purpose urban business district is 3.3 parking spaces per 1000 sq. ft.[145] If the 3.3/1000 ratio were applied to Santa Barbara, 7590 spaces, or an additional 995 spaces, would be needed to satisfy existing peak demands. A recent study conducted by the Parking District of parking deficiencies in Parking District lots indicates a need for an additional 531 parking spaces. The study recommends an "immediate plan of action" to acquire an

142 "Parking Studies," Traffic Engineering Theory and Practice, Louis J. Pignataro, 1973, p. 258.
143 Transportation Management Plan, p. 39.
144 Ibid., p. 43
145 Ibid., p. 44.

additional 241 spaces.[146] However, this study has been suspended indefinitely due to possible legal entanglements.

Existing Parking Facilities

Santa Barbara Parking District

The Santa Barbara Parking District presently administers 1,302 parking spaces. The spaces are contained in nine lots located in the central tier of the CBD between Victoria Street to the north and De La Guerra Street to the south (see Figure 42). The spaces offer shoppers 90-minute, free parking. After 90 minutes, each additional hour or portion of an hour costs 45¢. The revenue lost to the parking district by the 90-minute free parking is supplemented by a business license tax levied on all businesses surrounding the nine lots. Additional revenue is generated to the district by special property assessments based on a "percentage of an established degree of benefit that each parking facility provides to the particular parcel.[147]

Over-capacity conditions exist during the month of December in all the Parking District lots. At other times of the year, all but Lots 5 and 8 are periodically subject to parking demands that exceed their acceptable operating conditions. Unacceptable operating conditions are defined by the Parking District as excessive lot-full conditions, queues of traffic from entrances into the street, and resulting traffic congestion in parking facilities and on streets providing access to parking facilities.

Other Off-Street Parking Facilities

In addition to the Parking District spaces there are approximately 3,505 additional off-street spaces within the central core. These are divided among customer, employee, and other public parking spaces.

On-Street Spaces

Within the CBD core there are approximately 1,038 on-street parking spaces. These spaces have either 15-minute, 1-hour, or 2-hour time restrictions. There are also 87 parking spaces in alleyways, making a total of 1,125 on-street parking spaces. Outside the CBD core, generally in the residential neighborhoods surrounding downtown, there are approximately 750 available net on-street spaces without time restrictions. During business hours these spaces are used primarily for all-day employee parking by CBD employees. Table 87 indicates available CBD parking by type.

Impacts of Increases in the Central Core Parking Supply

The CCRP elements located within or partially within the central core would result in an overall increase of 1,448 parking spaces within that area. The total number of spaces would rise from 6,845[148] to 8,293 (see Table 88).

146 "A Preliminary Report on Parking Deficiencies and Possible Solutions," Santa Barbara Parking District, March 1976.

147 Transportation Management Plan, p. 17.

148 Includes 250 core periphery spaces used by residents.

PRESENT AND PROPOSED PARKING

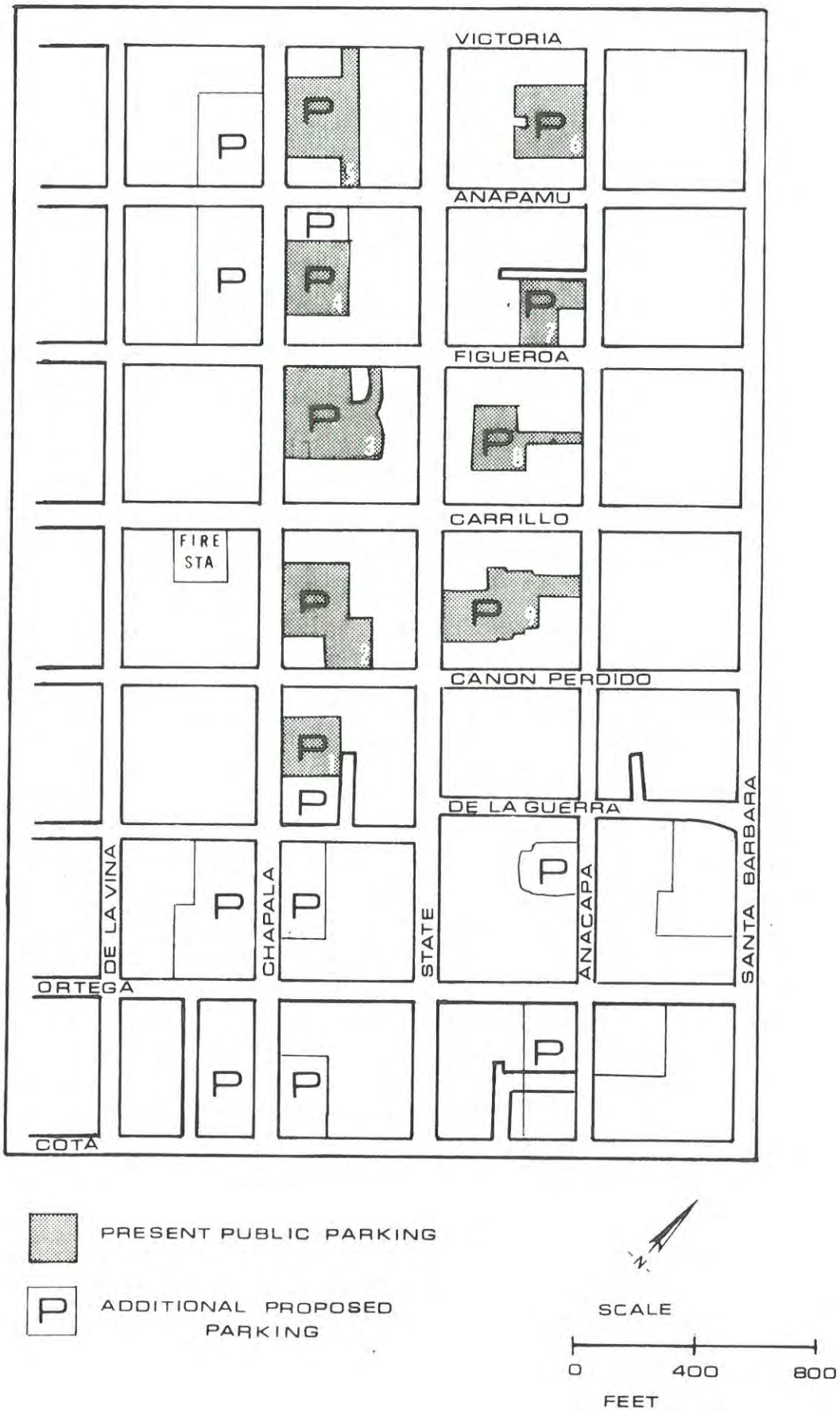


Figure 42

TABLE 87

Available Parking to CBD Employees and Patrons

Type of Parking	Capacity	Percent of Total
ON-STREET		
a. Time Restricted	1,038	15.7%
b. Free All-Day	750*	11.4%
Subtotal	1,708	27.1%
OFF-STREET		
a. Customer	577	8.7%
b. Employee	1,272	19.3%
c. Customer-Employee	959	14.5%
d. Public**	1,912	29.0%
e. Alley	87	1.4%
Subtotal	4,807	72.9%
TOTAL	6,595	100.0%

* Adjusted to account for residential use, i.e., 1000 x .75 = 750

** Includes 1,302 parking district spaces in nine lots.

Source: Barton Aschman Assoc., Transportation Management Plan, and communication with City Transportation Division and Consolidated Parking District Manager.

This would represent a 21.2% increase over the present supply. Overall, there would be a net decline of 210 on-street customer spaces while the number of off-street spaces would increase by 34.5%, or 1,658. Of the net off-street spaces it is estimated that 1,367 would be short-term, customer spaces and 81 would be long-term employee parking spaces. The supply of short-term spaces would increase 31% from 4,429 to 5,796. Long-term spaces would increase 3.4% from 2.416 to 2,497. Table 88 lists the net increases in on-street, off-street, short-term customer and long-term employee spaces for each element within the core, and for the combined elements. The table indicates that the net contributors of parking space are the proposed Retail Expansion with a net increase of 1,740 spaces and the Neighborhood Shopping Center, with a net increase of nine. The other elements result in net declines in spaces.

The cumulative impacts of the increase in the parking spaces from project elements within the central core are listed below.

Given the stated desire in the General Plan to reduce auto-related intrusions into the Central Business District, the following assumptions form the basis for specification of impact level and type:

Significantly Adverse Impacts are identified when:

- A substantial increase in the number of short-term parking spaces would create surplus parking during normal usage periods in the CBD core area. It is assumed that surplus parking area encourages auto use into the CBD and encourages intra-central city trips.

- Reparking trips in the CBD could result in disproportionate amounts of auto emissions relative to vehicle miles traveled per reparking trip.

- Increased personal auto use has the potential to decrease public transit system use and existing and potential service levels to transit dependent individuals.

- Increased auto use and vehicle miles traveled conflict with local and national recognition of the need to minimize the effects of personal auto use on energy consumption, air quality, urban land use, noise levels, and the urban environment in general.

Neither adequate parking space nor sufficient and convenient alternative modes (to the automobile) of transportation are available to the CBD visitor. When this situation exists, personal auto use becomes a necessity.

Impacts are termed Beneficial when:

- A sufficient short-term parking space supply for normal shopping conditions is maintained.

- A shortage of parking spaces in the CBD area would discourage single-occupant vehicle trips to the CBD and also discourage single purpose trips to the CBD.

- Transportation planning policies or program implementations result in: (1) a greater occupancy rate for autos entering the CBD; (2) greater public use of mass transit to and from the CBD; (3) a more diverse transportation modal split; and, stemming from all the above, (4) a more pedestrian-oriented environment in the central city.

Between the quantifiers significant adverse and beneficial are the impact quantifiers insignificant, minimal, and moderately adverse. The latter two levels of adverse impact are assigned to each parking impact as it could, would, or may relate to the parking supply demand conditions in each project area. Factors weighed in assigning impact quantifiers are: The number and type of spaces dislocated or added; whether or not the parking demand would be relocated with the spaces; whether or not new spaces would be adequate for new demands in project areas; whether or not increased VMT would occur; and, in a general sense, what parking impacts the relocated uses may, or could, bring to their relocation sites.

TABLE 88

Net Increases or Decreases in Types of Central Core Parking Spaces by CCRP Element (In Rank Order)[a]

PARKING SPACES INVOLVED	Existing	CBD EXPANSION					NEIGHBORHOOD SHOPPING CENTER				
		Spaces Dislocated		Spaces Allotted			Spaces Dislocated		Spaces Allotted		
		No.	% of Total	No.	Net Result	% ± Increase	No.	% of Total	No.	Net Result	% ± Increase
ON-STREET	2,038	63	3.1	0	-63	-3.02	25	1.2	0	- 25	- 1.2
OFF-STREET	4,807	534	11.1	2,337	1,803	37.5	257	5.3	291		4.9
TOTAL	6,845	597	8.7	2,337	1,740	25.4	282	4.1	291	9	.13
SHORT-TERM (CUSTOMER)[b]	4,429	450	10.1	1,827	1,377	31.1	39	.9	191	152	390.0
LONG-TERM (EMPLOYEE)[c]	2,416	147	6.1	510	363	15.0	243	10.05	100	-143	- 5.9
TOTAL	6,845	597	8.7	2,337	1,740	25.4	282	4.1	291	9	.13

a These calculations are confined to that area defined as the central core in Figure 39, p. 284.
b The number of short-term customer spaces was determined by adding items 1a, 2a, c, d, and e of Table 87, p. 351. Item 2c was decreased by 15% or 144 spaces to account for employee spaces.
c The number of long-term employee spaces was determined by adding items 1b and 2b, plus the 144 spaces subtracted from item 2c of Table 87, p. 351.

Cont'd.../

Table 88 (Continued)

PARKING SPACES INVOLVED	PRESIDIO[d]					PERFORMING ARTS CENTER[d]				
	Spaces Dislocated		Spaces Allotted			Spaces Dislocated		Spaces Allotted		
	No.	% of Total	No.	Net Result	% ± In-Crease	No.	% of Total	No.	Net Result	% ± In-crease
ON-STREET	48	2.4	N/A	- 48	-2.4	29	1.4	N/A	-29	-1.4
OFF-STREET	139	2.9	N/A	-139	-2.9	40	0.8	N/A	-40	-0.8
TOTAL	187	2.7		-187	-2.7	69	1.0		-69	-1.0
SHORT-TERM (CUSTOMER)[b]	48	1,08	N/A	- 48	-1.08	69	1.55	N/A	-69	-1.55
LONG-TERM (EMPLOYEE)[c]	139	5.75	N/A	-139	-5.75	0	-	N/A	-	-
TOTAL	187	2.7		-187	-2.7	69	1.0		-69	-1.0

b See first page of this table.
c See first page of this table.
d Presently it is not known how many if any additional parking spaces will be provided for the Presidio and Performing Arts Center.

Cont'd.../

Table 88. (Continued)

PARKING SPACES INVOLVED	AUTO CENTER					ALL PROJECTS		
	Spaces Dislocated		Spaces Allotted			TOTAL SPACES		
	No.	% of Total	No.	Net Result	% ± In-crease	No.	Net Result	% ± of Total
ON-STREET	45	2.2	N/A	-45	-1.4	1,828	- 210	-10.3
OFF-STREET	0	-	N/A	-	-	6,465	1,658	34.5
TOTAL	45	.7		-45	- .7	8,293	1,448	+17.5
SHORT-TERM (CUSTOMER) [b]	45	1.01	N/A	-45	-1.01	5,796	1,367	30.9
LONG-TERM (EMPLOYEE) [c]	N/A	-	N/A	-	-	2,497	81	3.35
TOTAL	45	.7		-45	- .7	8,293	1,448	+17.5

b See first page of this table.
c See first page of this table.

It must be pointed out that the levels of impact assigned for each case are the result of subjective judgments arrived at after weighing the above factors.

An increase of 1,367 short-term customer spaces within the central core would dedicate a significant amount of surface area (6.26 to 12.5 acres[149]) to auto-related uses. In addition, these spaces could generate approximately 9,570 vehicle trips/day (7 trips/space). Even though many of the trips would be intra-city trips, the net result would be increased vehicle miles traveled, increased auto emissions, and increased fossil fuel consumption for transportation. The dedication of CBD core space to parking and the inducement of vehicle trips must be considered significant adverse impacts.

If single occupant auto use is encouraged, public transit use by other than transit-dependent individuals could be discouraged. This is a significant adverse impact. Diminished transit patronage could reduce real and potential public fare revenues to mass transit and could make expansion of service levels more dependent on subsidy. To the extent that subsidies are limited, or not cost-effective in terms of patronage levels, expansion of service levels could be curtailed. Existing service to transit-dependent individuals could be diminished. This would also be a significant adverse impact.

There could be an increase in the "repark" rate within the CBD if short-term parking space exceeds average demand. The repark rate is largely a function of convenience. Most shoppers do not choose to walk several blocks when they can drive. The average walking distance for downtown visitors is 1.5 blocks.[150] This is, in part, due to their knowledge that parking is available close to their next stop. Therefore, the increase in customer spaces due to the CBD expansion, plus the planned increases in Parking District spaces (pp. 348 & 349) would encourage shopper reparking. The result would be increased vehicle miles traveled, and is considered to be a significant adverse impact. This impact would be mitigated to a large degree if the proposed "people mover" transit system is implemented and used by patrons of the CBD.

The encouragement of auto use by the increased parking supply would conflict with the City's intention to reduce dependency on the personal automobile for trips to, from, and within the Central Business District.[151] (See "Transportation-Related Central Business District Development Policies," p.298.)

Recent trends in the costs of energy, personal transportation, and governmental efforts to influence transit use and car pooling, would indicate a future decline in personal auto use. If the trends continue, the provision of 1,448 new parking spaces could result in surplus spaces leading to inefficient land use planning over the long term. If the trends do not continue and personal automobile use diminishes only slightly relative to regional population growth and consumer goods demand in the CBD, surplus

149 One parking space uses 400 sq. ft. of surface area. The lower estimate (6.26) takes into account underground parking, the high estimate does not.
150 Transportation Management Plan, p. 43.
151 Ibid., p. v.

parking space would encourage auto use at the expense of efforts to influence a less environmentally degrading transportation modal split. Either of these choices would result in significant adverse impacts to Santa Barbara's urban environment.

Impacts of Individual Projects on Parking Conditions

Short-term parking

Combined, the proposed CBD expansion, Neighborhood Shopping Center, Performing Arts Center, and Auto Center would dislocate 651 short-term parking spaces. Of these, 210 would be on-street, time-restricted spaces. To varying degrees the removal of on-street spaces would place increased parking demands on public and private parking facilities. The impact of the demands would depend on two variables:

1. Whether of not the spaces served dislocated businesses who would take their parking demands, but not their spaces, to relocation areas already deficient in parking, thereby adversely impacting the parking conditions in that area (the eastside industrial area or the area around Parking District Lot #6, for example); and

2. Whether or not a parking difficiency already exists in the project area, for example, the area near the Presidio and Parking District Lot #9 has a current supply deficiency.

Depending on these variables, the impact on on-street parking space removals could have insignificant to moderately adverse impacts on the parking supply and demand conditions in different areas. The fact that the number of dislocated on-street spaces would be relatively small, and their locations diverse would help mitigate the impacts.

Overall, the removal of 651 short-term spaces would have a minimal impact on the supply-demand characteristics of parking in the central core. This is primarily because the majority of the spaces (450) would be removed by the CBD project, which would add 1,827 short-term spaces resulting in a net increase of 1,377 spaces.

To the extent that short-term parking shortages in project element and relocation areas may actually influence a decline in single occupant auto rise, their removal would have a long-term beneficial impact on the urban environment. In the short term, before drivers adjust to the new conditions, the decreased supply may create confusion and increased VMT which would be a short-term adverse impact.

The CBD Retail Expansion project would dislocate 450 short-term spaces and add 1,827 for a net increase of 1,377. From a parking supply perspective this many new spaces will have a beneficial impact. From the perspective of encouraging additional auto use, it will have a significant adverse impact on the City's peak-hour circulation conditions and on its air quality.

The Neighborhood Shopping Center would displace 39 short-term spaces and would supply 191, for a net increase of 152 spaces. From a parking supply perspective the impact would be beneficial. However, a net increase of 152 short-term spaces (390%) would result in a substantial potential increase in VMT and vehicle emissions. These are significant adverse impacts.

The Presidio project would have a moderate adverse impact on short-term parking facilities. It would displace 48 short-term spaces. As presently planned it would provide none. The remaining demand would shift to other on-street parking and to Parking District Lot #9 which is over capacity at times. However, construction of the Lobero Garage, a project planned to begin construction in the near future, would mitigate this to an acceptable level.

Parking District Lot #9, (Figure 42), on-street parking, and the private El Paseo parking lot (140 spaces) at the corner of Canon Perdido and Anacapa Streets should adequately accommodate tourist parking generated by the Presidio. Lot #9 presently has 150 spaces with an acceptable operating level deficiency of 66%. However, peak parking demands generated by the Presidio are not expected to coincide with normal daily peak parking demands on Lot #9--the Presidio would generate peak demands during weekends.

The Performing Arts Center would dislocate 69 short-term spaces, almost all of which serve businesses to be relocated. Where the businesses go, the parking demand will follow: The demand on the parking supply in the project's vicinity would be beneficially diminished. The Performing Arts Center will generate substantial parking demands during the evening hours, on weekends, and possibly in the afternoons if matinees are scheduled.

If activities at the Center do not coincide with normal periods of peak parking demand on the area, its impact would be insignificant. If activities do coincide with periods of normal parking activity in the area, the impact would be significantly adverse because of current severe parking shortages. Parking District Lot #6, for example, (Figure 42, p. 350) which supplies parking for the area, has a present deficiency of 72%, and the demand is expected to increase in the future under normal conditions. Lot #5 has surplus capacity which could absorb some demand.

The Auto Center would have an insignificant impact on central core parking. It would displace 45 central core spaces (all on-street). Many of the stores that the spaces serve would be dislocated and parking demand would be diminished, thereby minimizing the impact. If many CCRP dislocated businesses relocate in the lower State Street area, parking demands there will rise and the 45 spaces would be missed.

If parking demand in lower State Street rises significantly as a result of CCRP business relocations, it is likely that the Parking District will extend its boundaries south and provide parking facilities there. This would relieve any shortage in spaces.

Long-Term Employee Parking

The combined CCRP elements within the central core would result in an increase of 81 long-term employee parking spaces. The numerical increase is not significant in terms of existing demand. However, the re-distribution of long-term spaces could have significant adverse parking-related impacts.

The CBD retail expansion would generate employee parking demands that would result in increased VMT and significant adverse impacts to peak hour traffic circulation and local and regional air quality. The project would dislocate 147 employee spaces and add 510 for a net increase of 363 spaces. Many of the spaces dislocated would belong to dislocated employees. Their demand for spaces would shift to relocation areas.

It is estimated that the retail expansion project would employ 1,861 persons. (See "Employment" section.) An estimated 298, or 16%, of these employees would be expected to use transportation modes other than the single occupant automobile.[152] This leaves 1,563 of the workers to commute by automobile.

At a 1.2 worker per car ratio, 1,302 daily drivers would seek long-term automobile parking within the central core or the residential fringe area to the west.[153] The proposed 510 employee parking spaces would absorb 39% of this demand. An additional 792 spaces would be needed.

Without parking facilities specifically located to accommodate these parkers, and operated to influence a greater person per car ratio (e.g., car pool lots) these employees would increase vehicle miles traveled while looking for available on-street spaces. The increased VMT would result in increased morning peak hour traffic congestion, noise, and vehicle emissions. However, this moderate-adverse impact would be short-term in nature.

The Neighborhood Shopping Center would have a moderately adverse impact on the available supply of long-term parking spaces in its vicinity. It would dislocate 243 long-term spaces and add 100 car pool spaces for a net decrease of 143 spaces. There are presently 64 all day spaces available for lease in Parking District Lot #5. If these spaces were leased by the dislocated parkers, there would be an unmet demand for 79 long-term spaces. This demand could be eliminated if the 100 car pool spaces are utilized. It must be pointed out that short-term parking in Parking District lots has priority over long-term parking. When short-term demand increases, as it is presently doing, long term spaces are preempted. Under continuing favorable economic trends, short-term demand could absorb the currently available 64 spaces in Lot #5 as well as any spaces available in other lots. Preempted long-term parkers will temporarily be forced to look for on-street parking spaces which generates additional VMT and air pollutants.

152 Transportation Management Plan, Modal Characteristics of CBD Trips, p. 31.
153 Ibid.

The proposed Presidio project would have a moderately adverse impact on the supply of long-term parking in its vicinity. It will dislocate 139 long-term spaces and, as presently planned, add none. The majority of the parkers do not work in the businesses that will be dislocated. Therefore, though businesses and parking spaces will be removed, the parking demand will remain. Additional long-term leases are not available in nearby Parking District Lots #8 and #9. The El Paseo parking lot at the corner of Canon Perdido and Anacapa Streets has approximately 140 spaces. It is a private parking facility used by both long- and short-term parkers and may absorb some of the dislocated parkers. To the extent that dislocated parkers are temporarily forced to find on-street spaces, increased VMT and auto emissions will be short-term moderate adverse impacts. The peak parking demands made by Presidio visitors should occur during the weekends when normal City parking demands are low. At these periods, Parking District Lot #9, the El Paseo parking facility, and area on-street parking should adequately accommodate the demand.

The proposed Performing Arts Center will not displace long-term parking spaces and will have no impact on their supply. Persons employed by the Performing Arts Center will demand long-term spaces. At present an accurate projection of the number of employees and the parking they will demand is not possible. However, the Performing Arts Center would likely provide both employee and customer parking. At present there are 208 parking spaces located to the rear of the Fox Arlington Theatre that are potential Performing Arts Center parking facilities.

CCRP Impacts on Parking Outside the Central Core

The proposed Mercado, Ocean-Oriented Industry, and Hotel/Conference Center will contribute to the trend of intensifying land uses along the East Beach area. Combined with the Stearns Wharf development, these projects would cause a substantial increased demand for visitor parking in the area. Parking is presently available along Cabrillo Boulevard, in lots on East Beach, and on streets extending north from the beach area. An expanded 400 spaces are planned on East Beach to accommodate the Stearn's Wharf project parking demands. On weekends representing the highest demands, it is not expected that the number of spaces will be sufficient to meet the demand. Some visitors will have to do what they do now--seek on-street spaces wherever they can find them. This sort of condition has both beneficial and adverse impacts. Adverse impacts arise from the increased VMT and vehicle air emissions caused by persons looking for on-street spaces. Beneficial impacts are derived because once a scarce space is found, it is not vacated just to drive a few blocks down the beach to another attraction. This serves to decrease VMT and air emissions.

Auto Center

Because of the conceptual nature of the Auto Center, site plans are not available to determine more precisely its impact on parking conditions outside the central core. Normally, auto dealerships in such complexes as the one proposed supply off-street parking for employees. Significant on-street parking demands are not expected. The majority of on-street spaces

that would be dislocated by the proposed Center are presently used by residents in the residential area west of Chapala Street. Their parking demands will be relocated with them; it is expected that, pursuant to code, new dwellings constructed for them would provide off-street parking. If they are relocated in older dwellings without off-street parking, then their vehicles would be parked on-street.

Transportation Center

The Transportation Center could have significant beneficial impacts on the urban environment of Santa Barbara. As proposed it would be a point of multi-modal transportation exchange. It would be an incentive to transportation efficiency. To the extent that the mobile public utilized the features of the Center, decreases in VMT, energy consumption, air pollution, parking demands, and traffic volumes could be realized. If the car pool exchange lot is effectively used, a decrease in single occupant employee commuter trips from outside Santa Barbara would lead to decreased parking demands in the CBD and the beach area.

Mercado

The Mercado would have minimal adverse impacts on parking conditions in the East Beach area and in relocation areas. It would displace both on and off-street parking spaces that serve the existing businesses. The parking demands made by these businesses would be relocated with them. This will increase parking demands in relocation areas. Depending on the existing parking supply in these areas, insignificant to moderately adverse impacts could occur.

It is expected that patrons of the Mercado will be mostly tourists and peak parking demands would be made during the weekends. To a large extent the patrons of the Mercado will be East Beach visitors drawn there because of other amenities and attractions. The Mercado would provide one more shopping area for them. Therefore, the number of new parking spaces required would be minimal. There are presently parking spaces along Cabrillo Boulevard, parking lots along East Beach and 400 new East Beach spaces planned for the Stearn's Wharf project. In addition, the car pool spaces at the Transportation Center could be used on weekends with high parking demands. These would accommodate Mercado related parking demands. There may be additional parking supplied in the Mercado to accommodate its patrons.

Due to the conceptual nature of the project, this is not certain at present. The general intensification of land use along East Beach will create increased peak demands for parking in the entire area. The East Beach parking supply could be expanded to meet the periods of very high demand. But this would mean inefficient use of very valuable land during periods of low demand.

Hotel/Conference Center

The Hotel/Conference Center would dislocate few parking spaces and accommodate its own customer parking on the project site. It would have insignificant impacts on East Beach area parking conditions. To the extent that

hotel visitors elect to use their individual autos for trips along East Beach or into the CBD, parking demands will be felt in those areas. These demands would be diminished significantly if visitors use the existing and proposed transit facilities.

Market Housing

Because it would supply its residents with off-street parking, the proposed market housing would have insignificant impacts on the parking conditions in the East Beach area. The businesses dislocated by the project would take their parking demands to their relocation areas. Depending on the existing supply and demand conditions, these demands could represent insignificant to significantly adverse impacts on the parking conditions in those areas.

Ocean-Oriented Industries

Because the Ocean-Oriented Industry project is expected to supply off-street parking for its employees, they are not expected to make adverse demands on the East Beach parking supply. Because the conceptual nature of the project indicates that it may be attractive to tourists, it is likely that it will create a demand for East Beach visitor parking spaces. Most of the visitors to the project area would already be in the East Beach area to visit other attractions. Therefore, the project is considered to have only a minimally adverse impact on visitor parking supply and demand conditions in East Beach.

MITIGATION OF ADVERSE TRANSPORTATION IMPACTS

If the significant adverse traffic impacts of the CCRP on Santa Barbara's air quality, traffic circulation conditions and general urban environment are to be reduced to an acceptable level, local government must implement a comprehensive program of incentives and disincentives designed to decrease automobile use in the CBD. Some of these methods are outlined in Barton-Aschman Associates' Transportation Management Plan for the CBD and would be augmented by the planned expansion of public transit service levels outlined in the County Transportation Plan.[154]

It should be emphasized that a program consisting solely of transit service expansion would not fully succeed in mitigating CCRP traffic impacts. Expanded public transit service must be implemented concurrently with a program of auto use disincentives; to proceed with one without the other would be to court failure. Although the CCRP's land use intensification could bring increased economic prosperity to the City, it could also bring increased traffic, noise and air pollution, all of which could degrade the City and regional environment and, in the long run, substantially reduce the economic benefits of the entire redevelopment endeavor.

Following are the mitigation measures recommended to reduce the adverse traffic impacts of the CCRP.

154 Regional Transportation Plan for Santa Barbara County, 1975-1995.

Public Transit

Expansion of Public Transit Facilities

A substantial increase in the level of service provided by the MTD is currently scheduled as part of the Regional Transportation Plan for Santa Barbara County. Increased "express" bus service between Isla Vista, Goleta Carpinteria, and Santa Barbara, a 25% increase in South Coast route miles, and halving of headway times are all planned.[154]

In order to insure the MTD's financial ability to maintain these planned increases in service levels, the appropriate mitigations outlined in this section should be implemented concurrently with the service level expansions.

MTD Information Center Services

The MTD information center included in the preferred plan for the Transportation Terminal should provide a comprehensive local and regional travel information service in a convenient format. Information services should include:

1. Maintenance of a full supply of recreational, tourist-oriented, MTD and other information on the South Coast area. This might be accomplished by subsidizing the employment of full-time Chamber of Commerce person to assist tourists in planning their stay in Santa Barbara to minimize auto travel.

2. Drive-thru and walk-up service windows to assist residents and non-residents in finding accommodations. This service should be provided through the maintenance of daily updated files on the availability of various types of accommodations at any one time. This feature of a tourist information center could minimize vehicle miles traveled by tourists and non-residents attempting to find lodging.

3. Provision of other tourist oriented services along the lines of the French National Tourist Office's "Syndicat d'Initiative" services.

4. Proper signing at selected freeway off-ramps to guide non-residents new to the City to the Information Center.

Bikeway Master Plan

It is recommended that the 1974 Bikeway Master Plan be fully implemented and that the following portions of the master plan be accomplished prior to the completion of the Retail Expansion Project:[156]

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155 Regional Transportation Plan for Santa Barbara County, 1975-1995
156 See communication with Puddicombe, Appendix .

1. The proposed off-street "Westside Bikeway" from Pilgrim Terrace to Pershing Park;

2. The Cabrillo Beach, off-street bike path (see Bikeway Master Plan);

3. The Garden and Santa Barbara Streets on-street bikeways, completed and expanded to all day use;

4. The De La Vina Street on-street bikeway, completed and expanded to all day use;

5. The State Street bikeway between De La Vina and Victoria and between Ortega Street and Stearn's Wharf.

The City Transportation Division is presently conducting a feasibility study for a proposed off-road "Westside Bike-path." The route would parallel the Southern Pacific Railroad right-of-way between La Cumbre Junior High School and Pershing Park and be approximately 2.3 miles in length. Approximately $390,000 has been requested through 1980 for this project.

If the Transportation Corridor is constructed, it is recommended that this bikeway be extended across town to Milpas Street. The extension should parallel the realigned railroad tracks. The paved bike path should be located within the 50-ft.-wide landscaped buffer zone planned for the south side of the Transportation Corridor. Because the bike path extension would also serve the Transportation Terminal, bike locking and storage facilities should be placed at the terminal for riders wishing to park their bicycles and use the alternate modes of transportation. The extension would also serve the proposed Hotel/Conference Center and Ocean-Oriented Industrial area.

An off-street bike path serving several points in the central core area and integrated with existing or planned on-street bikeways is essential to fostering greater use of the bicycle as an alternate transportation mode. If the proposed transportation corridor is constructed, all practical modes of transportation should be either accommodated within or placed continguous without. The opportunity to integrate an off-road bike path within the corridor and Transportation Terminal must not be lost.

As with all project proposals of this sort, funding is a major consideration. The City should approach Caltrans with this proposal as early as possible. If the proposal is rejected on financial grounds, the City should indicate a desire to participate in the funding.

The parking spaces removed in selected Parking District lots (see "Parking Mitigations," p.366) should be utilized for bicycle parking facilities, including bike lockers, air pumps, water fountains, a shaded sitting area, and showers.

A financial inducement should be offered to customers shopping by bicycle in the CBD. Customers entering CBD Parking District lots by bicycle should receive a special ticket at the kiosks allowing them a discount on items purchased within stores served by the Parking District. Since these customers would not require a full vehicle parking space, they should not be expected to pay as high a price as those who do.

An ordinance should be enacted requiring merchants in business areas where private customer parking is provided to set aside a minimum number of bicycle parking spaces. If a business generates a lot of bicycle traffic, additional bicycle spaces could be required. At least five bicycle spaces should be required for the first 10,000 sq. ft. of commercial floor space (may include one or more businesses), plus one additional space for each 2,500 sq. ft. of floor space over 10,000 sq. ft.

Bicycle lockers should be placed at the MTD terminal and selected MTD route stops in and outside the CBD.

Park and ride lots should be provided and located to maximize MTD service in areas difficult to serve by fixed route services. Bicycle lockers should be included at these lots.

Mitigations to Circulation Impacts on Residential Streets

Under Plan H of the CCRP, some residential streets would become subject to increased daily traffic volumes, especially De la Vina Street, the westerly portion of Cota Street, Castillo Street, portions of Laguna Street, and both the east and west ends of those collector streets north of Carrillo Street. With the construction of the transportation corridor many of these impacts would be avoided, but the tradeoff would be congested areas within the central core. If residents in these areas are to be subjected to increased traffic-flow levels, the effects should be minimized.

Mitigations to adverse impacts stemming from increased traffic on residential streets are:

1. Strict enforcement of ordinances setting standards for vehicle noise levels;

2. strict local enforcement of vehicle pollutant levels;

3. strict enforcement of posted speed limits.

It is uncertain whether or not Castillo Street would be closed to through traffic between Haley and Carrillo Streets if the crosstown transportation corridor is not constructed. If not, this section of Castillo would become subject to increased daily traffic flow volumes averaging 40%.

It is suggested, therefore, that before the CBD expansion project opens for business, the Castillo-Haley Street intersection be eliminated regardless of the construction of the transportation corridor. Because of the need to ease downtown traffic during project construction, the intersection should not be eliminated prior to the opening. The street-closure element of the CCRP should also be implemented after the opening of the CBD expansion project.

It is also recommended that Cota Street be closed as a through street just east of Castillo Street (see Figure 5). A bike lane should extend straight through to Castillo Street, with the shoulders of the bike lane just wide

enough to accommodate emergency vehicles. Personal automobile traffic would be discouraged from using the emerging corridor by the provision of a high curb around the cul de sac (leaving a narrow bicycle ramp) and strategically placed "Not a Through Street" signs.

The closure of Castillo and Cota Streets to westside through traffic would require the relocation of the Department of Motor Vehicles (DMV) facility at the Haley-Castillo Street intersection. For reasons wholly unrelated to the street closure plans, the DMV is already seeking another location.[157]

Mitigations to Reduce Adverse Parking Impacts

Mitigations to the adverse impacts on air quality and traffic circulation due to the CCRP generated vehicle trips can be implemented by manipulating the number, types, and locations of parking spaces in the CBD. Measures to gradually reduce the total number of parking spaces and measures to effect a greater person-per-auto ratio for each CBD vehicle trip must be implemented prior to completion of the CBD expansion project. A parking space reduction program must be implemented in concert with a program to expand the level of public transit service. Many of the mitigations listed below are included in the Transportation Management study formulated by Barton-Aschman Associates, while some are not.

To diminish single-occupant employee vehicle trips into the CBD and encourage the use of alternative modes of transportation, employee car pool lots should be systematically established throughout the CBD core. The 510 employee spaces proposed for the CBD expansion project should be employee car pool spaces. The concept of car pool spaces is already recognized as a potentially effective means to diminish employee vehicle traffic. The Transportation Management study recommends car pool lots as an incentive and estimates the potential diversion from single auto occupant trips to be 1,250 p.m. peak-hour trips.[158] The City Parking District is presently formulating a program to create 1000 employee car pool spaces in several existing and new lots within the CBD. Care must be taken that the number of car pooling spaces available in the City does not decrease the demand for MTD services. It is not difficult to imagine a scenario with automobile drivers picking up pedestrians or persons waiting at bus stops in order to enter car pooling lots. These people are already transit dependent individuals. Absorbing transit-dependent people into car pools would provide no beneficial impacts and could have significant adverse impacts on the operational levels of public transit. To prevent this, the supply of car pool spaces should always be maintained at a level equal to the demand created by restricting all-day spaces in other areas. If this equality is maintained, increases in both transit patronage and car pooling could be realized simultaneously, with neither succeeding at the expense of the other.

157 Source: Personal communication with Frank Winstead, Manager, Dept. of Motor Vehicles, March 10, 1976.
158 Regional Transportation Plan, p. 69.

Rather than constructing new carpool lots, existing private lots in excess of 50 spaces should be either purchased or leased from their present owners. This method of providing carpool lots is recommended in the City's Transportation Management Plan.[159]

In order to stimulate use of the all-day, carpool lots, a mix of incentives and disincentives should be applied to all-day CBD parkers.

The incentives could include:

1. Reduction of parking rates for autos having three or more occupants;

2. Location of carpool lots closer to the CBD employment areas, thus allowing carpoolers the shortest walking distances to and from their vehicles;

3. Financial incentives to carpoolers, possibly in the form of financial remuneration from employers who, in turn, would receive a rebate from the Parking District based upon decreased parking space demands.

Disincentives recommended are:

1. Increasing parking charges in carpool lots for each auto occupant less than three, with a punitive rate for single occupant vehicles;

2. Prohibition of all-day, on-street parking in the residential fringe areas. On-street parking should be prohibited from 8:00 to 10:00 a.m. in the area bounded by Micheltorena on the north, Gutierrez on the south, U. S. 101 on the west, and Laguna Street on the east. Residents of this area would be given window decals so that they would not be ticketed by meter maids;

3. Increased all-day parking rates for conventional off-street parking facilities;

4. Conversion of all existing employee parking spaces in public off-street parking lots/garages to customer-oriented parking spaces before any new short-term customer spaces are considered.

CBD Shopper Trips and Parking

The transportation habits of the downtown shopper are viewed by some to be characterized by inefficient and wasteful energy use, traffic congestion, excessive VMT's[160] and increased air pollution. Too often the urban resident uses his automobile for the quick, seemingly cheap, single-purpose trip to the central core. This pattern could be encouraged by both an

159 Regional Transportation Plan, p. 70.
160 Vehicle Miles Traveled.

over-abundance of shopper parking spaces and a lack of an efficient and convenient downtown people-moving system. Santa Barbara's unique geographic characteristics and compact size are particularly amenable to measures designed to remedy wasteful and unnecessary shopper trips. Mitigation measures designed to reduce the environmental impact of increased shopper vehicle trips to the CBD caused by the potential over-supply of short-term parking spaces are:

1. The number of customer parking spaces proposed as part of the Major Retail Expansion should be reduced or limited. The number of customer spaces proposed for the CBD expansion should be reduced by 23% to approximately 1,800.[161] Of these, 510 should be car pool employee lots. During peak shopping periods the employee lots should be used for customer parking. At these times employees could either use public transit, increase person-per-car ratios, or have employers provide a van-pooling service. The money saved for each parking space not constructed should be used to finance alternative transportation services.

   The Parking District's recommendation to add 241 spaces to its existing supply should not be implemented.

2. Some existing parking district lots should be considered for a reduction in vehicle spaces. The parking spaces removed should be redeveloped as bicycle user service areas consisting of bike lockers, water fountains, air pumps, shower stalls and restroom facilities. (See "Mitigations: Bicycle," p.).

3. Implement a reverse parking rate schedule to induce the shoppers to stay longer in one lot and accomplish more downtown business without reparking. A parking charge rate such as the following should be adopted:

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

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

161 This is a ratio of 2.97 spaces per 1000 sq. ft. of new floor area in the CBD expansion project. It is approximately equal to the existing ratio in the CBD area.

However, the number provided must be minimal in order to diminish the number of short trips to the CBD. This program should be implemented as soon as possible so that it may be tested, adjusted, and refined before the CBD expansion is completed and operable.

4. Prior to completion of the CBD expansion project, the existing State Street "Shopper-Hopper" service should be expanded in accordance with previously stated efforts to reduce intra-urban shopper vehicle trips. Once the CBD expansion is completed, a greatly expanded shuttle service should be provided. An efficient and attractive State Street Shuttle service is a vital element in any plan to reduce the number of intra-CBD vehicle trips. Many CBD shoppers, often carrying packages, do not want to walk long distances from their automobiles. If that is the alternative to reparking their car, they usually will repark. If disincentives to reparking such as those described above make it too costly to repark, they may choose an alternative mode of transportation or shop elsewhere. However, no shopping place would be as convenient as downtown if an adequate downtown transportation system were expanded. Planning consultants Martin Wallen and Lyle Stewart, as well as MTD Director Robert Yaco, consider the "Shopper-Hopper" concept essential to reduce both the present rate of intra-urban vehicle trips and those generated by the CBD expansion. According to Mr. Yaco, an efficient and convenient shopper hopper would require the following features:[162]

   a. An almost continuous service with headways no greater than five minutes;

   b. Vehicles designed for easy passenger access even while they are moving;

   c. Vehicles unique in character, something a shopper would want to ride for the experience as well as for the convenience. They should be quiet and preferably powered by means other than internal combustion engines;

   d. The shuttle route should connect with City bus stops and provide service to the MTD terminal, lower State Street, the Transportation Terminal and the beach area.

In order for the shopper to have unimpeded access to the vehicles, automobile traffic volume would have to be light or absent. Therefore, the shuttle requires that vehicular traffic be prohibited or given low priority for use of street sections.

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162 Source: Personal communication, March 18, 1976.

DESIGN MODIFICATIONS

INTRODUCTION

This section outlines Energy Conservation Measures and Alternatives to the proposed project. Due to the conceptual nature of the Plan and many of its components, many of the following recommendations could be implemented without significantly altering the feasibility of the respective project element.

The subsection dealing with alternatives is divided into four parts. In the first part, the major effects of the "No Project" option are presented and categorized as to their beneficial or adverse orientation. Following this is the text which describes alternative locations and alternative designs. Finally, an alternative to the Plan, "Alternative X" is described.

ENERGY CONSERVATION

The Central City Redevelopment Project has the potential to be an outstanding example of how energy conservation (and in a broader sense, resource conservation) can be integrated into a major development. Some CCRP elements conserve energy by the very nature of their concept. Other elements which are not inherently conserving could be modified in design and developed towards the end of energy and resource conservation.

In general, by employing a sensitive approach in regard to local climatic conditions, topography, landscaping, and site selection and orientation, a substantial energy savings can be realized. If used to assist and/or replace conventional sources, resource-conserving design can be functional and economically sound in the long run, as well as a major focal point of the proposed development itself.

Need

Fossil fuels, and other resources, upon which we presently depend for virtually all of our energy needs, are finite. Waste and misuse can only hasten the exhaustion of these resources. During the period 1950 to 1970 growth of energy consumption in the United States averaged 3.4 percent per year.[1] Continuation of such a rate of growth would require adding the equivalent of millions of barrels of oil per day to current energy production. "By 1985 this would be equivalent to adding one new Alaska pipeline each year."[2] The social, economic, and environmental impacts of this increased energy production would be severe.

Much of the energy currently consumed is either wasted or inefficiently used. Conservation measures could substantially reduce waste, slow the growth of energy consumption, and reduce pollution from energy production and use. Although conservation may not be the final answer to our energy problems, it does represent a logical step away from our pattern of waste and misuse of vital resources.

Central City Redevelopment Project

The CCRP offers the opportunity to integrate energy conserving measures into all phases of development. Because precise plans for project elements have not yet been fully developed, specific measures designed to reduce energy consumption still are to be written into the project descriptions. Rather than adding on such measures to existing plans, they could be made a major part of the design criteria of each project element.

A Special Note on Air Conditioning

Local climatic conditions rarely require the use of air conditioning due solely to external temperature. Modern structures are often designed in a manner that requires air conditioning despite these mild external temperatures. Structures in mild climate areas can be designed, sited, and operated so that air conditioning is not necessary. Because air conditioning

1 A time to Choose, Energy Policy Project of the Ford Foundation, p. 20
2 Ibid.

could be a substantial energy consuming feature of various CCRP elements, a basic energy-conserving provision of these elements should be the elimination or minimization of air conditioning use. It is not known at the time of report preparation whether or not specific project components will be developed in a manner requiring air conditioning, but only that avoiding such an energy-consuming feature would be in keeping with good conservation practice.

Elements which might consider air conditioning include Major Retail Expansion, Auto Center, Performing Arts Center, Neighborhood Shopping Center, Below Market Housing, Neighborhood Facility, Market Housing, Mercado, Hotel/Conference Center, Ocean-Oriented Industry, Transportation Center.

Project Elements

1. Major Retail Expansion

The nature of retail expansion assumes a potential increase in the number and frequency of shopper visits to the CBD. Because most shoppers use private autos for transportation to retail centers, auto traffic and gasoline consumption would increase.

Two energy-conserving design features of this element are the exclusion of vehicular traffic within the development and the grouping of retail establishments to accommodate multi-purpose trips.

The destruction of existing structures and the construction of proposed ones, including parking facilities, by its nature would require a substantial investment of energy and materials and thus would be energy consuming. This is virtually unavoidable short of project denial. However, materials and equipment used should be those least energy intensive.

From an operational standpoint, air conditioning should not be considered or permitted as part of the final design.

2. Auto Center

Centralizing auto sales and service facilities would encourage multi-purpose trips by consumers and would thus be considered generally energy-conserving.

Large, paved areas for vehicle display could require the investment of a substantial amount of materials. Some of the materials typically used for paving (i.e., asphalt) are dwindling in supply. Efforts should be made to avoid use of such materials. Advantage could be taken of already developed methods of using recycled materials for such purposes.

The preservation and relocation of residential structures currently within the project site would significantly conserve resources.

3 & 4. Presidio Reconstruction and Performing Arts Center

These elements would not inherently be energy-conserving or non-conserving.

5. Neighborhood Shopping Center

The concept of a "neighborhood" development is generally energy conserving because its close proximity to customers would encourage pedestrian traffic. Because several facilities would be located on the same site, multi-purpose trips would be encouraged and this would also be energy conserving. However, this development would also encourage some auto trips by those beyond walking distance.

The supermarket component of this element would be substantially non-conserving if the usual open freezer and refrigerator display cases are used. Alternate display arrangements, as well as implementation of waste heat recovery systems could conserve more energy. See "Special Note on Air Conditioning."

6. Below Market Housing

If congregate housing design of the senior citizen portion of this element is used it would substantially conserve resources and energy. Additional and significant energy savings could be gained by installing solar space and water heating systems in all buildings in this development.

The locations of the element, close to commercial facilities and public transportation channels, would generally conserve energy.

The preservation and relocation of residential structures currently within the proposed project site would significantly conserve resources.

7. Street Closures

Because this element would involve readjustment of traffic patterns, it would probably result in some increase in vehicle miles traveled in the short-term. This short-term effect would be non-conserving. Once new patterns were established, this effect would be mitigated.

8. Neighborhood Facility

The proximity of this facility to the community it would serve would encourage pedestrian rather than auto traffic. Consequently, energy conservation would be indicated. Also see "Special Note on Air Conditioning."

9. Mission Creek Linear Park

Due to its nature, the Mission Creek Linear Park concept would not appear to be significantly energy conserving or consumptive.

10. Market Housing

The nature of this development would indicate that generally non-conserving design provisions would be inherent. However, energy conserving measures integrated into the design of this element could reduce or reverse that potential. The provision of solar space and water heating systems within this development would be a significant energy-conserving measure. See "Special Note on Air Conditioning."

11. Mercado

The consolidation of uses in this element and its location in the midst of tourist-related facilities would be generally energy-conserving. Also see "Special Note on Air Conditioning."

12. Hotel/Conference Center

This element has the potential to be generally energy intensive and non-conserving. Specifically, energy consumption due to lighting, heating, and cooling could be substantial. Well planned energy conserving measures (see examples listed under "Energy Use Mitigation Measures") could be designed to avoid wasteful energy use. See "Special Note on Air Conditioning" for discussion of this aspect.

A provision for transit connections to other waterfront facilities would encourage the use of public transit rather than private automobiles.

13. Ocean-Oriented Industry

The basic concept of this element--to centralize similar and complimentary industries--could conserve energy because vehicle transport between such industries would be reduced or eliminated.

14. Palm Park Expansion

The extension of a bikeway through this park would encourage the use of an energy-efficient mode of transportation.

15. Transportation Center

By centralizing and coordinating various forms of public transit, the Transportation Center would encourage use of more energy-efficient transportation. Air conditioning of this development would be non-conserving. (See "Special Note on Air Conditioning.")

Energy Use Mitigation Measures

This discussion is not intended to be an exhaustive analysis of energy conserving mitigation measures and alternatives currently available. Instead, the intent is to briefly outline general suggestions, as well as specific measures which could conserve resources and reduce waste if integrated into the development of the CCRP elements.

The field of energy conservation is a dynamic one and the state of the art changes almost daily. It is essential, therefore, that each element be carefully designed to incorporate the most efficient energy systems available at the time of development.

In order to minimize repetition, the listing of suggested energy conserving measures is presented by type of energy use rather than by individual project element. Not all suggested measures could be applied to every project element because some are mutually exclusive. The list of suggestions merely indicates some of the alternative measures which could play a role in the energy conservation strategies for the CCRP.

The types of energy uses considered are lighting, heating and cooling, as well as energy uses applicable to the design and construction phases of all elements. Energy conservation relative to transportation is addressed in the "Transportation" section.

Design and Construction

1. Orient structures in relation to the sun and prevailing winds to limit the magnitude of heating and cooling needs.

2. Structure plantings to provide shade and wind breaks to limit the magnitude of heating and cooling needs.

3. Employ window shade devices (awnings, blinds, position, etc.) to control penetration of solar radiation.

4. Use proper fenestration and glazing to minimize heat gain and maximize natural light.

5. Reduce glass area to minimize heat gain and loss.

6. Weather-strip doors and windows to minimize heat loss.

7. Make energy-benefit, as well as cost benefit analyses for all systems, materials and equipment.

8. Use most energy and cost efficient insulation.

9. Minimize "lifecycle costs" rather than "first costs."

10. Reduce amount of exposed surface area to a minimum level.

11. Employ light-colored walls (exterior and interior) to aid light reflection.

12. The development of an Energy Conservation Ordinance to supplement the Uniform Building Code at the local level.

Heating and Cooling

1. Design heating and cooling systems to take advantage of light, people, and storage effects.

2. Recover waste heat from refrigeration units for space and water heating.

3. Design automatic or semi-automatic set-back capability for heating and cooling system.

4. Use well placed, sensitive thermostats.

5. Employ total energy systems for large developments.

6. Centralize heating and cooling system and provide for closing off of unoccupied or seldom used areas.

7. Use optimal energy-use equipment and systems for heating and cooling.

8. Maintain equipment in good working order.

9. Eliminate air conditioning except where absolutely necessary.

10. Include "economy cycle" in necessary air conditioners.

11. Make use of planned, functional fenestration to provide natural cooling rather than reliance on air conditioning.

12. Employ interior air-filtering devices to reduce odors and particulates.

13. Use heat pumps where feasible.

14. Use revolving doors to reduce interior heat and cooling loss.

15. Use solar-assisted space heating.

16. Use built-in appliances chosen from those with highest energy efficiency, e.g., avoid frost-free refrigerators.

17. Employ cooking range exhaust hoods with positive dampers.

18. Employ tight fitting fireplace dampers.

19. Limit or eliminate hot water to lavatory taps.

20. Install water-limiting devices in shower outlets.

21. Locate water-heating system(s) near areas of high hot water usage.

22. Insulate hot water pipes.

23. Reduce domestic hot water temperature to maximum 120°F.

24. Insulate hot water storage tanks.

25. Use solar water heaters.

26. Centralize laundry facilities near water heating system.

27. Decrease or eliminate chilled water in fountains.

Lighting

1. Design task-oriented lighting to make illumination appropriate to task areas rather than providing the same level of illumination throughout.

2. Use only efficient lamps and luminaires, as proposed in Standard 90-P of the American Society of Heating, Ventilating, Refrigeration and Air Conditioning Engineers.

3. Do not exceed lighting ratio of 2.3 watts (2.5 voltamperes) per square foot except where necessary for high visual acuity tasks and for public health and safety.[3]

4. Install selective switching to eliminate unnecessary lighting.

5. Use fluorescent lighting rather than incandescent bulbs. Where incandescent bulbs are needed, the new, long-life, low-energy bulbs should be used.

6. Employ no exterior or sign lighting during daylight hours.

7. Use time-controlled and light-sensitive switching in commercial, office and public buildings to eliminate unnecessary lighting.

8. Minimize or eliminate decorative lighting.

9. Have light-colored interior walls to increase reflected light.

10. Reduce night lighting of unoccupied buildings to a minimum level compatible with security.

11. Reduce exterior, architectural and parking lot night lighting to minimum levels compatible with security.

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3 "Recommended Standards for Lighting," California Coastal Plan, California Coastal Zone Conservation Commissions, December 1975.

12. Take advantage of indirect natural light.

13. Perform maintenance work during daylight hours whenever possible.

14. Routinely clean lighting sources.

15. Use high intensity discharge (HID) lamps whenever practical (e.g., mercury vapor, metal halide, etc.).

Other Energy Uses

1. Recycle products used whenever possible.

2. Save and utilize older structures, refitting them to be more energy efficient.

3. Locate and maintain stairs in a manner to encourage use and minimize dependence upon elevators and escalators.

4. Install lids on large display freezers and refrigerators.

5. Minimize packaging and wrapping of retail goods.

6. Establish an energy conservation policy and appropriate ordinances as a part of CCRP development.

NO PROJECT ALTERNATIVE

If the proposed Central City Redevelopment Project is not implemented, many of the adverse impacts associated with the project, as described in the body of the text, would not occur. Furthermore, many of the beneficial impacts and opportunities would also be foregone. Present conditions and trends in the redevelopment area would continue.

If the Redevelopment Plan is not adopted, there exists the probability that parts of the plan will become a reality, if not within the project area, then in the South Coast area. Those projects (or concepts) that could be realized in the next five to ten years are:

1. A major retail development
2. Presidio reconstruction
3. Low and moderate income housing
4. Mission Creek Linear Park
5. Hotel/conference center
6. Palm Park expansion.

However, all components except the major retail development and the hotel/conference center would require public moneys from local, state and/or federal levels. For example, regardless of whether the crosstown transportation corridor is constructed, a hotel/conference center is likely to be constructed in the East Beach area.

If a market demand exists for a "regional shopping complex," and if it is not constructed in the CBD core, it could be developed in the Goleta Valley or Carpinteria, if water is available. If water is not available, it is highly unlikely that this type of development would be constructed or proposed.

The primary impacts of the "No Project" alternative, listed by project components, are presented below.

IMPACTS OF "NO PROJECT" ALTERNATIVE

Beneficial Impacts	Adverse Impacts
MAJOR RETAIL EXPANSION COMPONENT	
1. New vehicle trips and associated pollution and noise related to this element would not occur.	1. CBD traffic, pollution and noise would still increase, but at rates more typical of recent trends and without benefit of planned adjustments and improvements of the circulation and transportation systems offered with CCRP development.
2. Lower State Street would remain a relatively low overhead area for small and/or marginal businesses which provide a variety of retail goods and services.	

Impacts of "No-Project" Alternative

Beneficial Impacts	Adverse Impacts
Major Retail Expansion (Continued)	
3. Growth inducement and associated public services and traffic impacts related to substantial numbers of employment opportunities would not occur.	2. Establishment of a major retail center elsewhere would be a possibility (e.g., the Goleta area, given the removal of current water moratorium).
4. Adverse public services impacts (i.e., increased demands and capacities) would not occur.	3. Improvements to State Street would be gradual and more than likely lacking a comprehensive plan.
5. The only Spanish-speaking movie theater in the City would be preserved.	4. New employment opportunities for local persons would be foregone.
6. Residential dislocation would not occur. Substandard dwelling units would nevertheless be eventually removed.	5. Substantial amounts of incremental tax revenues would not accrue and some public projects based on those revenues would be foregone for an undetermined period of time.
	6. Some substandard houses would be lost to the housing market without replacement housing to compensate.
	7. Auto dealerships (i.e., those displaced by freeway construction) would move elsewhere, possibly outside of the City limits, with existing sales tax revenues being eliminated.
	8. Crime and fire hazards in the area would not be reduced.
	9. Construction employment opportunities would be foregone.
PRESIDIO RECONSTRUCTION	
1. Fewer vehicle trips to site would occur.	1. Reconstruction would be delayed (could be completed eventually, but would take longer to accomplish.

Impacts of "No Project" Alternative

Beneficial Impacts	Adverse Impacts
Presidio Reconstruction (Continued)	
2. Disruption of Oriental community would be delayed.	2. Cultural and historical benefits of reconstructed Presidio would be delayed, and possibly eliminated.
3. The small dynamic commercial/ residential community in the area would be maintained.	3. Potential increased revenues from visiting tourists would be foregone.
4. Need to reroute present traffic patterns would be delayed or foregone.	
PERFORMING ARTS CENTER	
1. Commercial and residential dislocations would not occur.	1. Community desires for exhibit pavilion would not be met.
2. Renovation of Arlington Theatre would be completed.	2. Construction employment opportunities would be foregone.
	3. Potential revenues from regional visitors would not be realized beyond that which presently occurs.
NEIGHBORHOOD SHOPPING CENTER	
1. Increased traffic impacts associated with this element would not occur.	1. Traffic flows and congestion would continue in the area at existing levels.
2. Growth inducement resulting from newly created jobs would not occur.	2. Need for downtown convenience center would remain unfilled.
	3. New job opportunities for local persons would be lost.
BELOW MARKET HOUSING	
1. Adverse public services impacts would not occur.	1. Need for subsidized housing would remain unfilled.
2. Neighborhood density would not increase at an accelerated rate.	2. Low-income households lacking a personal automobile may be forced by market pressures to move further from the CBD. Their transportation needs and costs would be increased.
3. Destruction of existing low and moderate income units would not occur.	

Impacts of "No Project" Alternative

Beneficial Impacts	Adverse Impacts
STREET CLOSURES	
1. Emergency vehicle response time would not be increased.	1. Vehicle volumes, speeds and noise would remain at a high level.
2. Costs and responsibility of landscaping and maintenance would not be added to City's costs.	2. Potential for enhancing neighborhood character by prohibiting non-residential traffic, would be lost.
	3. The opportunity to create safe bikeways on the streets affected would be impeded.
	4. The General Plan transportation goal of decreasing traffic volumes in residential areas would not be realized.
NEIGHBORHOOD FACILITY	
1. Dislocation of residents would not occur.	1. Neighborhood need for local social service center would remain unfilled.
	2. Employment opportunities would not be available to local residents.
	3. Benefits to neighborhood residents of having local social service center would be foregone.
MISSION CREEK LINEAR PARK	
1. Costs and responsibilities for maintenance would not accrue to the City.	1. Restoration and enhancement of natural creek flora and fauna would be delayed or foregone.
2. Police and fire service burdens would not be increased beyond present levels.	2. Public educational and recreational benefit from having this creek resource developed as a park for public use would be delayed or foregone.
	3. Misuse of creek would continue.

Beneficial Impact	Adverse Impact
Mission Creek Linear Park (Cont'd)	
	4. Flood plain development would continue and potential for flood damage would continue and/or be increased.
	5. The opportunity to create an extensive and unique public resource without directly increasing public tax burden would be foregone.
MARKET HOUSING	
1. Business dislocations would not occur.	1. Uses that are inappropriate according to the General Plan for the tourist-recreation area would continue.
2. The construction of dwelling units in excess of densities allowed by the General Plan would not occur.	2. Substantial incremental tax revenues and the public developments and service that those moneys could provide would be foregone.
3. Public services adverse impacts would not occur.	
4. Potential population growth due to the availability of high-income housing would not occur.	
5. Pony rides, an established East Beach attraction would not be lost.	
6. Traffic volume increases would not occur at an increased rate.	
MERCADO	
1. Dislocations would not occur.	1. Uses inappropriate for the site area (according to the General Plan) would continue.
	2. Opportunity to concentrate tourist/commercial/recreational facilities in the State Street-Stearn's Wharf area would be decreased.

Impacts of "No Project" Alternative

Beneficial Impacts	Adverse Impacts
HOTEL CONFERENCE CENTER	
1. Negative impacts on public services (i.e., increased demands) would not occur.	1. Incremental tax revenues and the public development these revenues could provide would be foregone.
2. Growth inducing impact potential of new employment opportunities would not occur.	2. Employment opportunities for local residents would be lost.
3. Traffic, noise, and air quality impacts associated with this development would not occur.	3. Uses that are in non-conformance with the General Plan would continue.
4. Disruption of the view of the mountains from East Beach would not occur.	4. Need for adequate conference facility would go unfilled.
5. A large and valuable portion of East Beach property would not be dedicated to the exclusive use of a specific socio-economic segment of the public.	5. Substantial revenues from guests and convention delegates would not be realized.
6. Demands on beach and near beach facilities by non-residents would be foregone.	
OCEAN-ORIENTED INDUSTRY	
1. The dislocation of industries that could be difficult to relocate would not occur.	1. The beneficial impact to police and fire services would not occur.
	2. Incremental tax revenues and the public developments those revenues could provide would be foregone.
	3. Reclamation of a portion of the slough would not occur.
	4. Eventual development of the site area for other industrial uses may occur but without the benefit of a unifying plan; that is:

Beneficial Impacts	Adverse Impacts
Ocean-Oriented Industry (Cont'd)	
	a. Transportation links between interdependent industries would not be shortened. b. The opportunity to locate seafood processing establishments close to harbor and transportation area could be lost. c. The opportunity to remove seafood processing and other marine-related establishments from close proximity to other land uses with which they are incompatible could be lost. d. Cost effectiveness and energy conserving measures available to centralized interdependent industries would be foregone.
	5. The potential educational benefits provided by this development would be foregone.
PALM PARK EXPANSION	
1. The necessity to realign Cabrillo Boulevard would be eliminated.	1. Opportunity to expand and develop a unique urban-beach park of substantial size and with a variety of facilities would be foregone or delayed.
2. Increased public service demands and traffic impacts would not occur.	2. Capacity of current Palm Park would become increasingly inadequate.
3. Revenues accruing to local jurisdictions generated by property taxes would not be lost.	3. Inappropriate uses of site would continue.
	4. Private development of the site could occur, preempting public recreational use.

Impacts of "No Project" Alternative

Beneficial Impacts	Adverse Impacts
TRANSPORTATION CENTER	
1. Dislocations would not occur.	1. Need to centralize transportation facilities would remain unfilled.
2. Potential loss of specimen trees would not occur.	2. Benefits of providing a multi-modal transportation center would be foregone.
	3. There would be the loss of opportunity to: a. Decrease vehicle miles traveled. b. Decrease auto emission levels. c. Encourage less environmentally degrading transportation modal splits. d. Provide individuals and families who do not own their own vehicles with an expanded means of transportation.

ALTERNATIVE LOCATION

Major Retail Expansion

During the evolution of Plan "H", several alternative locations for the Major Retail Expansion were considered by the planning consultants. Additionally, alternatives were analyzed by City planning staff and downtown interest groups. Alternates "A", "D" and "E" would have placed the expansion west of Chapala Street between De la Guerra and Cota Streets and would have necessitated major realignment of Chapala Street and other major arterials. Alternate "B" considered the expansion at a location east of State Street, north of Carrillo Street, west of Bath Street and south of Victoria Street. This alternate location would have required a full interchange with U. S. 101 at Figueroa Street and a northbound on-ramp at Anapamu.

Impacts (Alternates A, B, D, E; Choices for the Future plates 4, 5, 7, 8, respectively)

Beneficial Impacts

1. Commercial dislocations would be minimal.

Adverse Impacts

1. These alternative locations would require, in varying degrees, major modification of existing central city streets and arterials.

2. Substantial residential dislocations would occur to varying degrees with each alternative.

3. These alternatives expand the central core rather than intensifying commercial uses within the core.

Another alternative location would be the four-block area between Cota Street and U. S. 101, with the eastern boundary at Anacapa Street, and the western boundaries at Chapala Street north of Haley, and State Street south of Haley. State Street would be converted to a pedestrian mall, excluding vehicular traffic between Haley and Montecito Streets without the transportation corridor, or between Cota and Haley Streets with the transportation corridor. The existing State Street Plaza concept would be extended from Ortega Street to Cabrillo Boulevard. Structures on State Street from De la Guerra to Cota Streets would be renovated. Public shuttle service along State Street would be provided with three to five minute headways between Victoria Street and the Stearn's Wharf area.

Impacts
Lower State Street Retail Expansion

Beneficial Impacts	Adverse Impacts
1. This location would concentrate traffic impacts of the CBD expansion in the area served by the proposed transportation corridor and Haley Street.	1. This location would be largely dependent upon those phases of the transportation corridor that would expand the Castillo Street interchange, provide a northbound off-ramp at Laguna Street, and widen Haley Street. Without development of these phases of the transportation corridor, siting the project in this location would result in severe adverse traffic impacts.
2. Traffic impacts on West Carrillo Street would be reduced.	2. Although this location would revitalize Lower State Street commercial activity, it may result in a decrease in activity in those blocks north of De la Guerra.
3. Major commercial uses would be concentrated in an area close to the proposed Transportation Center.	3. The character of the lower State Street area would be changed.
4. This location for the CBD expansion would be compatible with and compliment the proposed Auto Center.	
5. Residential dislocations would be negligible.	
6. Lower State Street renovation and revitalization would be accomplished.	

Auto Center

Another feasible location for the proposed Auto Center could be on Calle Real ("Santa Barbara Auto Center"), south of La Cumbre Road. The site, 5.117 acres in size, would be smaller than the CCRP proposed location, but would provide a site with compatible uses while encouraging concentration of auto-related facilities. Calle Real could provide vehicular access to this location. The major impacts relative to this alternate location are indicated below.

Impacts
Auto Center on Calle Real

Beneficial Impacts	Adverse Impacts
1. A service road around the site presently exists.	1. There may be a need to extend Hitchcock Way and/or Hope Avenue through to Calle Real. If either or both of these streets are not improved, the entire burden of

2. Site is within the City limits and thus tax revenues would accrue to the City.

3. Auto Center would be compatible with surrounding land uses. Several auto dealerships currently exist on adjacent parcels.

4. Many dealerships would be concentrated in a single area.

5. No existing uses would be preempted.

6. Topography is generally level and grading would be minimal.

7. Location would be visible from U. S. 101 and close to other auto-related facilities.

access would fall to the La Cumbre and Las Positas interchanges which are currently experiencing severe congestion at peak hours.

2. Increased traffic will probably increase the incidence of auto accidents on Calle Real between drivers entering and exiting the residential area to the south of the alternate site.

3. The area available at this site may not be large enough to provide relocation sites for all dealerships dislocated by the CCRP and the transportation corridor.

4. Pressure to extend the Auto Center to encompass adjacent orchards to the north and west could eventually lead to preemption of associated agricultural uses.

Presidio Reconstruction

Due to the nature of this project, no alternative location is feasible.

Performing Arts Center

One alternative would be to establish the Exhibit Pavilion portion of the development within the East Beach location proposed by the CCRP for "Market Housing," The Fox Arlington Theatre is currently being renovated to serve as the Concert Hall facility of the Center and, therefore, an alternative location has not been considered for that facility.

Impacts
Exhibit Pavilion in East Beach Neighborhood

Beneficial Impacts

1. The pavilion would be located in the major tourist-recreation-entertainment area of the City and close to hotel/motel and transportation facilities.

Adverse Impacts

1. The concept of a complete Performing Arts Center with all associated benefits, in one location would not be realized.

2. If large exhibits (e.g., boat shows, etc.) were held at the pavilion, transport of exhibits to this location would be more easily facilitated than to the CCRP proposed location.

Neighborhood Shopping Center

The planning consultants considered the location of this proposed development at the southeast corner of Cota and Castillo Streets (see "Choices for the Future", Alternate B, p. 7, and Alternate E, p. 10). This alternative location would involve major street modifications not included in Plan "H". Therefore, access to this location under Plan "H" would not be adequate. Consequently, it has not been considered as a viable alternative location.

Given the proposed size (4.8 acres) and the estimated average daily vehicle trips that would be generated, no satisfactory location for the Neighborhood Shopping Center could be found within the redevelopment area.

Street Closures

Because the Street Closures element is designed to redirect access and circulation in the West Downtown residential area, where critical peak-hour traffic problems currently exist, the relocation of the project to another area was rejected.

Neighborhood Facility

After careful consideration, it was determined that any alternative location considered should be in the West Downtown neighborhood, south of Carrillo Street, adjacent to Mission Creek, and in close proximity to a cul de sac (the latter two criteria would allow maximum use of open space and a more passive environment). A proposed location at Bath and Ortega Streets meets the above stated criteria. The only other location meeting the criteria is the north side of De la Guerra Street between Bath and Castillo Streets.

Impacts
Neighborhood Facility on De La Guerra
Between Bath and Castillo Streets

Beneficial Impacts	Adverse Impacts
1. The location would be between two cul de sacs and subject to no through traffic and its attendent adverse impacts.	1. Dislocation of residential uses would occur.

2. The Neighborhood Facility in this location could be eventually included in the Mission Creek Linear Park.

3. The location would be central to neighborhood residents to be served.

Mission Creek Linear Park

Discussion of an alternative location is not applicable to this element.

Market Housing

An alternative location for Market Housing suggested by the planning consultants is at the intersection of Cabrillo Boulevard and Punta Gorda Street. This location offers the possibility of a project site varying in size from 8.6 acres to 24.8 acres (see Choices for the Future, Alternate B, plate 5; Alternate C, plate 6; Alternate D, plate 7).

Impacts
Market Housing at Cabrillo and Punta Gorda location

Beneficial Impacts

1. Minimal dislocation of existing uses would occur.

2. The intrusion of noise, odor and other traffic related annoyances generated by the transportation corridor, Transportation Center, etc., would be minimal.

3. The location would be aesthetically pleasant and relatively isolated from commercial uses.

4. The project could be implemented without the necessity to realign the existing railroad tracks.

Adverse Impacts

1. Isolation from transportation and commercial facilities would generate increased automobile usage.

2. A valuable public resource--beachfront property--would be utilized primarily for the personal use of an exclusive group of people.

3. If the railroad tracks were not realigned northward to the transportation corridor, the noise of passing trains would be an annoyance and would detract from the aesthetics of the location.

4. The close proximity to the Punta Gorda Ballfield could potentially give rise to noise complaints by project residents.

5. Under Alternatives "B" and "D" (Choices for the Future), the Ocean-Oriented Industry would be just north and northwest of this location. Prevailing winds could carry noise, odor and particulate matter into the Market Housing area at this location.

Ocean-Oriented Industry

Due to the necessity to locate marine related uses close to the ocean and various transportation facilities, no other location other than East Beach is deemed appropriate. An alternative location once considered by the planning consultants is property located between State Street and Garden Street (extended), south of Yanonali Street (see Choices for the Future, Alternate "C", plate 6). This location has the slight advantage over the location proposed in Plan "H" of being closer to the Harbor area. However, it has disadvantages because it would place industrial uses closer to Stearn's Wharf and State Street and could require the construction of a railroad spur line into this area.

Mercado

Because the Mercado should be pedestrian oriented and centrally located within the beachfront area, the only other satisfactory location would be in the same general locale but on the west side of State Street. No clear advantage of this location over the CCRP proposed location is evident. The alternative location would, however, encroach on an established residential neighborhood. This would be an adverse impact.

Hotel/Conference Center

During the development of Plan "H", planning consultants considered an alternative East Beach location between State and Garden Streets, south of Yanonali Street (under Plan "H" this is the proposed Market Housing site).

Impacts
Alternative Location - Hotel Conference Center

Beneficial Impacts	Adverse Impacts
1. This location is close to the central business district and major beachfront attractions.	1. From an aesthetic standpoint, the close proximity to the proposed Transportation Center and transportation corridor could subject the area to adverse traffic impacts (e.g., noise, auto emissions, etc.)

2. It is also adjacent to the Transportation Center, which could minimize vehicle miles traveled in the area and be convenient for transit-dependent visitors.

2. Dislocation of the existing residential, commercial and industrial uses would occur.

3. The site would be preempted as an alternative location for the Exhibit Pavilion.

Palm Park Expansion

An alternative location is not applicable to this element.

Transportation Center

During the evoluation of Plan "H", the planning consultants considered an alternative location between Anacapa and Garden Streets, north of Yanonali Street and south of U. S. 101 (see Choices for the Future, Alternate "A", plate 4).

Impacts
Alternative Location - Transportation Center

Beneficial Impacts

1. Given the proposed transportation corridor, this location would be close to the full interchange at Garden Street.

2. Given the proposed Transportation corridor, the location could realize the advantages of being in close proximity to the railroad and the freeway.

Adverse Impacts

1. Because it is dependent upon the realignment of the railroad tracks, this location is contingent upon the completion of the crosstown transportation corridor.

2. The opportunity to incorporate the Morton Bay Fig Tree in a park setting as a part of the Transportation Center would be lost.

3. The close proximity up-wind of the proposed Market Housing could adversely impact that development (e.g., noise and pollution dissemination).

4. This site would not be optimally located as it is not immediately adjacent to the major concentration of commercial and tourist related facilities in the State Street-Stearn's Wharf area.

DESIGN MODIFICATIONS

Major Retail Expansion

It may be advantageous to restore and renovate structures in the Plan "H" proposed CBD expansion area. Each building in the project area could be inspected and evaluated as to its structural integrity and compliance with building codes. Those structures found to be unsound and incapable of being rehabilitated at reasonable cost could be demolished and removed. Those structures found to be sound and/or rehabilitatable, would be renovated. New structures could be built on the sites made vacant by removal of unsound structures and could be integrated with the remaining older structures. The architecture of the new structures could blend with the character and scale of the old State Street buildings to provide a unique and functional commercial complex preserving much of the existing lower State Street environment.

Impacts
State Street Renovation

Beneficial Impacts

1. Retention of old State Street Character would be accomplished.
2. Commercial dislocation would be minimized.
3. The possible reduction in the net amount of commercial space added could decrease the parking spaces necessary. If that were the case, residential and commercial dislocations west of Chapala Street may not occur.
4. Resources (e.g., energy, building materials, etc.) would be conserved.
5. Centralization of commercial uses and intensitification of land use would occur simultaneously with renovation.

Adverse Impacts

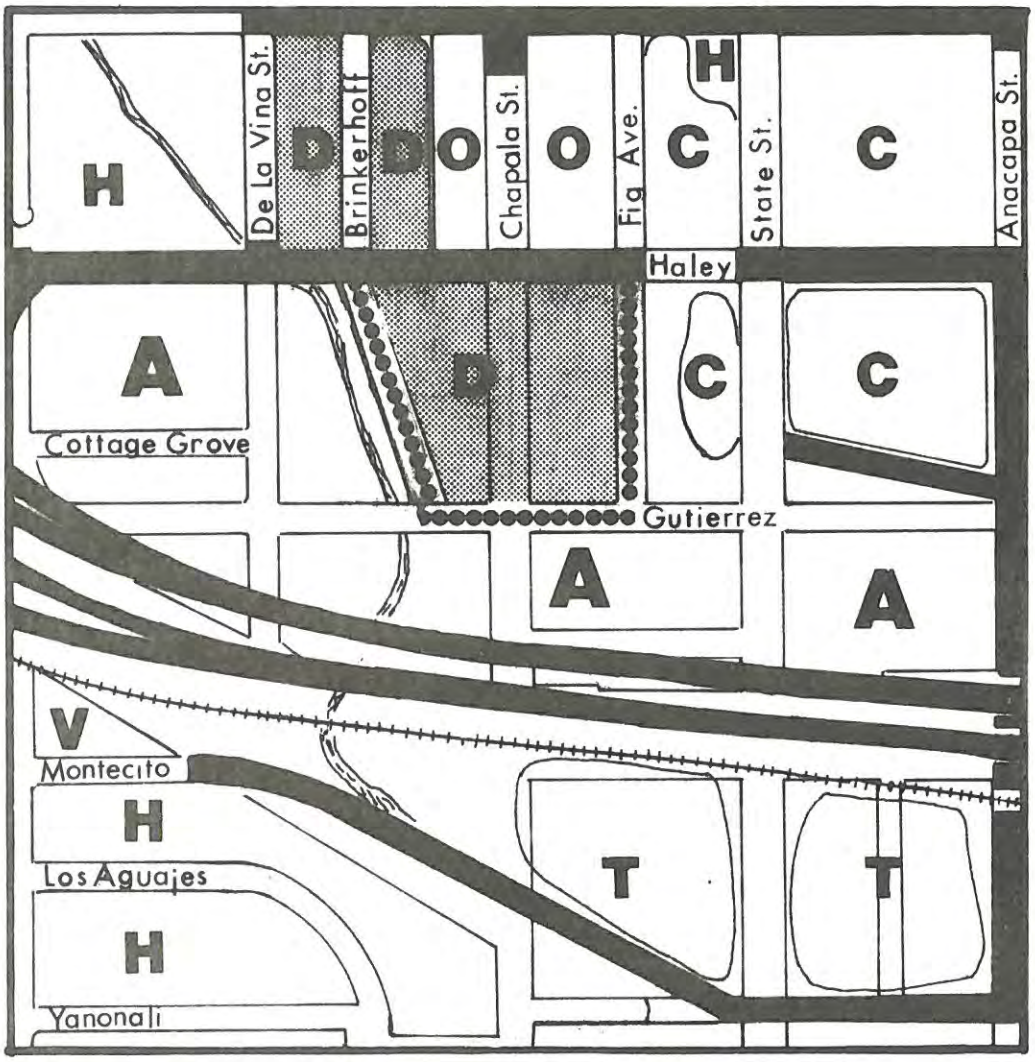
1. A publically funded transportation system on State Street may not prove feasible.
2. Renovation of State Street would probably be accomplished in a piecemeal fashion, lessening the chances of eventually redeveloping the entire area.

Auto Center

After long investigation and study, it was determined that it would be feasible to decrease the size of the Auto Center as it is proposed and use the portions eliminated to relocate houses dislocated by various CCRP elements. The boundaries of the Auto Center could be modified so that they would include the area west of Mission Creek and south of Gutierrez Street (as

DESIGN MODIFICATION
AUTO CENTER

Figure 43



- A — AUTO CENTER
- T — TRANSPORTATION CENTER
- H — HOUSING
- V — HOTEL / MOTEL / TOURIST
- D — ANTIQUE PLAZA, WITH HOUSING
- C — GENERAL COMMERCIAL
- O — OFFICE AND RELATED
- BRINKERHOFF LOOP
- PRINCIPAL STREET

N

0 — 400′

it presently exists) to State Street. This would leave the area north of Gutierrez, east of Mission Creek, west of State Street, and south of Haley for residential and commercial uses. (See "Housing Supply Mitigations" for further discussion). Brinkerhoff Street could then be extended south across Haley Street forming a loop which would reconnect to Haley at approximately Fig Street (See Figure 43). Because the Auto Center design concept envisioned in the General Plan suggests common use areas, the usual acreage requirements for individual dealerships would be reduced, thus making practical the suggested decrease in the size of the proposed Auto Center.

Presidio Reconstruction

1. Modify the proposed project to leave existing roadways intact and serving present uses. This could be accomplished by reconstructing the Presidio walls only to the margins of existing roadways (Canon Perdido and Santa Barbara Streets). The possibility of closing and/or realigning those streets would exist and could be accomplished at a later date.

2. Modify proposed project to include the closure of Canon Perdido to through traffic between Anacapa and Garden Streets, and maintain existing Santa Barbara Street as a through street.

Impacts
Presidio Reconstruction Design Modifications #1 and #2

Beneficial Impacts	Adverse Impacts
1. Existing circulation network would be maintained.	1. The maximum cultural, historical, and aesthetic potential of this project would not be realized or indefinitely delayed.
2. Response time for emergency vehicles would not be increased.	2. Existence of traffic through the Presidio would not be compatible with the goals of the project.

3. Eliminate Canon Perdido as a through street between Anacapa and Garden Streets and also eliminate Santa Barbara Street between De la Guerra and Carrillo Streets.

Impacts
Presidio Reconstruction Design Modification #3

Beneficial Impacts	Adverse Impacts
1. Full realization of the cultural historical and aesthetic benefits of complete restoration of the Presidio.	1. Santa Barbara would be eliminated as a through street connecting Haley and Carrillo Streets.

2. Substantial amounts of land area around the Presidio site would be available for parking and/or open space development.

3. Auto traffic would be eliminated within the area immediately adjacent to and within the Presidio.

2. The necessity for drivers to circumvent the Presidio could increase vehicle miles traveled and congestion at intersections in the immediate vicinity.

3. Response time for emergency vehicles in and around the Presidio would be increased.

Performing Arts Center

Because no specific design exists (beyond the renovation of the Fox-Arlington Theatre as the Concert Hall facility), no design modifications have been considered.

Neighborhood Shopping Center

A substantial reduction in the size and services offered by the Neighborhood Shopping Center would provide an alternative design modification, while a reduction could also allow for an alternative location. The project would be reduced to one large supermarket and one or two satellite stores and limited to the western portion of the block near the intersection of De la Vina and Figueroa Streets.

Impacts

Neighborhood Shopping Center - Reduced in Size

Beneficial Impacts

1. Substantial reduction of traffic in an area of the circulation system subject to peak-hour over-capacity conditions.

2. Adverse traffic impact to the nearby fire station would be significantly reduced.

3. Dislocations would be minimized.

Adverse Impacts

1. The range of goods and services available would be reduced in the immediate area.

Street Closures

It has been determined that the Street Closures proposed in the CCRP are the most feasible and effective of several alternatives.

Neighborhood Facility

Because no specific design exists for this project, design modifications have not been considered.

Mission Creek Linear Park

Due to the fact that the Mission Creek Linear Park is presently still in the conceptual stages, alternative design or design modifications have not been investigated.

Market Housing

One design modification for this element would be a reduction in density. This could be accomplished by rezoning the land prior to development: (1) R-1 with a PUD (Planned Unit Development) overlay. This would allow for approximately 113 units on the 20.3 acre site; (2) R-3 zoning, which would allow for approximately 189 units (9 units/acre); (3) R-4 zoning, which would allow for approximately 252 units (12 units/acre).

Impacts
Reduction in Project Density

Beneficial Impacts	Adverse Impacts
1. The demand on public services would be reduced in proportion to the decrease in the number of residents.	1. The greater the decrease in density, the less economically feasible the project could become.
2. Fewer units would allow for greater amounts of open space and passive recreational activity.	2. The smaller the project is, the smaller the market it will serve.
3. Growth inducing potential would be lessened to the degree that fewer total persons could occupy the development.	

A second alternative for this project is not a design modification, but rather an alternative use for the project site. Instead of constructing dwelling units on the site, a pedestrian oriented (i.e., no on-site vehicular traffic) beachfront recreational-sports complex could be developed with parking to be provided adjacent to the expanded Sewage Treatment Plant. This would be a private development providing a variety of indoor and outdoor recreational amenities and designed to provide maximum open space, mountain views and pleasant on-site environment. Recreational amenities, such as tennis, handball, raquetball, swimming, volleyball and pony rides

could be included. Facilities to accommodate professional spectator sports (e.g., volleyball and velodrome) could be provided. In addition, an Exhibit Pavilion (as proposed for the Performing Arts Center) would be a part of the complex.

Impacts
Recreational-Sports Complex

Beneficial Impacts	Adverse Impacts
1. This alternative use would satisfy the goals of the General Plan in regard to the use of the shoreline area as "a blend of many interrelated recreational activities serving the entire community" (P. 33-2, General Plan).	1. Parking demands would be increased, however, on-site parking could be provided.
2. The complex would be located close to transportation, tourist, commercial and beach recreation facilities (i.e., Transportation Center, Mercado, Hotel/Conference Center, Stearn's Wharf, Palm Park and Harbor area).	2. Auto traffic in the Stearn's Wharf/State Street area would be increased during hours of peak activity in the complex.
3. This alternative would fill a currently unfilled need for certain recreational facilities for both community residents and visitors.	3. Public service demands would be greater than current uses.
4. The project would be compatible with present zoning.	4. There would be growth-inducing potential due to in-migration in response to employment opportunities generated by the complex.
5. Employment opportunities would be available to locally unemployed and underemployed persons.	

Ocean-Oriented Industry

Because this element is presently a concept only, alternative designs or design modification were not analyzed. The concept of concentrating interrelated industries in a single location lends itself to the integration of energy sharing and other significant energy conserving measures. The inclusion of such provisions in the development of this project is considered highly desirable and would be a moderately beneficial environmental impact.

Mercado

Because this element is in the conceptual stages of development, alternative designs or design modifications have not been discussed.

Hotel/Conference Center

The design of the Hotel/Conference Center is in the conceptual stage and as such is subject to on-going modification. Thus, attempts to make specific design modifications are generally not applicable.

It is recommended that the intra-site transportation element of the proposed Hotel/Conference Center be eliminated as it would be a negative impact on local and regional non-renewable energy resources.

Palm Park Expansion

Because Palm Park Expansion is presently in the conceptual phases of design and review, alternative designs or design modification have not been analyzed in detail.

Transportation Center

The placement of the bus terminal portion of the Center on the west side of State Street is presently subject to neighborhood concern. Opposition to the bus terminal at this location has been expressed by West Beach residents due to the potential for noise and air pollution that would, in their estimation, degrade the immediate area. A design modification which would minimize this impact would be to locate the bus terminal on the east side of State Street. This would necessitate changing the location of the Southern Pacific Depot to the west side of State Street.

Impacts
Bus Terminal - West Side of State Street

Beneficial Impacts

1. Noise and fumes generated by the bus terminal would be further removed from the proximity of the West Beach residential district.

2. Because of the elimination of the need for a new terminal structure west of State Street, specimen trees on the site would not be removed.

Adverse Impacts

1. Noise and fumes from the bus terminal would be placed upwind from and close to the proposed Market Housing.

Neighborhood Shopping Center

A Neighborhood Shopping Center, substantially reduced in size from that proposed in the CCRP, would consist of a supermarket and one or two satellite stores. The site would be within the block proposed for this development by the CCRP. The new commercial facilities should be constructed on the western half of the block. The shopping center area would not exceed 2.5 acres. During periods of daily peak-hour transit use, a mini-bus serving the Center could make a loop around the west side area. Headways could be 30 minutes or 1 hour.

Below Market Housing

The dwelling units (500) would be dispersed throughout the City on many smaller sites, rather than in seven larger sites as designated by the CCRP. Unrehabilitatable dwelling units on selected sites within the downtown area (west side and east side) should be demolished and replaced with low and moderate income dwelling units at densities consistent with present zoning.

Street Closures

Street Closures would be implemented as proposed by the CCRP.

Neighborhood Facility

The project would be developed as proposed in the CCRP except the location would be on the north side of De la Guerra Street, west of Mission Creek and adjacent to the cul de sacs proposed for De la Guerra Street between Bath and Castillo Streets. This site could dislocate fewer residences and because of its close proximity to Mission Creek and the cul de sacs, provide greater open space areas.

Mission Creek Linear Park

The park would be developed as proposed by the CCRP and the Major Creek Open Space Element of the General Plan.

Market Housing

The Market Housing proposed in the CCRP would not be constructed. The site would be developed into an East Beach recreation complex, including: an exhibit pavilion, tennis and volleyball courts, velodrome, handball and raquetball courts, etc. Provision of facilities serving professional as well as amateur sports would be constructed. Except for the exhibit pavilion, the recreation complex would be privately developed. See "Design Modification, Market Housing" for further discussion.

Mercado

The Mercado would be developed as proposed in the CCRP, but would be limited to that area between State and Helena Streets, south of the proposed Transportation Center and north of Cabrillo Boulevard.

Hotel/Conference Center

The Hotel/Conference Center would be built at the general location proposed by the CCRP but would of necessity be smaller if the crosstown transportation corridor were not constructed. The facility would be designed to be least disruptive of mountain views from the East Beach area.

Ocean-Oriented Industry

Develop this element as proposed in the CCRP.

Palm Park Expansion

Develop as proposed in the CCRP.

Transportation Center

The Transportation Center would be developed as proposed in the CCRP with the bus terminal facility on the east side of State Street and the rail depot to the west of State Street.

REFERENCES

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APPENDICES

APPENDICES

1. HITCHING POST/RAIL SURVEY
2. LAKE REFILL REQUIREMENT CALCULATION
3. EMISSION DATA CALCULATION
4. ANALYSIS: EMPLOYMENT OPPORTUNITIES-GROWTH INDUCING IMPACT
5. EMPLOYMENT APPENDIX
6. PUDDICOMBE MEMO
7. TRANSPORTATION ASSUMPTIONS

APPENDIX 1
HITCHING POST/RAIL SURVEY

Date 10/17/75

Block No. 252

Survey by G.B.

Street Bath

Address 418

Single Post [X] Double Post [ ] Double Post & Rail [ ] Other [ ] *

Number of Rings - 1 [X] 2 [ ] 3 [ ] 4 [ ] 5 [ ] Other _____ *

Post Material - Handhewn Sandstone [X] Other _____ *

Condition of Rings - Broken [ ] Missing [ ] Loose [ ] Good [X]

Rail Material - Steel Pipe [ ] Other _____

Rail Position - Through Stones [ ] Set In Stones [ ] Other _____ *

Height of Stone 40" Width 12" Pointed Rounded Flat

General Condition of Posts/Rail - Good [X] Fair [ ] Poor [ ]

Comments on Condition and Special Features No special features. This is a typical sandstone hitching post: about 40" high, 12" wide, ring placement at the top of the post, the post is set in dirt, an eye bolt is drilled into the stone and secures the ring, the ring is about 2½" in diameter, and the sandstone is showing signs of weathering.

*Explain _____

Post(s) set in - Dirt [X] Concrete [ ] Other _____

Photo - Yes [X] No [ ] Date Taken 11/3/75 Roll 6 #4

Hitching Post Survey # 26

Type S

Could be re-located

Notes:

Santa Barbara City Planning Divi..ic

HITCHING POST/RAIL SURVEY

Date 10/17/75

Survey by G.B.

Block No. 252

Street Bath

Address 434

ingle Post [X] Double Post [ ] Double Post & Rail [ ] Other [ ] *

Number of Rings - 1 [X] 2 [ ] 3 [ ] 4 [ ] 5 [ ] Other _____ *

ost Material - Handhewn Sandstone [X] Other _____ *

Condition of Rings - Broken [ ] Missing [ ] Loose [ ] Good [X]

ail Material - Steel Pipe [ ] Other _____

ail Position - Through Stones [ ] Set In Stones [ ] Other _____ *

Height of Stone 37" Width 11" Pointed Rounded Flat

General Condition of Posts/Rail - Good [ ] Fair [X] Poor [ ]

omments on Condition and Special Features No special features. The ring placement is at the top of the post. The sandstone post is begining to crack near the eye bolt attachment. This post resembles Hitching Post #26, which is located a few houses away.

* xplain _____

st(s) set in - Dirt [X] Concrete [ ] Other _____

oto - Yes [ ] No [X] Date Taken _____

itching Post Survey # 27

pe S

Could be re-located

tes:

Santa Barbara City Planning Divisio

HITCHING POST/RAIL SURVEY

Date 10/17/75

Block No. 251

Survey by G.B.

Street W. Haley

Address 100 block

Single Post [X] Double Post [ ] Double Post & Rail [ ] Other [ ] *

Number of Rings - 1 [X] 2 [ ] 3 [ ] 4 [ ] 5 [ ] Other _____ *

Post Material - Handhewn Sandstone [X] Other _____ *

Condition of Rings - Broken [ ] Missing [X] Loose [ ] Good [ ]

Rail Material - Steel Pipe [ ] Other _____

Rail Position - Through Stones [ ] Set In Stones [ ] Other _____ *

Height of Stone 34" Width 10" Pointed Rounded Flat

General Condition of Posts/Rail - Good [ ] Fair [X] Poor [ ]

Comments on Condition and Special Features The ring and eye bolt attachment are both missing from the top of the post. The sandstone post has indentation design markings present bordering the sides from top to bottom. The post is located one foot away from the curb.

*Explain _____

Post(s) set in - Dirt [ ] Concrete [X] Other _____

Photo - Yes [ ] No [X] Date Taken _____

Hitching Post Survey # 29

Type Sm

This post is set in concrete, and removal and re location could be a problem

Notes:

Santa Barbara City Planning Divisi

HITCHING POST/RAIL SURVEY

Date 10/17/75

Survey by G.B.

Block No. 179

Street W. Canon Perdido

Address 415

Single Post [X] Double Post [ ] Double Post & Rail [ ] Other [ ] *

Number of Rings - 1 [X] 2 [ ] 3 [ ] 4 [ ] 5 [ ] Other _____ *

Post Material - Handhewn Sandstone [X] Other _____ *

Condition of Rings - Broken [ ] Missing [X] Loose [ ] Good [ ]

Rail Material - Steel Pipe [ ] Other _____

Rail Position - Through Stones [ ] Set In Stones [ ] Other _____ *

Height of Stone 35" Width 10" Pointed Rounded Flat

General Condition of Posts/Rail - Good [ ] Fair [X] Poor [ ]

Comments on Condition and Special Features The sandstone post is badly cracked on top. The ring is missing from the top of the post. The eye bolt is still embedded in the stone. The post is kept in a well preserved plot which is surrounded by grass which enhances the appearance of the hitching post.

Explain _____

Post(s) set in - Dirt [X] Concrete [ ] Other _____

Photo - Yes [X] No [ ] Date Taken 10/17/75 Roll 2 #7

Hitching Post Survey # 33

Type Sm

Could be re-located

Notes:

Santa Barbara City Planning Divisic

HITCHING POST/RAIL SURVEY

Date 10/17/75

Block No. 129

Survey by G.B.

Street W. Figueroa

Address 400

Single Post [X] Double Post [ ] Double Post & Rail [ ] Other [ ] *

Number of Rings - 1 [X] 2 [ ] 3 [ ] 4 [ ] 5 [ ] Other _____ *

Post Material - Handhewn Sandstone [X] Other _____ *

Condition of Rings - Broken [ ] Missing [ ] Loose [ ] Good [X]

Rail Material - Steel Pipe [ ] Other _____

Rail Position - Through Stones [ ] Set In Stones [ ] Other _____ *

Height of Stone 35" Width 12" diameter Pointed Rounded Flat

General Condition of Posts/Rail - Good [X] Fair [ ] Poor [ ]

Comments on Condition and Special Features The ring is located at the top of the post. This post is very unique in design. Basically, the hitching post has been carved to resemble a tree. The sandstone is shaped in a round form (most are square). The sandstone has cracked in several places and have been repaired with cement. The post sets on a unique concrete block.

*Explain _____

Post(s) set in - Dirt [ ] Concrete [X] Other _____

Photo - Yes [X] No [ ] Date Taken 10/17/75 Roll 2 #8

Hitching Post Survey # 34

Type S

I believe this post was recently put in by the owner at this residence. Removal and Relocation would be a problem.

Notes:

Santa Barbara City Planning Divi i

HITCHING POST/RAIL SURVEY

Date 10/18/75

Block No. 212

Survey by G.B.

Street Bradbury

Address Bradbury/W.Cot

Single Post [X] Double Post [ ] Double Post & Rail [ ] Other [ ] *

Number of Rings - 1 [X] 2 [ ] 3 [ ] 4 [ ] 5 [ ] Other _____ *

Post Material - Handhewn Sandstone [X] Other _____ *

Condition of Rings - Broken [ ] Missing [ ] Loose [ ] Good [X]

Rail Material - Steel Pipe [ ] Other _____

Rail Position - Through Stones [ ] Set In Stones [ ] Other _____ *

Height of Stone 47" Width 11" Pointed Rounded Flat

General Condition of Posts/Rail - Good [ ] Fair [X] Poor [ ]

Comments on Condition and Special Features The ring placement is at the top of the post. The sandstone post is 11" wide at the base and tapers to 7" at the top. The stone has cracked in a few places and has been patched up with cement. Indentation markings are present along the sides. The post is set in brick.

*Explain _____

Post(s) set in - Dirt [ ] Concrete [ ] Other Brick

Photo - Yes [X] No [ ] Date Taken 10/18/75 Roll 2 #10

Hitching Post Survey # 39

Type 3

The post is set in a brick sidewalk

Notes:

Santa Barbara City Planning Divisi

HITCHING POST/RAIL SURVEY

Date 10/19/75

Block No. 212

Survey by G.B.

Street W. Cota

Address 124

Single Post [X] Double Post [ ] Double Post & Rail [ ] Other [ ] *

Number of Rings - 1 [X] 2 [ ] 3 [ ] 4 [ ] 5 [ ] Other _____ *

Post Material - Handhewn Sandstone [X] Other _____ *

Condition of Rings - Broken [ ] Missing [ ] Loose [ ] Good [X]

Rail Material - Steel Pipe [ ] Other _____

Rail Position - Through Stones [ ] Set In Stones [ ] Other _____ *

Height of Stone 42" Width 8" Pointed Rounded Flat

General Condition of Posts/Rail - Good [X] Fair [ ] Poor [ ]

Comments on Condition and Special Features The sandstone is slightly cracked on the top portion of the post, and has been repaired with cement. The post has indentation design markings along the sides and bordering the top. The ring is located at the top of the post. The hitching post is set in a brick sidewalk in front of the Redwood Inn. The post is one foot away from the cur

*Explain _____

Post(s) set in - Dirt [ ] Concrete [ ] Other Brick sidewalk

Photo - Yes [X] No [ ] Date Taken 10/19/75 Roll 2 #11

Hitching Post Survey # 41

Type S

The post is set in a brick sidewalk

Notes:

Santa Barbara City Planning Divis c

HITCHING POST/RAIL SURVEY

Date 12/15/75

Survey by G.B.

Block No. 193

Street W. Ortega

Address 0 block
(Mission Art & Paint)

Single Post [ ] Double Post [ ] Double Post & Rail [ ] Other [X] *

Number of Rings - 1 [ ] 2 [ ] 3 [X] 4 [ ] 5 [ ] Other _____ *

Post Material - Handhewn Sandstone [ ] Other Sidewalk *

Condition of Rings - Broken [ ] Missing [ ] Loose [ ] Good [X]

Rail Material - Steel Pipe [ ] Other _____

Rail Position - Through Stones [ ] Set In Stones [ ] Other _____ *

Height of Stone _____ Width _____ Pointed Rounded Flat

General Condition of Posts/Rail - Good [X] Fair [ ] Poor [ ]

Comments on Condition and Special Features Three rings, each attached to an eye hook, are set in the concrete pavement about 6" away from the curb. The rings are exactly the same size and shape. The rings are irregularly spaced: one ring is about 10' away from the ring in the center, and the other ring is about 20' away from the ring in the center. These rings are unique.

*Explain 3 separate rings secured in the concrete sidewalk. I did not find this type of situation anywhere else in town.

Post(s) set in - Dirt [ ] Concrete [ ] Other Rings set in sidewalk

Photo - Yes [X] No [ ] Date Taken 12/15/75 Roll 9 #19

Hitching Post Survey # 10

Type X

These rings are unique and should be preserved if possible.

Notes:

Santa Barbara City Planning Divisic

HITCHING POST/RAIL SURVEY

Date 11/14/75

Survey by G.B.

Block No. 286

Street E. Montecito

Address 136

Single Post [X] Double Post [ ] Double Post & Rail [ ] Other [ ] *

Number of Rings - 1 [X] 2 [ ] 3 [ ] 4 [ ] 5 [ ] Other _____ *

Post Material - Handhewn Sandstone [X] Other _____ *

Condition of Rings - Broken [ ] Missing [ ] Loose [ ] Good [X]

Rail Material - Steel Pipe [ ] Other _____

Rail Position - Through Stones [ ] Set In Stones [ ] Other _____ *

Height of Stone 47" Width 12" Pointed Rounded Flat

General Condition of Posts/Rail - Good [X] Fair [ ] Poor [ ]

Comments on Condition and Special Features The ring is located on top of this tall hitching post. The sandstone has a brown streak in it. The post is two feet away from the curb.

*Explain _____

Post(s) set in - Dirt [X] Concrete [ ] Other _____

Photo - Yes [X] No [ ] Date Taken 11/14/75 Roll 8 #8

Hitching Post Survey # 153

Type S

Could be re-located

Notes:

Santa Barbara City Planning Divis o

HITCHING POST/RAIL SURVEY

Date 11/14/75

Block No. 285

Survey by G.B.

Street E. Montecito

Address across from 23

Single Post [X] Double Post [ ] Double Post & Rail [ ] Other [ ] *

Number of Rings - 1 [X] 2 [ ] 3 [ ] 4 [ ] 5 [ ] Other _____ *

Post Material - Handhewn Sandstone [X] Other _____ *

Condition of Rings - Broken [ ] Missing [ ] Loose [ ] Good [X]

Rail Material - Steel Pipe [ ] Other _____

Rail Position - Through Stones [ ] Set In Stones [ ] Other _____ *

Height of Stone 30" Width 8" Pointed Rounded Flat

General Condition of Posts/Rail - Good [X] Fair [ ] Poor [ ]

Comments on Condition and Special Features The ring is located at the top of the sandstone hitching post. There are no special features. The post is located on the freeway side of Montecito St. The post is 2½' away from the curb.

*Explain _____

ost(s) set in - Dirt [ ] Concrete [X] Other _____

Photo - Yes [X] No [ ] Date Taken 11/14/75 Roll 8 #10

itching Post Survey # 155

Type S

Could be re-located

tes:

Santa Barbara City Planning Divisio

APPENDIX 2

LAKE REFILL REQUIREMENT CALCULATION

Assuming lake will be allowed to rise resulting from precipitation and fall from evapo-transpiration, the lake would experience the following estimated gains and losses computed by calculating the potential evapo-transpiration based on the Thornwaite Method:[1]

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

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

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

APPENDIX 3

EMISSION DATA CALCULATIONS

Estimates of increased emissions for selected vehicle pollutants--carbon monoxide, hydrocarbons, and nitrogen oxides--are based on the formula suggested by the Environmental Protection Agency's publication AP-42. The formula is as follows:

$$TE = \frac{EF}{SCF} \times UR \times \frac{.0022 grs.}{lb.}, \text{ where}$$

TE = total emissions
EF = appropriate emission factor from Table 3.1.1-1 in EPA publication AP-42 (in grams/mile)
SCF = speed correction factor from Figure 3.1.1-1 in EPA publication AP-42
UR = usage rate in miles per day (total number of trips x average trip distance)

Two calculations for each pollutant were made, one using the average emission factor for 1976, and the other using the emission factor for 1980. The speed correcdtion factor was assumed to be 1.0 in all calculations, reflecting an average speed of 19.6 mph.

Usage rates varied with the average miles per trip (determined by the type of trip) and the number of trips generated by each factor considered. Projections as to the number of trips per day are discussed in "Transportation" section. The estimated average miles per daily trip for each trip generator was based on the type of trip involved and assumptions about the length of each trip. The basis for the assumptions is briefly described below:

Trip Generator	Type of Trip	Assumptions
CBD Retail Expansion	Shopping	Relatively local area trips in the conservative range of 4 to 10 miles (estimate subject to revision pending marketing analysis by Gruen & Gruen which will project number of trips and distances traveled by potential customers).
Neighborhood Shopping Center	Shopping	Very local drawing power (i.e., food shopping); 2 miles.

Trip Generator	Type of Trip	Assumptions
Hotel/ Conference Center	Tourist	Vehicle trips to and between major tourist facilities and sites from hotel - given range of 10 to 20 miles.
Others	Various	Assumed average trip length for CBD traveler of 6.6 miles (source: Barton-Aschman's Transportation Management Plan).
Newcomers	Various	Described in text, "Air Quality, Impact of CCRP."

Table A, in this Appendix, indicates the data upon which the calculations were made and the results of those calculations.

An example of the steps used in the calculations follows:

Basic information for calculation of 1980 projected emissions for carbon monoxide:

a. Trip generator = Neighborhood Shopping Center
b. Number of trips per day = 1900 trips/day
c. Average miles per trip = 2.0 miles/trip
d. Usage rate (b x c) = 3,800 miles/day
e. Emission factor (as per Table 3.1.1-1 in EPA publication AP-42) = 22 grams/mile
f. Speed correction factor (for average 19.6 mph) = 1.0
g. 453.6 grams/pound
h. 2000 pounds/ton
i. Assumed 250 days/year

$$TE = \frac{EF}{SCF} \times UR \times \frac{.0022\ g/lb}{2000\ lb/ton}$$

$$TE = \frac{22\ g/mi}{1.0} \times 3{,}800\ miles/day \times \frac{.0022\ g/lb}{2000\ lb/ton}$$

$$TE = 83600\ g/mi/day \times \frac{.0022\ g/lb}{2000\ lb/ton}$$

$$TE = 0.09196\ tons/day.$$

Estimated carbon monoxide emissions from this source, with 1980 emissions factor, is rounded to 0.092 tons per day. Multiplying by 250 days/year, the yearly total would be 23 tons.

TABLE A

Emissions Estimates for CCRP Generated Vehicle Trips
(Carbon Monoxide, Hydrocarbons, Nitrogen Oxides)

Trip Generator	Number of Trips/Day	Average Miles Per Trip/Day	Total Miles/Day	CARBON MONOXIDE		HYDROCARBONS		NITROGEN OXIDES (as Nitrogen Dioxide)	
				Tons/Day	Tons/Year	Tons/Day	Tons/Year	Tons/Day	Tons/Year
CBD Retail Expansion	4990	4 to 10	19,960 to 49,900						
at 1976 e.f.*				.924-2.31	231-577.5	.121-.303	30.25-75.75	.104-.259	26-69.75
at 1980 e.f.				.484-1.21	121-302.5	.065-.161	16.25-40.25	.068-.171	17-42.75
Neighborhood Shopping Ctr.	1900	2.0	3,800						
at 1976 e.f.				.175	44	.023	5.75	.02	5
at 1980 e.f.				.092	23	.013	3.25	.013	3.25
Hotel Conference Ctr.	3060	10 to 20	30,600 to 45,900						
at 1976 e.f.				1.417-2.125	354.25-531.25	.186-.279	46.5-69.75	.159-.238	39.75-59.5
at 1980 e.f.				.742-1.113	185.5-278.25	.099-.148	24.75-37	.105-.157	26.25-39.2
Others (Presidio, Wharf, Auto Ctr)	1050	6.6	6,930						
at 1976 e.f.				.321	80.25	.042	10.5	.036	9
at 1980 e.f.				.681	42	.023	5.75	.024	6
Newcomers 700 Households	--	15 to 20	10,500 to 14,000						
at 1976 e.f.				.486-.648	121.5-162	.064-.085	16-21.25	.055-.073	13.75-18.2
at 1980 e.f.				.255-.34	63.75-85	.034-.045	8.5-11.25	.036-.048	9-12
TOTALS	11,000	--	71,790 to 120,530						
1976				3.323-5.579	830.75-1395	.436-.732	109-183	.374-.626	93.5-156.5
1980				2.254-3.436	435.25-730.75	.234-.39	58.5-97.5	.246-.413	61.5-103.25

Emission factors - source: "Draft E.I.S. for the Proposed Transportation Corridor on Route 101," State of California Dept. of Transportation, February 1975, Figure 37, p. 56.

*e.f. - emission factors

CO 1976 = 42 g/mi
1980 = 22 g/mi

HC 1976 - 5.5 g/mi
1980 = 2.93 g/mi

NO_x 1976 - 4.7 g/mi
1980 = 3.1 g/mi

APPENDIX 4

ANALYSIS: EMPLOYMENT OPPORTUNITIES-GROWTH INDUCING IMPACT

Net Opportunities Method

Unemployed persons within the County are currently available for many of the employment opportunities that would be generated by implementation of the CCRP. Migration of unemployed persons from outside the area in response to these opportunities could also result. Assessment of the magnitude of the potential in-migration is, at best, an approximation of what might occur. Table B compares the estimated number of employment opportunities with the estimated number of unemployed within the county (as of 9/30/75). The net employment opportunities indicate generally the number of persons who could be encouraged to migrate to Santa Barbara in response to the opportunities not filled by area residents. It should be noted that both the estimates of employment opportunities and estimates of County unemployed are based on general job categories. Specific opportunities--and those persons with skills desired for those specific opportunities--cannot be determined at this time and may vary greatly from the estimates presented in Table B .

A total of 846 net employment opportunities are calculated through the "net opportunities method." Assuming the worst case (i.e., all the net opportunities to be filled by newcomers), and multiplying by the average household size for the City (2.24), a potential population increase figure of 1895 persons is calculated. This is approximately 2.6% of the City's 1975 population and over 4-1/2 times the average annual population increase between 1970 and 1975 of 405.

A less severe situation would result if 50% of the net opportunities were to be filled by newcomers. The 423 persons filling those opportunities would be accompanied by approximately 948 other persons. Regarding this as the more likely case, and including another 369 newcomers migrating in response to indirect employment opportunities,[1] 1317 newcomers would be expected with completion of the CCRP. This estimate is approximately 280 more than that indicated by the percent calculation method used in the text and would represent 1.8% of the current total population.

---

1 See "Employment: Indirect Full-Time Employment Opportunities," p.191.

TABLE B

Employment Supply and Demand
(Full-Time, Non-Construction)
(See Accompanying Notes)

Project Element	Type of Opportunity	No. of Oppor-tunities	Total of Local Unemployed in Similar Job Categories (a)	Net Jobs (b)
Market Housing	Guard	14	61 Guard/Watchmen	- 47
	Gardener	9	167 Gardeners, etc.	-158
	Manager	1	17 Managers (serv. ind.)	- 16
	Painter (maint.)	2	36 Painters	- 34
Hotel/Conference Center	Housekeeping	60	130 maids, etc.	- 70
	Laundry	8	16 laundry/pressing	- 8
	Maintenance	8	65 Janitors	- 57
	Groundskeeper	2	167 Gardeners, etc.	-162
	Front Desk	30	13 Hotel Clerks	+ 17
	Waiter	80	10 Waiters	+ 70
	Cook	17	99 Chefs	- 82
	Kitchen Help	51	83 Kitchen Helpers	- 32
	Hostesses & Stewards	9	0 Hostess/Steward	+ 9
	Cashier	5	100 Cashiers	- 95
	Bartender & Related	10	42 Bartenders, etc.	- 32
	Room Service Clerks	4	195 Misc. Clerks	-191
	Personnel	3	0 Personnel	+ 3
	Sales & Administration	20	Undetermined	?
	Accounting, etc.	8	31 Accountants	- 23
	Executive Offices	10	Undetermined	?
	Security	2	61 Guards/Watchmen	- 59
	Misc. (Lifeguards, etc.)	3	Undetermined	?

Cont'd.../

Table B . Employment Supply & Demand (Continued)

+

Project Element	Type of Opportunity (d)	No. of Oppor-tunities	Total of Local Unemployed in Similar Job Categories (a)	Net Jobs (b)
Retail Expansion	Sales	1171	431 Various Retail Sales (c)	+740
	Office & Restaurant Workers	690	780 Various Office Workers	-110
Neighborhood Facility	Social & Office Workers	12-13	50 Case Workers 136 Receptionists, etc.	Adequate
Neighborhood Shopping Center	Supermarket	57	181 Grocery Checkers, etc.	-124
	Cleaner	8	16 Laundry/Pressers	- 8
	Pharmacy	3-4	Undetermined	?
	Liquor Store	5	29 Misc. Sales	- 24
	Laundromat	1-2	16 Laundry/Pressers	-15 to 16
Transportation Center	Transit Terminal	6-7	0 Bus Dispatchers	+6 to +7
TOTAL NET JOBS				+846

(a) Source: Table 96, ESARS (registered unemployed as of 9/30/75).
(b) "Net Jobs" = difference between opportunities and unemployed workers in a similar job category. Positive (+) numbers indicate opportunities without available local applicants.
(c) The estimate of 431 unemployed includes only salespersons. Not all employment opportunities involved in Retail Expansion would be sales. No breakdown is available for the number of potential opportunities in categories other than "sales." However, the following indicates the numbers of persons registered as unemployed as of 9/30/75 in categories that could be included in the potential opportunities: stock clerk, etc. = 107; shipping/receiving clerk = 87; cashier = 100; retail store dept. mgr. = 9; retail store mgr. = 53, bookkeeper = 150; payroll clerk = 9.
(d) See "Employment", Table for explanation of how estimates were derived.
(e) "Undetermined". This term was used when no job category of registered unemployed could be found to match the category of potential opportunity. In such cases no numerical representation was listed in the "Net Jobs" column.

EMPLOYMENT APPENDIX 5

Estimates of the number of full-time employment opportunities resulting from development of several of the project components are not made in the text of the "Employment" section. The conceptual nature of these components makes reasonable estimates unattainable. Generally, construction employment estimates take into account the size and type of buildings to be built. Estimates of other full-time employment opportunities are based on the type and number of facilities. Where employment estimates could not be made, some or all of the essential information proved unavailable. The following lists those elements for which no estimates were made, accompanied by a brief enumeration of the information that was unavailable for inclusion in the calculation of employment estimates.

Element	Information Lacking
Performing Arts Center	• Total square footage • Seating capacity • Number and types of rooms • Extent and number of ancillary facilities (e.g., kitchen and storage areas) • Frequency of use
Mercado	• Total square footage • Number and types of businesses • Extent of residential-commercial mix • Number of shops, etc., to be accommodated.
Neighborhood Shopping Ctr.	• Number, sizes and types of establishments.
Transportation Center	• Final determination of size and sitings of buildings • Phasing of development.
Mission Creek Linear Park	• Number, location and extent of facilities • Phasing of development.
Palm Park Expansion	• Size of expansion • Number and types of facilities.
Presidio Reconstruction	• Number and types of facilities to be established within • Unusual type of construction (could possibly involve use of volunteer workers for some aspects.
Ocean-Oriented Industry	• Number, sizes and types of buildings • Number and size of industries to be accommodated.

CITY OF SANTA BARBARA
PUBLIC WORKS DEPARTMENT

DATE: March 10, 1976

TO: John Jostes, Environmental Consultant

FROM: Director

SUBJECT: REDEVELOPMENT E.I.R.

Following are a number of items which you have requested from my staff concerning your work on the Redevelopment E.I.R.:

1. An estimated range of average daily trips for the Presidio is 1,000 to 2,000. Many of these would be multipurpose trips since this location is so central and close to many other land uses. Consequently, an estimate of net new, average daily vehicle trips in the downtown due to the Presidio is approximately 1,000. The peak time of new trips generated will be on the weekends. During this peak time the proposed employee lots will be available for public parking so a parking area in the Presidio will probably not be necessary.

2. Based on standard trip generation tables, the proposed Neighborhood Center on Chapala Street and Carrillo Street will generate approximately 5,000 trips. Due to the location and type of shops, however, it will generate a lot of non-vehicle trips. Its purpose is to be a Neighborhood Center. An estimate of the net new vehicle trips in that block is 3,000.

3. Following is a chart containing generation estimates for the major land uses. These are estimates based on existing travel conditions, and probably represent a traffic condition on the high side of the possible range. These generated trips would occur in a typical situation. The downtown of Santa Barbara is far from typical, and because there is no data available for such a situation, typical trip generation data was used and adjustments will be made later. However, it is desirable to analyze the high side of the range (the worst condition) and this is what we will work with. Throughout this report, it should be emphasized that when "new generated trips" are mentioned, it means new trips to the central city area. These might actually be existing trips to Ventura or elsewhere, and a net reduction in Vehicle Miles Traveled (VMT) may occur as a result of these diverted trips.

Land Use in Development Area	Most Probable Net Increase in ADT Due to New Use Based on Existing Conditions	Corresponding Peak Hour
1. New 3 Block Retail Area	11,000	1,200
2. Wharf Development	1,000	150
3. Hotel Conference Center	3,000	400
4. New Auto Center	1,000	100
5. Presido	1,000	75
6. Neighborhood Shopping Center	3,000	400

4. Attached is a summary of V/C ratios for central city intersections. These are based on the condition stated in the previous paragraph and the three traffic flow maps (existing, redevelopment with freeway, and redevelopment) given to you earlier. Some assumptions that went into these maps were:

   A. No new growth in traffic was assumed other than that generated by the first four land uses from the previous paragraph.

   B. Chapala Street will be one-way to Route 101 in both situations.

   C. For Plan H with freeway, the street sections used will be those that are recommended in the February 4, 1976 memordandum to Dewey Bishop.

   D. For Plan H without freeway, the street sections used will be existing street sections.

5. From these V/C charts and traffic flow maps, the City street improvements necessary for Plan H can be estimated.

   A. <u>With Freeway</u>

   With the freeway improvements on Haley, Garden and Laguna Streets, Plan H can be handled with a minimum of other street widening. It will be necessary to eliminate some on-street parking spaces along De La Vina, Chapala, De La Guerra and Cota to help improve the intersection capacities. If removal of parking is acceptable, no

street widenings are necessary. If it is not acceptable, then street widening projects will be necessary along parts of the four above streets. These would be minor improvements with no building removal.

B. Without Freeway

Plan H will require much more significant street improvements without the freeway project and its related improvements. The major improvements we recommend if no freeway project is built are:

(1) Haley Street widened to four lanes plus left turn lane between Castillo and Anacapa Streets.

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

(3) Turn lanes (which can be achieved mainly through elimination of parking spaces) as noted on the V/C summary sheets.

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

6. As a check on the retail development, the following information was obtained from La Cumbre Plaza.

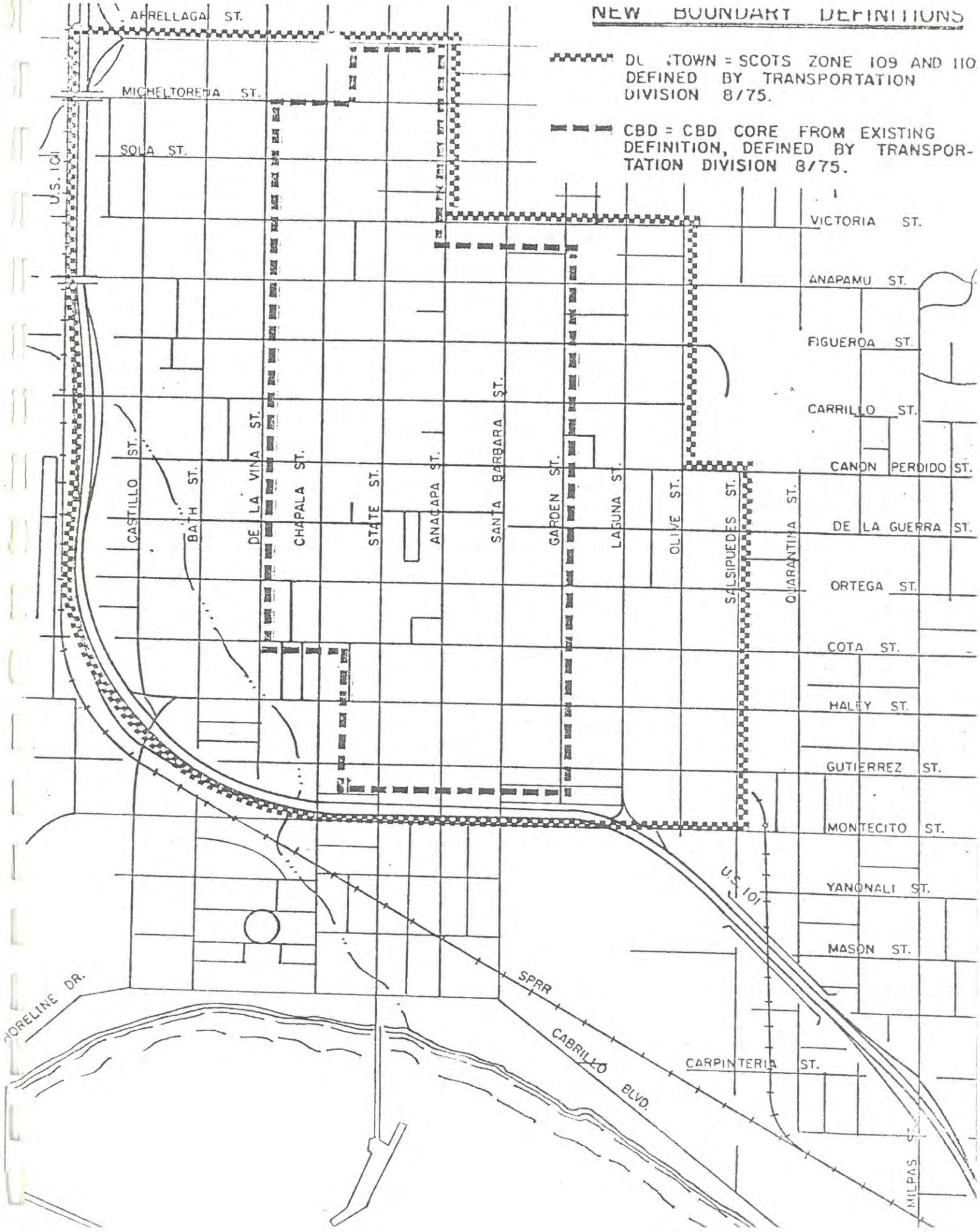
Number of parking stalls	2,000
Average number of employees in 24 hours	900
Total ADT for entire center	20,000 daily trips

7. A work paper on the State Street people mover for Plan H is being developed by the City, its consultants, and the Transit District. Basically, it calls for a open-type of rubber tired vehicle traveling the route indicated on Plan H with a minimum capacity of 20 people and a minimum of 6 minute headways.

8. In order to determine the scale of the net new trips and to determine the potential for mitigating them, the following analysis was made by the Transportation Division.

A. Definition of Area

The Transportation Division has defined the Santa Barbara "downtown" on the map on the following page. This was done in an effort to get uniform data about the area. The newly defined "downtown" is census zones 0900 and 1000. It is also two traffic zones as defined by SCOTS and the APC. All of the existing SCOTS data, the Barton Aschman data and alot of City information is related to


NEW BOUNDARY DEFINITIONS
DOWNTOWN = SCOTS ZONE 109 AND 110 DEFINED BY TRANSPORTATION DIVISION 8/75.
CBD = CBD CORE FROM EXISTING DEFINITION, DEFINED BY TRANSPORTATION DIVISION 8/75.
ARRELLAGA ST.
MICHELTORENA ST.
SOLA ST.
U.S. 101
VICTORIA ST.
ANAPAMU ST.
FIGUEROA ST.
CARRILLO ST.
CANON PERDIDO ST.
DE LA GUERRA ST.
ORTEGA ST.
COTA ST.
HALEY ST.
GUTIERREZ ST.
MONTECITO ST.
YANONALI ST.
MASON ST.
CARPINTERIA ST.
CASTILLO ST.
BATH ST.
DE LA VINA ST.
CHAPALA ST.
STATE ST.
ANACAPA ST.
SANTA BARBARA ST.
GARDEN ST.
LAGUNA ST.
OLIVE ST.
SALSIPUEDES ST.
QUARANTINA ST.
SPRR
CABRILLO BLVD.
MILPAS ST.

This concludes the input you have requested from the Public Works Department. Please contact Clint Lefler concerning any clarification of this information and for any additional requests.

R. W. Puddicombe

PJC:lt

cc: R. Foreman, Community Development Director
Lyle Stewart, Patterson, Langford & Stewart
Martin Wallen, Wallen Associates
Robert Yaco, Santa Barbara M.T.D.

APPENDIX 7

TRANSPORTATION DEFINITIONS AND ASSUMPTIONS

Traffic Definitions

Trip: A single or one-directional vehicular movement with either the origin or destination (exiting or entering) inside the study site.*

Average Daily Trips: The number of daily trips each generator produces averaged for all days.

Peak Hour Trips: Trips occurring during the hour of the heaviest daily vehicular activity, generally from 7 to 8 a.m. and from 4 or 4:30 to 5 or 5:30 p.m. depending on individual characteristics of the urban area.

Average Daily Flow: The average daily vehicular flow volume over a section of the circulation network.

Volume Over Capacity: The ratio of vehicular flow volumes to the volume capacity at a point or on a segment of the circulation system. A ratio of 1/1 means volume is at capacity.

Assumptions for Levels of Impacts Assigned to Traffic Flow Increases and Decreases

Significantly Adverse: Increases in traffic flow volumes are termed significantly adverse when:

- Flow volumes at intersections could, would or may increase to a level where average peak-hour volumes reach or exceed .90 of capacity. Significant is used to describe this impact because of the increased energy waste, noise, emissions, traffic delay, accident potentials and driver frustrations that result from such conditions.

- Flow volumes increase on streets which presently experience high daily volumes and peak-hour capacity constraint conditions.

- Flow volumes would increase on streets having currently high volumes adjacent to particular frontage uses such as Fire Station No. 1 on Carrillo Street and St. Vincent's Day Nursery School on Canon Perdido Street.

* Institute of Traffic Engineers

- Increased flow volumes that could, would, or may necessitate the widening of an existing street, such as Haley Street.

- A judgment has been made that where street widening is planned to accommodate projected or existing increases in daily traffic flow, the widening itself may encourage increased flows.

Beneficial: Impacts are termed beneficial when:

- Street sections and intersections receive reductions in traffic flow.

- Street sections are closed to vehicular traffic.

- Street sections are eliminated.

- Projected street widenings would relieve high volume or capacity constraint conditions at other points in the circulation network.

Between the quantifiers significantly adverse and beneficial are the quantifiers: insignificant, minimal, and moderately adverse. Several factors relating to the characteristics of each street and the magnitude of change in the traffic flow were weighed before the above quantifiers were used to describe a level of impact.

It must be pointed out that the levels of impacts assigned are the result of subjective judgments arrived at after weighing those factors.