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To: FILE

Date: January 7, 2014

File: 05-0N7000
05-SB-101-1.4/12.3
South Coast 101 HOV Lanes

From: DEPARTMENT OF TRANSPORTATION
DIVISION OF ENVIRONMENTAL ANALYSIS

Subject: **Addendum to the Growth Study Report prepared for the South Coast 101 HOV Lane Project.**

The following information is provided as an Addendum to the South Coast 101 HOV Lane Project's June 2010 Growth-Related Impact Analysis, from here on identified as "Growth Report". The Growth Report was not circulated to the Public, but was/is a document that is available upon request. This Addendum will become an attachment to the Growth Report and included in the administrative file.

This memo has been written to update information since the approval of the June 2010 Growth Study Report. Changes from the original technical report includes the following:

- project extension of .22 miles south of the Ballard Interchange (PM 1.4)
- At the time of the Growth Report preparation, only U.S. Census 2000 data was available. Since the completion of the Growth Report, data has been slowly released for years 2007-2011, which includes additional demographics that were addressed in the Growth Report. Thus, this memo has updated information to reflect the latest Census data.

The current data does not change the recommendations or conclusions of the original technical report.

Chapter 1: Introduction

1.2 Project Background

The proposed South Coast 101 HOV Lane Project study area traverses Carpinteria and southern portions of the city of Santa Barbara, as well as the unincorporated area of Toro Canyon and the communities of Summerland, and Montecito in Santa Barbara County. A total of 45 census tract block groups intersect the South Coast US 101 corridor through the project limits. These block groups make up the study area.

Caltrans proposes to widen U.S. 101 to install a part-time high-occupancy vehicle (HOV) lane in each direction for approximately 10 miles. The project limits start 0.22-mile south of Bailard Avenue Overcrossing (PM 1.4), to Sycamore Creek in the city of Santa Barbara, in Santa Barbara County, California. Since the June 2010 CIA, the project has extended 0.6 miles south to construct stormwater treatment facilities.

The extended project limits does not affect the original conclusion of the Growth Report.

Section 3.2: Potential Growth Areas

The population for Santa Barbara County increased from 399,347 in April 2000 to 423,895 in April 2010, a six percent increase. Several cities (e.g. City of Santa Maria) and unincorporated areas in northern Santa Barbara County experienced an increase in population between 2000 and 2010. In contrast, the cities of Carpinteria and Santa Barbara along with unincorporated areas of the South Coast Region (Montecito, Summerland, and Toro Canyon) experienced slight declines. Between the years 2000 and 2010, the County as a whole increased by 6%; whereas, the City of Santa Barbara decreased roughly 4% within the same decade.

According to updates made by Santa Barbara County Association of Government in 2012, the Santa Barbara County population is expected to grow from 423,800 to approximately 520,000 people, which is an increase of 96,200 people or 23 percent over the course of the forecast period (2010-2040). However, according to the Coastal Housing Coalition Report (California Economic Forecast), it is noted that much of the population increase in Santa Barbara County has occurred in the northern portion of the county. Population growth in the south coast has slowed and there has been out-migration for most of the past decade. The existing population continues to grow older, particularly the near-retirement and retired aged cohorts. Based on the commuting patterns to or from Ventura and Oxnard, it is clear that the high cost of housing in Southern Santa Barbara County is driving employees to move out of the area.

The Santa Barbara County Association of Governments (SBCAG) Regional Growth Forecast (2012) projections indicate that the South Coast Region is expected to grow from 166,355 to 216,900, an increase of 30 % between 2010 and 2040. Refer to Table 1 located below.

Table 1: Population and Growth Projections (2010- 2040)

	Population Forecast					
	2010	**2015**	**2020**	**2030**	**2040**	**Percent Change 2010-2040**
Santa Barbara County	423,800	428,614	445,891	495,000	519,965	23 %
South Coast Region	166,355	205,800	211,300	215,700	216,900	30 %
City of Santa Barbara	87,396	*87,604	87,813	*91,906	96,000	10 %
Carpinteria	13,029	*13,156	13,284	*13,588	13,893	7%

Source: Santa Barbara County Association of Governments, Regional Growth Forecast 2005-2040, December 2012.
**numbers are mean averages from before and after years.*

Employment in Santa Barbara County, the City of Carpinteria, and the City of Santa Barbara are expected to increase at a much faster rate than the corresponding population in these areas between 2010 and 2040. The total number of jobs in Santa Barbara County, the South Coast Region, the City of Santa Barbara, and Carpinteria are likely to grow by 30, 16, 6, and 10 percent, respectively.

Table 2: Employment Distribution and Growth

	Employment (Jobs)					
	2010	**2020**	**2030**	**2035**	**2040**	**Percent Change 2010-2040**
Santa Barbara County	197,400	229,900	241,300	250,000	257,600	30.5
South Coast Region	92,581	97,223	101,730	104,979	107,004	15.6
City of Santa Barbara	62,912	64,597	*65,523	66,449	66,667	6%
Carpinteria	6,075	6,666	*6,673	6,693	6,693	10%

Source: Santa Barbara County Association of Governments, Regional Growth Forecast 2010-2040, December 2012.
**numbers are mean averages from before and after years.*

Correction In reference to Table 1: *Population and Growth Projections for Residential Zones* in the original Growth Report, the table indicated that the community of Hope Ranch would have a population increase of 55% from 2010- 2040. This growth rate is not correct.

Hope Ranch should only witness an approximate 4% increase in population growth from 2010 to 2040, which is insignificant. The amount is not 55% as originally stated. This growth is less than a half percent of the total growth rate anticipated for the Santa Barbara County. According to the Hope Ranch Homeowners Association, Hope Ranch consists of 1,863 acres with 787 lots, of which, only 40 lots remain undeveloped. Thus, it is not anticipated that Hope Ranch will have more than 5% growth or build out.

Section 3.4 : Area Land Use and Plans

3.4.2.3 City of Santa Barbara

The City of Santa Barbara's 2011 General Plan, Land Use Element, includes a section that discusses growth management policies which helps to pace both residential and non-residential development. According to the Land Use Element, the city's potential build-out capacity is 6,808 units, with the majority of the development in commercial and multi-family zones (pg 24). However, estimates suggest there is sufficient space to accommodate up to 4,803 new residential units, so additional development may be possible.

The City's maximum allowable non-residential square footage for new development through the year 2030 is 1.35 million square feet.

3.4.2.5 Montecito

The 1993 Montecito Community Plan suggest that the town has enough available land space to add 963 new residential units. The Community Plan limits commercial growth by restricting this commercial development to existing neighborhood commercial and visitor-serving areas. Thus Montecito is likely to see a small amount of residential growth.

3.4.2.6 Summerland

Compared to the original 1992 community plan, the updated 2013 Summerland Community does not suggest any increase in land use designations or zoning. Approximately 721 acres is the maximum build-out potential for Summerland. Table 3 below depicts the potential acreage available for development of residential and commercial buildings. Table 4 shows the square footage for commercial build-out. Summerland has potential commercial development of 18,631 square feet, or a mix-use of approximately 15,654 square feet.

Table 3: Summerland Community Plan 2013 Residential Buildout by Land Use

Land Use (Potential acres)	Existing Units (2013)	Potential Units	Maximum Theoretical Buildout
Agriculture (249)	16	6	22
Commercial (13)	44	17	61
Educational Facility (1)	0	1	1
Residential (185)	605	85	690
Residential Ranchette (235)	33	14	47
Recreational (38)	8	0	8
Summerland Total (721)	706	123	829

Source: Summerland Community Plan, 2013 Draft Update. Table 1a: Summerland Community Plan 2013 Residential Buildout by Land Use.

Table 4: Summerland Community Plan 2013 Commercial Buildout in Square Feet

	Existing Commercial Development	Potential Commercial Development	Maximum Theoretical Buildout
Additional potential if exclusively commercial	111,004	18,631	129,635
Additional potential if mixed-use	111,004	15,654	126,658
Source: Summerland Community Plan, 2013 Draft Update. Table 1b: Summerland Community Plan 2013 Commercial Buildout in Square Feet.			

3.4.2.8 City of Carpinteria's General Plan

According to Carpinteria's General Plan (2003), approximately 32.3% of land in the city limits is reserved for residential use. When looking at the entire Planning Area, the largest majority of land is zoned for agricultural use. Table 5 below illustrates Land Use and Table 6 provides Buildout potential.

In regard to residential development, single detached homes have the highest percentage for potential buildout at 35.5%, followed by multiple family units (5+) at 24.1%. However within the City, most new development will occur with Commercial/ Industrial development.

Table 5: Land Use Designations

Land Use Category	Existing (Acres)	Percentage	Proposed (Acres)	Percentage
Low-Density & Rural Residential	388.3	23.7	400.1	24.4
Medium Density Residential	293.9	18.0	290.3	17.7
Residential Subtotal	**682.2**	**41.7**	**690.4**	**42.1**
Planned Unit Development	97.0	5.9	26.2	1.6
Commercial	156.8	9.6	159.1	9.7
Industrial	208.0	12.7	219.1	13.4
Public Facilities	106.5	6.5	102.9	6.3
Parks/Open Space	102.5	6.3	154.8	9.5
Agriculture	41.7	2.5	41.7	2.6
Transportation Corridors	243.0	14.8	243.0	14.8
TOTAL	**1,638**	**100**	**1,638**	**100**

Source: *City of Carpinteria's General Plan/ Local Coastal Land Use Plan*, April 2003

Table 6: Buildout Potential

	2000		2001-2003		Buildout	
Housing Units Estimate	**Units**	**% of Total**	**Units**	**% of Total**	**Units**	**% of Total**
Single Detached	2151	39.4	2152	39.3	2241	35.5
Single Attached	422	7.7	422	7.7	783	12.4
Multiple - 2-4	520	9.5	523	9.6	821	13.0
Multiple - 5+	1431	26.2	1431	26.2	1526	24.1
Mobile Homes	940	17.2	940	17.2	950	15.0
Total	**5464**	**100**	**5468**	**100**	**6321**	**100**

Source: *City of Carpinteria's General Plan/ Local Coastal Land Use Plan*, April 2003

Table 7: Buildout Potential - Commercial/ Industrial Square Footage:

	2000		2001-2003		Buildout	
	Square Feet	**% of Total**	**Square Feet**	**% of Total**	**Square Feet**	**% of Total**
Commercial	889,187	40	967,771	37.6	1,164,356	42
Industrial	1,332,561	60	1,607,920	62.4	1,607,920	58
Total	**2,221,748**	100	**2,575,691**	100	2,772,276	100
Source: *City of Carpinteria's General Plan/ Local Coastal Land Use Plan*, April 2003						

3.4.2.9 Santa Barbara County

Santa Barbara County is supportive of orderly growth that is in harmony with their surroundings. To reach this objective, the Land Use Plan has four fundamental goals (2011).

Environment: Environmental constraints on development shall be respected. Economic and population growth shall proceed at a rate that can be sustained by available resources.

Urbanization: In order for the County to sustain a healthy economy in the urbanized areas and to allow for growth within its resources and within its ability to pay for necessary services, the County shall encourage infill, prevent scattered urban development, and encourage a balance between housing and jobs.

Agriculture: In the rural areas, cultivated agriculture shall be preserved and, where conditions allow, expansion and intensification should be supported. Lands with both prime and non-prime soils shall be reserved for agricultural uses.

Open Lands: Certain areas may be unsuited for agricultural uses due to poor or unstable soil conditions, steep slopes, flooding or lack of adequate water. These open lands have importance as grazing, watershed, wildlife habitat, mineral resources, recreation, and scenic qualities. These lands are usually so located that they are not necessary or desirable for urban uses. There is no basis for the proposition that all land, no matter where situated or whatever the need, must be planned for urban purposes if they cannot be put to some other profitable economic use.

Section 3.5 : Housing Prices and Vacancy Rates

Housing Rentals

There are a total of 152,834 home in Santa Barbara County in which 67,277 are occupied by individuals who rent. Within the study area, a large majority of the homes are occupied by renters. A total of 24,846 housing units are in the study area, which 13,796 or 56%, are renter occupied homes. Owner occupied homes in the study area account for only 8,403 of the homes, or in other words, owners reside in 34% of the homes within the study area.

Vacancy Rates

A total of 24, 846 housing units are exist in the study area; of that amount, 2,647 are vacant without homeowners or renters taking up residency. This vacancy rate is 10.7%, which is higher than compared to Santa Barbara County vacancy rate of 7%. Toro Canyon, Montecito, and Summerland, which has some of the least amounts of housing, but more affluent places to live, have the highest vacancy rates. Toro Canyon has a vacancy rate of 22.9, Montecito with 19%, and Summerland with a 16.5% vacancy rate.

Median Home Values

The median home value in Santa Barbara County is $523,800 according to the U.S. Census 5-year average. However, utilizing the median average between 2004-2010, the County median home value is $849,063 (SBCAG 2013). It must be noted that the discrepancy in median home values is

Table 4.1-5 Housing

Geographic Area	Housing Units	Median Home Value	Median Gross Rent	Owner Occupied	Renter Occupied	Vacant Units	% Vacant
Total Study Area	24,846	842,866	1,489	8,403	13,796	2,647	10.7
Santa Barbara County	152,834	523,800 (849,063)*	1,303	74,827	67,277	10,730	7
City of Carpenteria	5,429	607,300	1,385	2,347	2,412	670	12.3
Montecito CDP	4,238	1,000,000 +	2,000 +	2,522	910	806	19.0
Toro Canyon CDP	804	1,000,000 +	1,031	440	180	184	22.9
City of Santa Barbara	37,820	926,100	1,424	13,784	21,665	2,371	6.3
Summerland CDP	823	1,000,000 +	1,385	362	325	136	16.5

Source:

U.S. Census Bureau: *2007-2011 American Community Survey*

2010 U.S. Census *Table DP-1: Profile of General Demographics Characteristics*

*2013 SBCAG, *2040 Regional Transportation Plan's Figure 5,* Santa Barbara Median Home value between 2004-2010

Median Home Value for Study Area was average of median home values in project limits.

Percentages rounded up to nearest 10th

due to the extended time period in which 2004- 2010 factored-in values from the height of the housing bubble, whereas, U.S. Census data calculated median home value averages at the onset of the 2007 recession.

Toro Canyon, Montecito, and Summerland have the highest median home prices within the County of Santa Barbara. Since the project travels near these townships, it is assumed the study area's median home value is approximately $1,000,000.

The County's median gross rent is $1,303 which is less compared to the Total Study Area's rent median of $1,489. Excluding rent values from the affluent residential area of Montecito and the college student populated area of Goleta, the study area has the highest median gross rent.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

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To: FILE

Date: May 27, 2011

File: 05-0N7000
05-SB-101-1.4/12.3
South Coast 101 HOV Lanes

From: **DEPARTMENT OF TRANSPORTATION**
DIVISION OF ENVIRONMENTAL ANALYSIS

Subject: Growth Study: Revised Project Limits

This memo has been written to address changes to the limits of the South Coast 101 HOV Lane Project. The project has been extended 0.6-mile to the south to include construction of stormwater treatment facilities at the Bailard Interchange (PM 1.4). The recommendations included in the Growth-Related Impact Analysis dated June 29, 2010 are not affected by the extension of the project.

South Coast 101 HOV Lane Project

Growth-Related Impact Analysis

US 101, between Post Miles 2.0 and 12.3 in Santa Barbara County, CA
District 5 - US 101 - (PM 2.0 to 12.3)
05-0N7000

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by the Department under its assumption of responsibility pursuant to 23 U.S. Code 327.

June 2010

Caltrans

Growth-Related Impact Analysis

South Coast 101 HOV Lane Project

June 2010

Prepared By: _____ Date: 06/28/2010

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Chapter 1 Introduction

1.1 Overview

This study reviews the potential for growth-related impacts from the proposed South Coast 101 HOV Lane Project. Under the guidance of the Caltrans Standard Environmental Reference, a first-cut screening process was used to provide the framework for analyzing the potential for project-related growth. In assessing multiple factors that may contribute to growth, a gravity model was used to compute the changes in accessibility to jobs that could result from the proposed improvements (Hirschman and Henderson 1990). Growth-related factors, including those provided in general plans for the neighboring cities, have also been taken into consideration. These factors are described in Chapter 3 and are essential for considering local and regional growth in the context of current and projected land uses, transportation projects, and other issues or trends. Although the impact on residential growth was the primary focus of the growth study, the effect of the proposed project on commercial development was also considered. The assessment addressed the following three sets of questions:

1. What is the reasonably foreseeable growth and land use change without the project? What is it with the project?
2. To what extent will the project influence the overall amount, type, location, or timing of that growth?
3. Will project-related growth put pressure on or cause impacts to environmental resources of concern?

1.2 Report Organization

The remainder of this chapter describes the transportation improvements and alternatives proposed for the South Coast 101 HOV Lane Project. The methodology used for this study is described in Chapter 2. Chapter 3 describes the growth factors, study area, and land use plans reviewed for this study. Chapter 4 presents the analytical results from the growth model. Chapter 5 presents the overall assessment and conclusions from this study. Appendix A lists commute travel times and travel time savings under the Build Alternative for each pair of residential and employment zones analyzed. Appendix B lists housing prices and other related data on residential areas considered.

1.3 South Coast 101 Corridor Project Description

1.3.1 Introduction

The California Department of Transportation (Caltrans) proposes to widen US 101 for approximately 10 miles, from 0.5-mile south of Carpinteria Creek in the City of Carpinteria, to Sycamore Creek in the City of Santa Barbara, in Santa Barbara County, California. The existing four-lane highway would be widened to six lanes by adding a High Occupancy Vehicle (HOV) lane in each direction.

US 101 is the principle intercity arterial highway connecting cities between Los Angeles and San Francisco. Between the cities of Carpinteria and Santa Barbara, US 101 also serves as a major north-south transportation corridor for more local transportation needs, and it is heavily used by daily commuters. As a result, congestion frequently occurs each day in the northbound and southbound directions. There is a documented need to improve the operations of the highway to reduce delays and travel time for local traffic, public transit, commercial trucking, tourists, commuters, and emergency vehicles.

Based upon regional growth studies, the population of the cities of Carpinteria and Santa Barbara and the County of Santa Barbara are anticipated to increase over the next few decades. The population of the County of Santa Barbara is expected to grow 18 percent, with the population of the cities of Carpinteria and Santa Barbara expected to grow 7 and 3.5 percent, respectively, according to the Santa Barbara County Association of Governments (SBCAG) in 2003.

In addition to population growth, long-distance commuting is escalating due to more affordable housing located more distant from regional employment centers. As a result, the number of people commuting into and out of Santa Barbara County has markedly increased. According to the U.S. Census Bureau, as of 2000, the number of workers commuting into Santa Barbara County (20,000) exceeds workers commuting out of Santa Barbara County (10,500) by 9,500 (SBCAG 2003). On weekends and in summer months, the coastal location, natural amenities, and temperate weather have historically made the project vicinity a popular tourist destination, resulting in recurrent traffic delays.

Without changes to the current highway configuration, population growth and increasing travel demands will present greater challenges to an already overtaxed transportation facility. Current levels of congestion will continue to cause delay for local traffic, transit, tourists, and emergency vehicles. The proposed project would encourage more efficient mobility by accommodating the existing and planned growth and consequential traffic in the area.

1.3.2 Description of Alternatives

The South Coast 101 HOV Lane Project would widen US 101 from approximately 0.5- mile south of Carpinteria Creek (Post Mile [PM] 2.0) to Sycamore Creek (PM 12.3). The existing four-lane highway would be widened to six lanes by adding an HOV lane in each direction. The purpose of the proposed project is to:

- Improve access to local services
- Relieve existing congestion on US 101
- Provide for future increases in traffic volumes

Four alternatives are being considered for the proposed project. Of the four alternatives, there are three build alternatives and one No Build Alternative in which US 101 would remain in its existing state and result in no physical changes or improvements within the project limits. The three build alternatives would include the same set of design variations for auxiliary lane placement and for Hot Springs Road/Cabrillo Boulevard interchange options.

Figure 1 shows the project location and vicinity. The alternatives currently under consideration, the No Build Alternative and three build alternatives, are described in the following sections.

1.3.2.1 No Build Alternative

The No Build Alternative offers a basis for comparison with the build alternatives in the future analysis year of 2040. It assumes no major construction on US 101 through the project limits other than planned and programmed improvements and continued routine maintenance. This alternative does not address current and future congestion, safety, or access needs.

Analysis of the No Build Alternative shows reasonably foreseeable growth pressures without the project. Comparison with the growth pressures from the build alternative shows the additional growth pressures, or lack thereof, that would potentially be generated by the proposed South Coast 101 HOV Lane Project.

1.3.2.2 Build Alternative

All three build alternatives considered under the South Coast 101 HOV Lane Project propose to add one HOV lane in each direction, resulting in a six-lane freeway within the project limit.

Common features to all of the build alternatives include:

- Construction of one northbound and one southbound HOV lane.
- Reconstruction of the Sheffield interchange by relocating the southbound median ramps.
- Conversion of the northbound auxiliary lane between the Cabrillo Boulevard on-ramp and the Salinas Street off-ramp to a through lane with related ramp modifications.
- Retain planted medians installed with the Milpas Street to Hot Springs Road project from PM 11.9 to PM 12.3.

All of the build alternatives propose no changes to the following overcrossing structures:

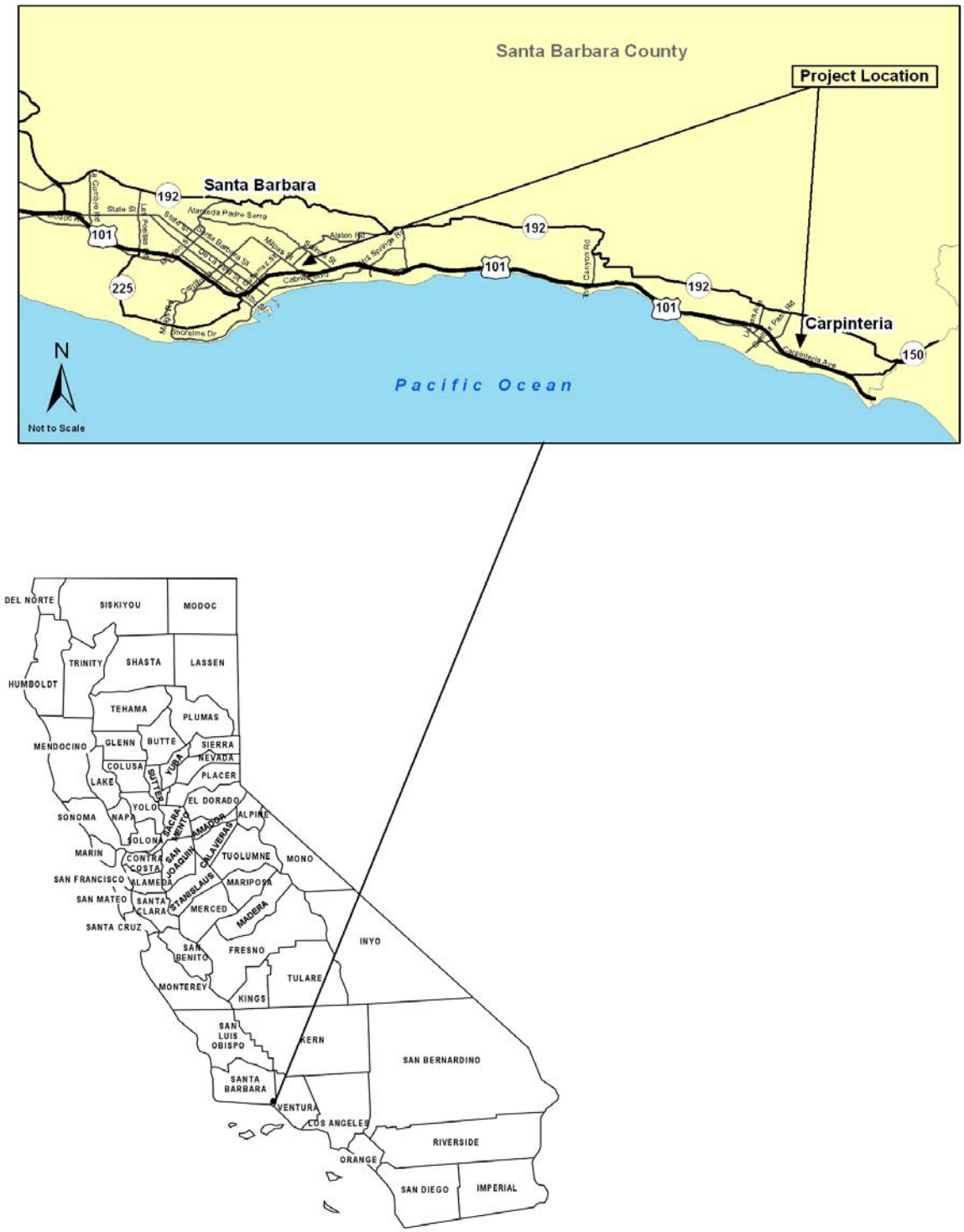
- Casitas Pass Road (PM 2.64), Linden Avenue (PM 3.06), Santa Ynez/Seventh Avenue (PM 3.66), North Padaro Lane (PM 7.14), San Ysidro Road (PM 10.02), the Olive Mill southbound on-ramp structure (PM 10.48), and Olive Mill Road (PM 10.54).

All of the build alternatives propose replacing the following structures for redesign purposes:

- Franklin Creek (PM 3.3), Santa Monica Creek (PM 3.7), Garapato Creek (PM 6.2), Toro Canyon Creek (PM 6.8), Romero Creek (PM 9.3), San Ysidro Creek (PM 9.5), and Montecito Creek (PM 10.18).

Construction of soundwalls is proposed in each of the three build alternatives. The heights of the proposed soundwalls vary by alternative, but the foundations are proposed at the same locations for each build alternative. It is anticipated that all soundwalls would be located at the state highway right-of-way property line, with the exception of the upper soundwall for the northbound off-ramp at the Evans interchange and the mainline segment between San Ysidro Road and Olive Mill Road.

Figure 1: Project Location and Vicinity



The difference between the build alternatives is the area of additional pavement and median construction. Alternative 2 would result in approximately 4.6 miles of planted median with accommodations for median maintenance vehicle pullout areas at approximately 0.25-mile intervals, while Alternatives 1 and 3 would result in approximately 3.4 miles of planted median and vehicle pullout areas at approximately 0.5-mile intervals.

From a growth-related impact analysis perspective, all three build alternatives would have similar to equal effects due to similar design options; therefore, this study considers all three alternatives as one Build Alternative.

1.4 Related Projects and the Traffic Study Area

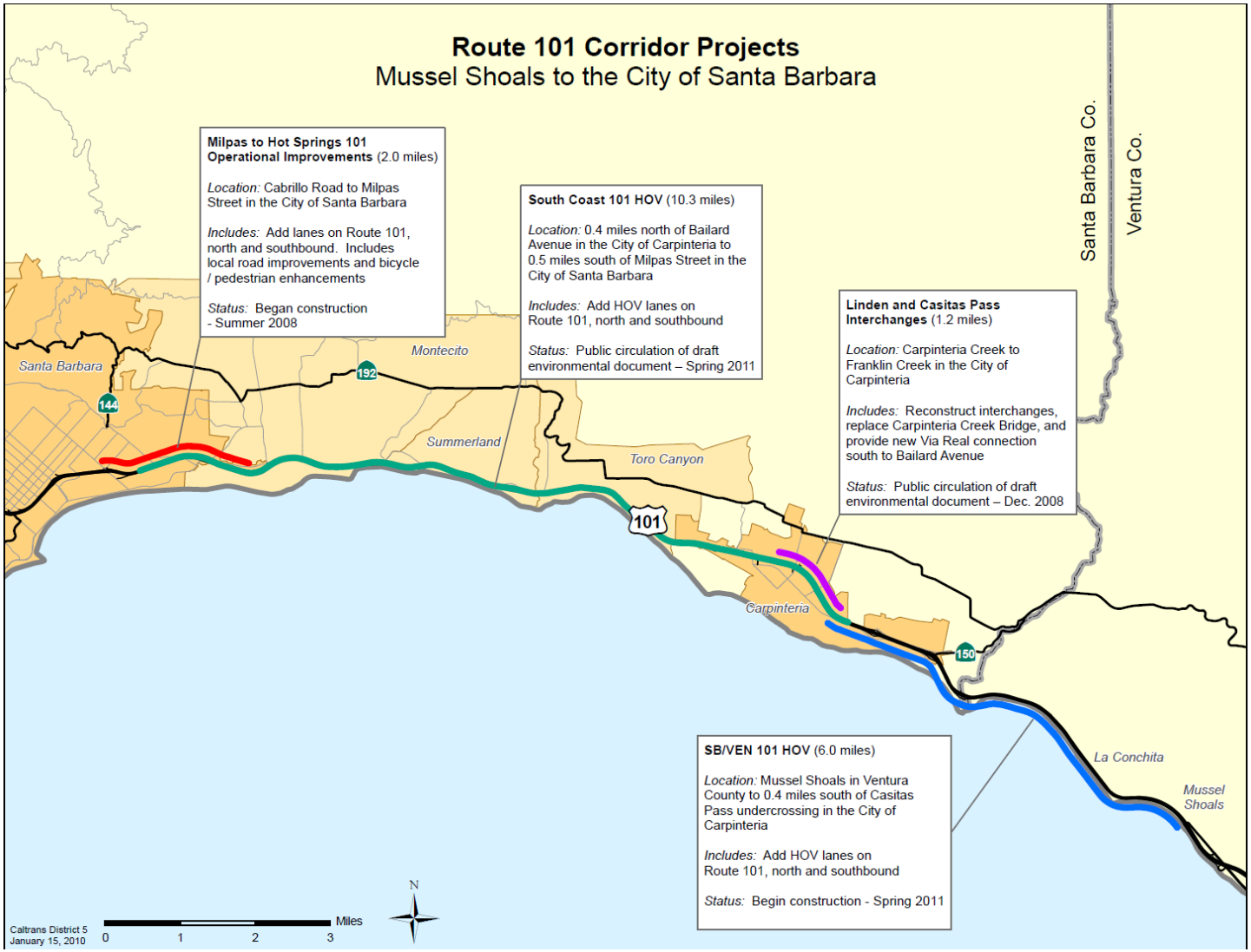
There are other projects within the South Coast 101 Corridor that are currently being implemented or being planned apart from the proposed project. Caltrans, in conjunction with local planning agencies in Santa Barbara County and Ventura County, is planning to implement three other projects within the South Coast 101 Corridor. Figure 2 shows the location and limits of the following projects:

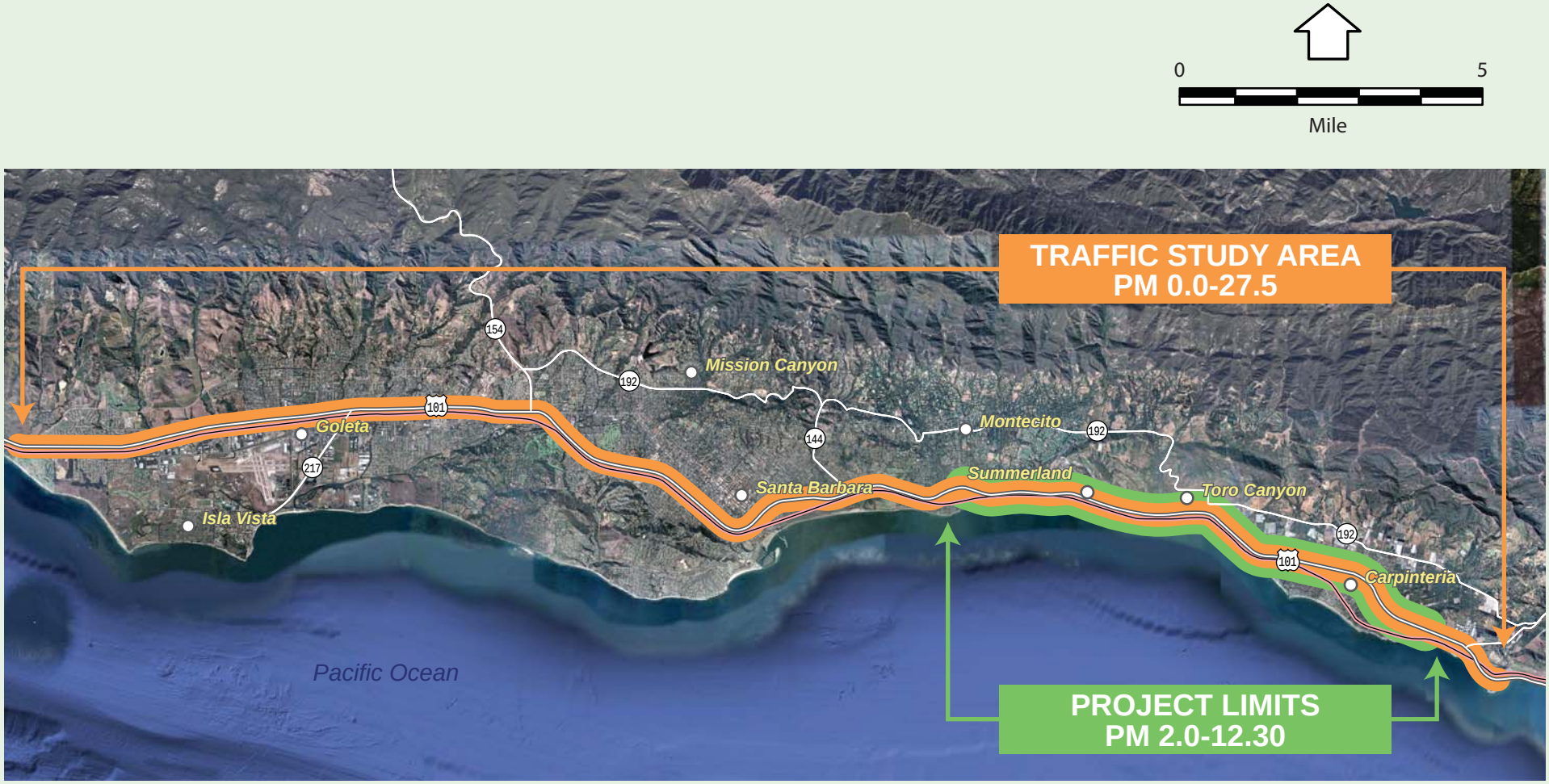
- Milpas Street to Hot Springs Road 101 Operational Improvements (2.0 miles)
- Linden Avenue and Casitas Pass Interchanges (1.2 miles)
- SB/VEN 101 HOV Project (6.0 miles)

Taking into account the above-mentioned planned improvements to US 101 in the South Coast area, the traffic study for the proposed project considers an extended traffic study area (PM 0.0 to PM 27.5), which encompasses the proposed project limits (PM 2.0 to PM 12.30) and reflects other planned projects in the vicinity. The southern limit of the traffic study begins at PM 0.0 (south of the Rincon Point/Bates Road interchange), while the northern limit concludes at PM 27.5 (north of the Hollister Avenue interchange). Figure 3 shows the limits of the extended traffic study area. These planned improvement projects will take effect prior to implementation of the South Coast 101 HOV Lane Project; hence, they are included in the No Build Alternative.

Figure 2: Other South Coast 101 Projects

Source: Caltrans (2010)





Source: Parsons 2010

LEGEND

- Project Limits
- Traffic Study Area
- Interstate Roads
- Railroads

South Coast 101 HOV Lane Project,
Growth-Related Impact Analysis Report

Project Limits and
The Traffic Study Area

Figure 3

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Chapter 2 Summary of Study Methodology

2.1 Need for a Growth-Related Impact Study

2.1.1 Overview

This study addresses the following three sets of questions:

- What is the reasonably foreseeable growth and land use change without the project? What is it with the project?
- To what extent will the project influence the overall amount, type, location, or timing of that growth?
- Will project-related growth put pressure on or cause impacts to environmental resources of concern?

This growth-related impact study addresses these issues by investigating the potential for unplanned growth due to the project. There are many factors that affect residential growth in a community. These include the cost of land; prices and availability of housing; accessibility to jobs; local plans for the region; amenities available in the region, such as good schools; and the availability of adequate infrastructure to support the needs of residential development. This study will consider all of these factors, but it will focus its quantitative efforts on accessibility.

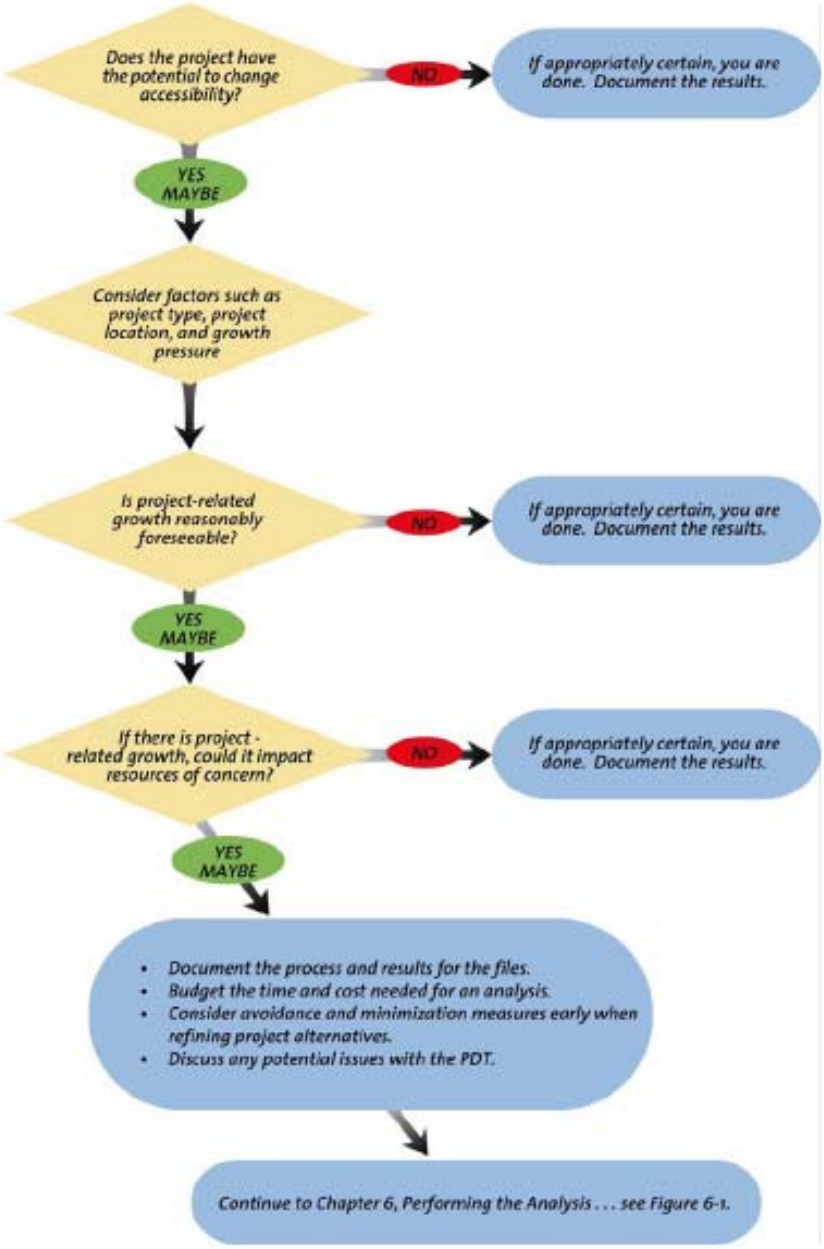
2.1.2 Standard Environmental Reference

The Caltrans Standard Environmental Reference (SER) outlines a step-by-step procedure to determine whether a transportation project has the potential for growth-related impacts. Figure 4 shows the specific procedures for assessing potential growth-related impacts caused by a project using a “First-Cut Screening” method.

The first-cut screening process provides a general guidance in determining the potential for project-related growth. As shown in Figure 4, the initial step of the first-cut screening process is to determine whether the project under study has the potential to change accessibility. If the project has such potential, then further analysis is warranted. The succeeding step calls for an analysis of factors, including project type, project location, and growth pressures in the project area, and based on this information, the next step is to determine whether project-related growth is reasonably foreseeable. If growth is reasonably foreseeable, further analysis, as shown in Figure 4, is required.

Figure 4: The First-Cut Screening Process

Source: Standard Environmental Reference (SER) – Guidance on Growth-Related Impacts Analyses (2006)



During the initial scoping process, the South Coast 101 HOV Lane Project was determined to have the potential to change accessibility and travel patterns within the South Coast area. Under the guidance of the SER, a first-cut analysis was performed to determine changes in accessibility that the project may cause. The following chapters outline specific methods used in this study. Parsons' study methodology for assessing growth-related impacts is discussed in Section 2.2. This methodology involves analyzing available information about the project area, current general plans, and area plans, in addition to quantitative analysis, to determine if project-related growth is reasonably foreseeable. Chapter 3 discusses relevant factors such as the planning framework for the entire South Coast area. Chapter 4 discusses the results of the growth model analysis performed and provides the framework for determining whether project-related growth is reasonably foreseeable, as well as determining if further analysis in required.

2.1.3 Background

The South Coast 101 Corridor, which is a major transportation route and an important link in the regional transportation system, is experiencing increases in congestion. Traffic volumes along the US 101 corridor are projected to increase substantially over the next 30 years, largely as a result of increased residential and commercial development anticipated in specific areas of Santa Barbara County and Ventura County.

According to the 2007 SBCAG *Commute Profile for Santa Barbara, San Luis Obispo, and Ventura Counties,* commute patterns within the project area vary between counties. Largely, commuters from the counties of Santa Barbara, Ventura, and San Luis Obispo live in the county in which they work (83 percent combined). Some commuters from Santa Barbara travel northbound toward San Luis Obispo in the morning (5 percent). Conversely, some San Luis Obispo commuters travel southbound towards Santa Barbara (8 percent). Commuters from Ventura County travel southbound towards Los Angeles County (17 percent).

According to SBCAG's *2030 Travel Forecast for Santa Barbara County*, compared with existing conditions, peak direction traffic volumes along the US 101 corridor between Santa Barbara County and San Luis Obispo County are projected to increase by 63 percent by the year 2030 under the no build scenario. In addition, peak direction traffic volumes at the Santa Barbara/Ventura County line are expected to increase in vehicle trips by 61 percent by the year 2030.

2.2 Study Methodology

Parsons uses an analytical methodology to assess the potential for project-related growth. The analytical approach consists of a quantitative model to analyze the effects of commuter time savings between residential and employment locations. The steps included in the methodology are outlined below.

2.2.1 Step 1 – Selection of Analysis Areas

The geographical areas to analyze for changes in growth potential are selected in this step. General plans for the county and cities near the project area are reviewed. These plans show the intensity and

distribution of different land uses planned for these areas. Based on these plans and the growth factors described in Step 2, eight sample areas that could be affected by the proposed project are identified. The residential growth of these eight areas, termed residential zones, is analyzed in the subsequent steps. Each residential zone is represented by a residential centroid, which is simply a point on the map that represents the effective center of the zone. Chapter 3 discusses these residential zones in further detail.

This study groups the major employment areas in San Luis Obispo County, Santa Barbara County, Ventura County, and Los Angeles County into different zones. In total, 12 zones are selected in the model to represent the jobs within and outside the project region. Of the 12 zones, 3 zones represent the employment centers closest to the project area vicinity. The other employment zones represent the jobs in the rest of the region. Each of the 12 employment areas are defined by an employment centroid.

2.2.2 Step 2 – Development of Data on Growth Factors

This step involves the review of growth factors supporting or inhibiting residential growth in the corridor, as well as an analysis of current growth trends. These factors, reviewed in Chapters 3 and 4, include cost of housing, local government plans and policies, and commute time and access. Defining the amount of growth planned within the corridor and within the analysis zones in particular is important during this step.

A key part of this step is the definition of the location of jobs in the region with the assistance of population and employment forecast data prepared by the San Luis Obispo Council of Governments (SLOCOG), SBCAG, Ventura Council of Governments (VCOG), and Southern California Association of Governments (SCAG).

2.2.3 Step 3 – Growth Model Analysis

This step consists of a detailed analytical assessment of the impact of the transportation alternatives on growth pressures. The primary factors that influence the growth in a suburban community are housing prices, local plans, and commute time to employment areas. Of the three, commute time is the factor most directly affected by transportation projects. Future traffic speeds in the corridor presented in the SC101 HOV Traffic Study, *Forecast Operations Report (October 200*9), approved by the Project Development Team, were utilized for this study. In Step 3, a model is developed to analyze commute time between jobs within and outside the region (represented by the employment centroids) and eight selected residential zones (represented by the residential centroids). Commute times between the job locations and these growth zones are estimated from Caltrans traffic forecasts for each alternative under consideration for the horizon year 2040. For the travel time analysis, a generic peak is considered, representing an average of morning and evening peaks. The 2040 peak-hour commute times are shown in Appendix A.

In the discussion of growth-related impacts in Chapter 4, an ‘unconstrained analysis’ refers to a calculation of residential growth pressures without any constraints on growth such as the planned population capacity of the residential area. In this type of standard analysis, only accessibility to jobs

is considered. A constrained analysis refers to calculations of residential growth pressures analytically constrained by the planned population capacity of the residential area under consideration.

Using the data discussed above, three indices are calculated for each residential zone:

1. The planned residential growth pressure index is simply the growth planned for the individual residential area under consideration, divided by the total residential growth planned within the selected growth areas, expressed as a percentage.
2. The unconstrained residential growth pressure index, which is proportional to the jobs accessed from a zone and inversely proportional to the square of the access time during the peak hour, which is the average of morning and evening peak-hour conditions. This index demonstrates the growth pressure or relative growth that might be caused solely by access to jobs.
3. The constrained residential growth pressure index is proportional to the jobs accessed from a zone multiplied by the planned population growth capacity of the zone and inversely proportional to the square of the access time during the generic peak. This index combines the effects of community plans for growth with the effects of access to jobs.

2.2.4 Step 4 – Overall Growth-Related Impact Assessment

The changes in growth pressure generated by shifts in peak-hour travel times, as defined by the indices developed in the earlier steps, are reviewed, along with other qualitative growth factors, to arrive at an overall assessment. Growth-related factors to support services for new housing and commercial development are also considered qualitatively.

2.3 Zones and Centroids

As this report uses the terms zones and centroids, it would be useful to define them. A zone is an area selected for study. For example, City of Goleta, City of Santa Barbara/Mission Canyon, Hope Ranch, Montecito, Summerland/Toro Canyon, City of Carpinteria, Ojai, and the City of Ventura are the residential zones selected for this study. The employment zones selected include different cities in the counties of San Luis Obispo, Santa Barbara, Ventura, and Los Angeles, as specified in Chapter 3. For the ease of determining the travel time from an employment zone to a residential zone, each zone is represented by a focal point or centroid. For modeling purposes, a centroid is a point in the zone from which traffic generated by the zone can be connected to the surrounding roadway system. This study defines an employment centroid as a focal point that represents the center of activity of an employment zone. A residential centroid represents the central point in a residential zone. For the purposes of this study, zones and centroids have the same representation. For example, R-1 would represent both the first residential zone and its centroid.

At times, sensitive areas, such as low-density development areas designated in a city's general plan, are chosen as residential centroids. In addition to providing an idea about the potential for project-related growth on the entire zone, such centroids also reflect growth-related effects on that small, sensitive area.

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Chapter 3 Description of the Study Area

3.1 Overview

This section addresses the main issue of concern: the potential for unplanned growth due to the proposed South Coast 101 HOV Lane Project. This is done by looking primarily at the effect of the proposed project on accessibility to jobs from identified residential areas, as well as the effect of the local plans for these areas. Secondary factors are also observed, including housing prices and the availability of infrastructure and amenities within the region. Growth-related impacts extend beyond the facility being improved; therefore, communities near the project area that have capacity for development are also examined. This study also considers current and future population trends because a potential increase in highway capacity could result in a behavioral response such as a change in residential location choice, which would impact the choice to live in Santa Barbara County[1].

The following sections discuss the selection of residential growth areas for analysis, area land use and plans that form the planning context for this study, and population and employment forecasts for the region.

3.2 Selection of Potential Growth Areas

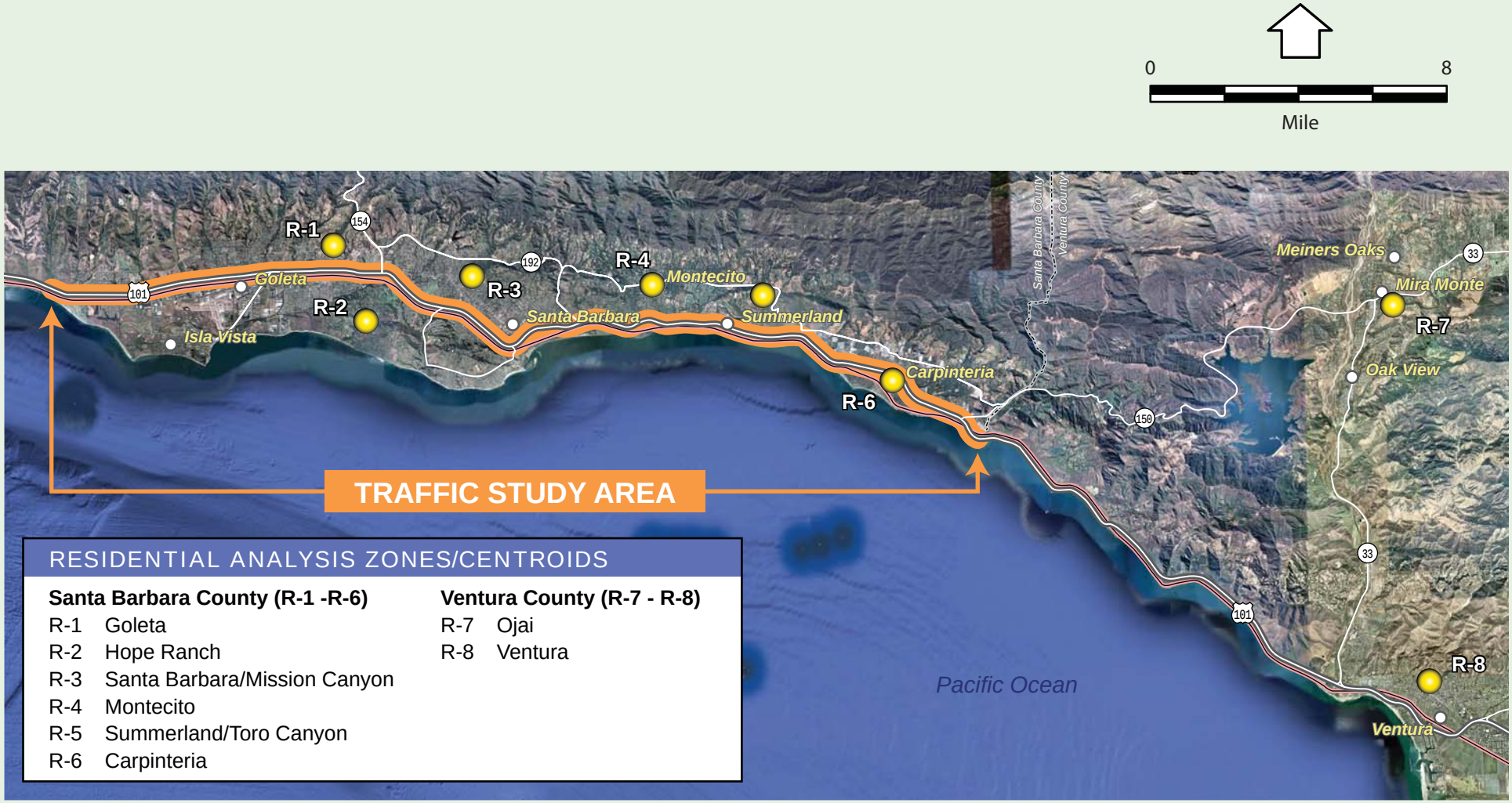
Eight residential areas/centroids were selected to be analyzed for comparative growth-related impacts of the South Coast 101 HOV Lane Project. These eight residential areas/centroids were selected based on the following considerations:

1. Proximity to the US 101 corridor;
2. A reasonable range of commute times and distances to local job centers that would be affected by the proposed project;
3. Sensitivity to growth; and/or
4. Potential for future growth per SBCAG, SCAG, SLOCOG, and VCOG projections with a projected build out population of several thousand or more.

Figure 5 depicts the location of these areas, which represent six communities in Santa Barbara County and two communities in Ventura County. The eight residential areas/centroids are as follows:

- R-1: City of Goleta
- R-2: Hope Ranch
- R-3: City of Santa Barbara/Mission Canyon
- R-4: Montecito

[1] This study may not specifically address the concern that residential location choice is affected by workers who retire and remain in Santa Barbara County and the subsequent replacement of those workers by individuals who may choose to live outside the county; hHowever, this concern is partially captured by the analysis because it includes population and employment projections, as well as regional growth forecasts for Santa Barbara County and other adjacent areas in the South Coast region. Ultimately, residential location decisions are influenced to a far greater degree by the disparity of jobs relative to affordable housing in the South Coast region and economic conditions that dictate the need for such travel behaviors. The level of analysis performed in this growth-related impact study does not specifically address extensive differences between the population and its travel behaviors.



Source: Parsons 2010

LEGEND

- Residential Analysis Zones/Centroids
- Traffic Study Area
- Interstate Roads
- Railroads

South Coast 101 HOV Lane Project, Growth-Related Impact Analysis Report

Location of Residential Analysis Zones/Centroids (R-1 to R-8)

Figure 5

- R-5: Summerland/Toro Canyon
- R-6: City of Carpinteria
- R-7: Ojai (City of Ojai and Ojai Valley)
- R-8: City of Ventura

With completion of the proposed project, coupled with the programmed SB/VEN 101 HOV Project (which proposes to add 6 miles of HOV lanes from Carpinteria in Santa Barbara County to Mussel Shoals in Ventura County), commuters between Santa Barbara and Ventura counties would have approximately 16 miles of continuous HOV lanes; therefore, residential communities in Ventura County were also analyzed for growth-related impacts. Ojai (City of Ojai and Ojai Valley) and City of Ventura were selected based on discussions with the Ventura County Planning Department and due to the proximity of these locations to the SB/VEN 101 HOV Project and their planned growth potential; however, as will be described in Sections 3.4.2.12 and 3.4.2.13, the Ojai region is sensitive to growth and restricts the amount of annual growth.

While selecting residential areas for analysis, both proximity to the project corridor and the potential for the area to grow are important considerations. As will be explained in Section 4.3, to develop growth indices reflecting access to jobs, jobs are weighted by dividing by the square of the access time. The inverse square relationship (i.e., gravity model) denotes that each doubling of travel time essentially has a quadrupling effect on travel behavior. The more distant a residential area is from the improved project area (and the employment it can access through the improved project corridor), the lesser the growth-related effects are on that residential area due to accessibility alone; therefore, areas south of Ojai and the City of Ventura would show lesser effects or, at the most, similar effects than the two selected residential areas, purely due to the change in accessibility.

The eight selected growth areas are a sampling of the subregions that may be influenced by the South Coast 101 HOV Lane Project alternatives. These are not meant to capture all of the growth expected in Santa Barbara County, but rather to illustrate the potential impact on residential growth influenced by the proposed transportation alternatives.

Table 1 shows the population projections for the eight residential areas for base years 2009/10 and 2040. These current and future population data are based on SBCAG, SCAG, SLOCOG, and VCOG projections and Santa Barbara County Community and Area Plans and Planning Department.

As shown in Table 1, City of Goleta (R-1), City of Ventura (R-8), Ojai (R-7), and City of Santa Barbara/Mission Canyon (R-3) combined will comprise approximately 89 percent of the total projected population increase between years 2009/10 and 2040 for the eight residential centroids. The City of Ventura totals 62 percent, City of Goleta totals 12 percent, City of Santa Barbara/Mission Canyon totals 7 percent, and Ojai totals 8 percent of the projected population increase within the study area.

The increase in population in these areas corresponds with the demands for housing and residential development projects, specifically in the cities of Ventura and Goleta. Hope Ranch (R-2), which is an unincorporated area of Santa Barbara County, and Montecito (R-4) have much smaller growth projections, but they were selected because of their proximity to the corridor and their sensitivity to growth.

Table 1: Population and Growth Projections for Residential Zones

Residential Zones/ Centroids		2009/10	%	2040	%	Change 2009/10 - 2040	% Increase in Population	% Share of Total Population Growth
R-1	City of Goleta	31,700	11	37,300	11	5,600	18	12
R-2	Hope Ranch	1,967	1	3,046	1	1,079	55	2
R-3	City of Santa Barbara/ Mission Canyon	92,610	31	96,000	28	3,390	4	7
R-4	Montecito	9,254	3	10,549	3	1,295	14	3
R-5	Summerland/ Toro Canyon	3,845	1	5,184	2	1,339	35	3
R-6	City of Carpinteria	19,400	7	20,800	6	1,400	7	3
R-7	Ojai	31,005	10	34,703	10	3,698	12	8
R-8	City of Ventura	108,309	36	137,600	40	29,291	27	62
Total for Analysis Zones		**298,090**	**100**	**345,182**	**100**	**47,092**	**--**	**100**
Santa Barbara County		430,200	-	492,800	-	62,600	15	27
Ventura County		860,607	-	1,031,715	-	171,108	20	73
County Totals		**1,290,807**	**-**	**1,524,515**	**-**	**233,708**	**-**	**100**

Source: *2007 SBCAG Regional Growth Forecast,* aggregation by Parsons, 2010*;* 2008 VCOG Population Forecast*,* Santa Barbara County Community and Area Plans, Santa Barbara County Planning Department, aggregation by Parsons, 2010.

3.3 Selection of Employment Zones

The analytical growth model uses access to jobs as a prime variable. This study groups the major employment areas that are relatively accessible from the project area and from the residential growth zones into 12 zones, as follows:

- E-1: Toro Canyon/Carpinteria
- E-2: Santa Barbara
- E-3: Goleta
- E-4: Santa Ynez/Solvang
- E-5: Lompoc
- E-6: Santa Maria
- E-7: San Luis Obispo
- E-8: Ventura/Oxnard
- E-9: Simi Valley/Thousand Oaks
- E-10: Lancaster/Palmdale
- E-11: West Los Angeles County
- E-12: East Los Angeles County

These 12 employment zones, E-1 through E-12, were selected by grouping together cities and neighboring unincorporated areas (Figure 6). These employment zones were selected to reflect all

jobs accessible from the project area and from the selected residential zones. Each employment zone is represented by an employment centroid, defined as a focal point that represents the center of activity of an employment zone. There are six zones in Santa Barbara County (E-1 through E-6), one zone representing all jobs in San Luis Obispo County (E-7), two zones in Ventura County (E-8 and E-9), and three zones in the Los Angeles County area (E-10, E-11, and E-12).

Three employment centroids, E-1 through E-3, denote employment within the South Coast 101 HOV Lane Project area and vicinity. The remaining nine employment centroids (E-4 through E-12) denote employment in areas outside of the project vicinity.

As shown in Table 2, Santa Barbara County is projected to contribute 6 percent of the total employment in the region in 2040, while Ventura County would contribute 13 percent. Relative to population or housing, jobs are also projected to grow faster in the Ventura County areas compared with areas within Santa Barbara County.

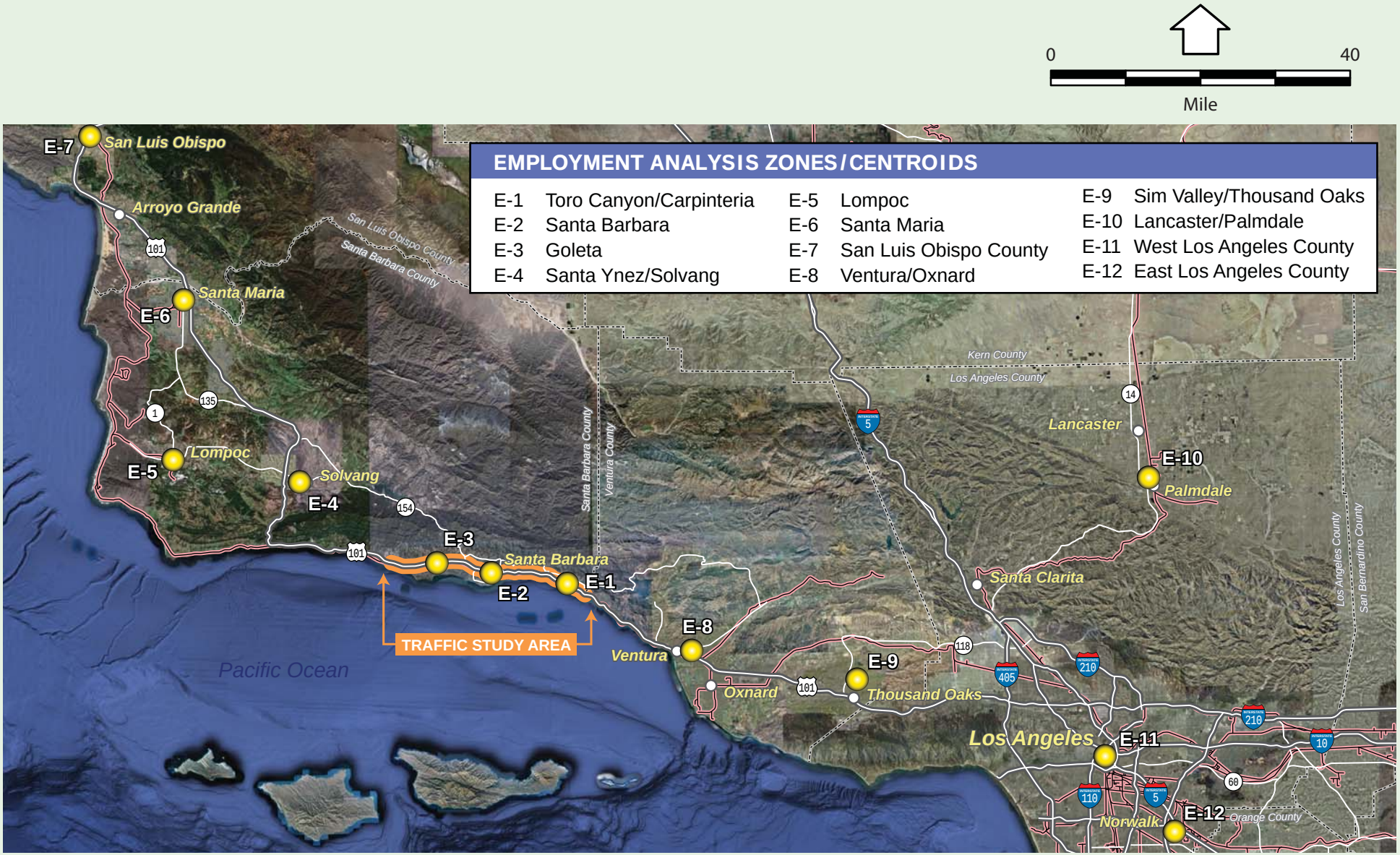
In general, the employment zones closest to the project area are not projected to grow noticeably when compared to areas further away from the South Coast Region. Among all of the employment zones analyzed, Los Angeles County is expected to have the largest growth in employment between years 2010 and 2040. Seventy-four (74) percent of the share of employment growth in the region between years 2010 and 2040 will occur in the Los Angeles County zones, centroids E-10 through E-12.

3.4 Area Land Use and Plans

3.4.1 Overview

There is opportunity for growth in several communities near the South Coast 101 HOV Lane Project corridor. The planned development for these areas is described in each city's general plan and is discussed in this chapter. The general plans, community plans, and area plans for the following areas are reviewed in this section:

- City of Goleta
- Goleta Valley
- City of Santa Barbara
- Mission Canyon
- Montecito
- Summerland
- Toro Canyon
- City of Carpinteria
- Santa Barbara County (Coastal Plan and Comprehensive Plan)
- City of Ventura
- City of Ojai
- Ojai Valley
- Ventura County



Source: Parsons 2010

LEGEND

- Employment Analysis Zones/Centroids
- Traffic Study Area
- Interstate Roads
- Railroads

South Coast 101 HOV Lane Project, Growth-Related Impact Analysis Report

Location of Employment Analysis Zones/Centroids (E-1 to E-12)

Figure 6

Table 2: Employment Distribution and Growth among Centroids

Employment Zones/ Centroids		2010	%	2040	%	Change 2000 - 2040	% Increase in Jobs	% Share of Total Job Growth
E-1	Toro Canyon/ Carpinteria	17,618	0.34	18,877	0	1,258	7	0
E-2	Santa Barbara	68,016	1.30	74,663	1	6,647	10	1
E-3	Goleta	29,466	0.56	33,132	1	3,666	12	0
E-4	Santa Ynez/ Solvang	10,147	0.19	13,120	0	2,973	29	0
E-5	Lompoc	21,918	0.42	26,051	0	4,133	19	1
E-6	Santa Maria	52,837	1.01	83,158	1	30,321	57	4
E-7	San Luis Obispo	100,590	1.92	147,666	2	47,076	47	6
E-8	Ventura/ Oxnard	216,718	4.15	274,844	5	58,126	27	7
E-9	Simi Valley/ Thousand Oaks	156,727	3.00	202,106	3	45,380	29	6
E-10	Lancaster/ Palmdale	193,386	3.70	314,157	5	120,771	62	15
E-11	West Los Angeles County	3,158,648	60.44	3,502,751	58	344,103	11	44
E-12	East Los Angeles County	1,200,364	22.97	1,321,793	22	121,429	10	15
Total Employment Centroids		**5,226,434**	**100**	**6,012,318**	**100**	**785,884**		**100**
Santa Barbara County		200,001	4	249,001	4	49,000	24	4
Ventura County		373,444	7	476,950	8	103,506	28	10
San Luis Obispo County		100,590	2	147,666	2	47,076	47	3
Los Angeles County		4,552,398	87	5,138,701	85	586,303	13	83
County Totals		**5,226,433**	**100**	**6,012,318**	**100**	**785,885**		**100**

Source: *SBCAG Regional Growth Forecast 2007, Long Range Socio-Economic Projections SLOCOG 2006, 2006 RTP Growth Forecast SCAG; VCOG 2040 Forecast,* aggregation by Parsons, 2010.

Local and regional planners were also contacted to determine development trends and sensitive areas in Santa Barbara and Ventura counties. The following subsections discuss the growth-related plans of Santa Barbara and Ventura counties and the eight sample growth areas selected for analysis.

3.4.2 Developable Land and Development Trends

3.4.2.1 City of Goleta General Plan/Coastal Land Use Plan

The General Plan/Coastal Land Use Plan was adopted by the Goleta City Council in fall 2006 and is the guiding policy document for the City of Goleta. The Plan governs land use and physical development within the geographic area of the incorporated city limits. In addition, the Plan reflects the community's goals and aspirations for Goleta in creating a unified framework for future developments.

Goals and Policies

The General Plan/Coastal Land Use Plan outlines goals and policies that will ensure that Goleta's land use pattern remains predominantly residential and open, with most of the nonresidential development concentrated along the primary transportation corridor – east and west along Hollister Avenue and US 101. The intent of the Land Use Plan is to protect and preserve residential neighborhoods by preventing intrusion of nonresidential uses that would be detrimental to the existing character of the neighborhoods. A primary goal of the City of Goleta is to maintain a land use pattern that provides continuity with the past and present use and development of the city and locates the various uses in a manner that is consistent with the fundamental goals and principles of the plan.

The following policies outline the community's goals regarding development within the City of Goleta:

- Ensure that the amounts, locations, and characteristics of new development are determined in a manner that will preserve sensitive habitats and other natural resources.
- Preserve open space within the city that is accessible to residential neighborhoods, as well as a greenbelt around the city's northern, western, and southern boundaries.
- Preserve agricultural lands to allow future potential for agricultural production, including a locally grown food supply, specialty agriculture, and floriculture.
- Maintain economic prosperity with a sustainable economy that is not based on growth.
- Manage the types, amounts, and timing of future growth based on maintenance of service levels and quality of life.
- Maintain a balanced community with an appropriate mix of residences, workplaces, and services.
- Maintain an appropriate balance between job-generating development and housing supply.
- Maintain a balance of housing types, densities, and sizes, and ensure creation and maintenance of quality, livable residential environments.
- Ensure that the locations, amounts, and timing of new development are consistent with resource and service constraints including, but not limited to, transportation infrastructure, parks, water supply, sewer system capacity, and energy availability.

- Ensure that all new development and changes to existing development are compatible with the character, scale, and design of the neighborhood.
- Influence future land use changes in nearby areas outside Goleta to avoid, lessen, and/or mitigate impacts within the city.

Constraints

Economic and population growth should proceed at a rate that can be sustained by available resources and should be focused in such a way that acknowledges environmental limitations. Because the community's preference to promote infill developments is the main planning focus of the City of Goleta, any growth or new developments are channeled on the revitalization of Goleta's Old Town Area only. The Plan promotes policies aimed at managing the amount and timing of nonresidential development so that an appropriate balance between jobs and housing is maintained.

3.4.2.2 Goleta Valley Community Plan

The Goleta Valley Community Plan was adopted by the Santa Barbara County Board of Supervisors in fall 1993 and is the guiding policy document for the Goleta Valley area, including the Hope Ranch, Isla Vista, and Goleta areas. The Community Plan provides a framework for planners and community decision-makers to address the community's needs and concerns regarding future development within the Goleta Valley area.

Goals and Policies

The Goleta Valley Community Plan outlines goals and policies that will ensure that the area's land use pattern preserves the unique character of residential neighborhoods associated with Goleta. A primary goal of the Community Plan is to help rectify the jobs/housing imbalance created by limited residential development and more rapid commercial development over the last 30 years; thus, an overreaching and primary goal of the Goleta Valley Community Plan is to promote a greater housing stock for Goleta's workers.

The following policies outline the community's goals regarding development within the City of Goleta:

- Provide affordable housing and strive for a balance between jobs and housing promoting orderly development.
- Ensure that a strong viable commercial/industrial base is maintained.
- Protect natural resources.
- Protect the urban/rural boundary around Goleta, maintaining a separation of urban land uses and those that are rural or agricultural in nature.
- Ensure that future growth and development occurs with minimal construction-related impacts on the community.
- Encourage innovative measures to mitigate public services impacts from new development.
- Focus new residential development into areas with low environmental constraints and substantially reduce the impacts of new residential development on sites having environmental limitations (e.g., Santa Barbara Shores, More Mesa).

Constraints

The Goleta Valley Community Plan aims to protect and enhance the community's natural resources and respect environmental constraints such as terrain, existing open space, and visual characteristics. The Goleta Valley Area is a constrained community with respect to fire hazard, parking and circulation, flooding and drainage, wastewater and geology, hillsides and topography, and it shall require that future development is adequately served by existing services and infrastructure. New developments are limited to existing urban areas, and because there is an existing jobs/housing imbalance, the Community Plan directs that any new development be limited to housing that will add affordable housing stock within the Goleta Valley area.

3.4.2.3 City of Santa Barbara General Plan

The General Plan was adopted by the City Council in July 1964 and was last amended in February 1995. It outlines a rational order of progress through which Santa Barbara can grow and maintain its environmental and economic integrity. It delineates opportunities for growth and change that will enhance the natural beauty of Santa Barbara.

Goals and Policies

According to the General Plan, the ultimate population and number of dwelling units must not exceed the level provided by the current General Plan for the City of Santa Barbara. The General Plan also aims to continue Santa Barbara's characteristic as a primarily low-density residential community.

Future growth of the City of Santa Barbara's Central Business District should emphasize concentration and intensification, as well as promote a more efficient use of present developments. Any new developments should be focused on maintaining and promoting existing land uses rather than following the usual pattern of outward growth, which would increase the amount of developed land and decrease the efficiency and effectiveness of the uses within the downtown business area.

The City shall live within its resources by balancing development with available resources and maintaining the established character of the city. With respect to this, a nonresidential growth cap from 1990 until 2010 of 3 million square feet has been established. Any development carried out under the Growth Cap should be contingent upon the availability of resources. The Plan further outlines policies that would ensure affordable housing opportunities for all economic levels of the community. Residential development is considered the highest priority for future development.

Plan Santa Barbara Draft Policy Preferences Report and Next Steps for Environmental Impact Report: This staff report (Council Agenda Report) was prepared by the Planning Division, Community Development Department of the City of Santa Barbara. The report presents the General Plan Update: Draft Policy Preferences Report, December 2008, which contains an overview of a new sustainability framework for the City's General Plan, and draft goals, objectives, and policies for each of the new general plan elements. These elements include Land Use and Growth Management, Economy and Fiscal Health, Environmental Resources, Historic Resources and Community Design, Housing, Circulation, and Public Services and Safety. It is intended that all of these elements will

eventually be part of a single, comprehensive and integrated General Plan. These elements and policies will supplement the current General Plan policies.

According to the proposed Plan, the key policies proposed to be incorporated into the Land Use and Growth Management Element of the General Plan include:

- LG1, Resource Allocation Priority, would establish priority allocation of future resource capacity for additional growth to affordable housing development over other types of development.
- LG2, Limit Non-Residential Growth, would limit net new nonresidential development to the remaining unbuilt Measure E[2] square footage
- LG3, Future Residential Growth, addresses both objectives of living within existing resources and meeting state requirements and regulations for General Plan Housing Element updates. The proposed language does not specify a limit on the number of future residential units. No numerical residential cap is included, because LG1, Resource Allocation Priority, sets residential as the priority, and the amount of residential growth would necessarily be limited by resource constraints. This approach could avoid potential conflict between Land Use/ Growth Management policies and State Housing Element regulations. Provisions are included to ensure that resources would have the sufficient capacity to support future residential development.

Constraints

According to the General Plan, the City of Santa Barbara will remain a relatively low-density residential community. New developments are subject to the capacity of existing community resources such as water, sewage disposal, public services, and public facilities. In addition, limited availability of land may restrict further residential development; 86 percent of the existing vacant land is located in low-density residential areas, but it is deemed undevelopable due to steep topography and restrictive geologic features.

3.4.2.4 Mission Canyon Community Plan

Mission Canyon is located in an unincorporated section of southern Santa Barbara County. The Mission Canyon Community Plan was prepared jointly with the City of Santa Barbara and was adopted by the Santa Barbara County Board of Supervisors in 1984. An update to the 1984 Community Plan was initiated by the Board of Supervisors in 2006 to address the concerns of the community and to guide future development within the Mission Canyon Area. The Mission Canyon Community Plan fundamentally acts as a growth management element of Santa Barbara County's Comprehensive Plan.

Goals and Policies

The Mission Canyon Community Plan outlines goals and policies designed to ensure that Mission Canyon's land use pattern remains predominantly residential and open. The intent of the Community

[2] Measure E was a ballot initiative passed by Santa Barbara voters in 1989 that limits the amount of new nonresidential development within the City to 3 million square feet until the year 2010.

Plan is to guide future development that protects and preserves residential neighborhoods by preventing intrusion of nonresidential uses that would be detrimental to the existing character of the neighborhoods. A primary goal of the Mission Canyon Community Plan is to ensure that development does not exceed the availability of adequate services and infrastructure to provide public health and safety within an area with limited ingress and egress. In addition, the Plan promotes a land use pattern that provides continuity between past and present development of the city, as well as guiding new development in a manner consistent with the fundamental goals and principles of the plan.

The following goals and policies reflect the community's needs with regards to development:

- Protect, maintain, and enhance the semi-rural community quality of life by encouraging excellence in architectural and landscape design.
- Protect public views of the ocean, mountains, and scenic corridors.
- Provide reasonable use of property and limit additional development to that which is compatible with the natural terrain and with the scale and character of existing structures in the area.
- Ensure that development does not exceed availability of services and infrastructure to adequately provide public health and safety.
- Protect historic and cultural resources, sensitive habitats, and other biological resources when considering future development.
- Residential second units shall be prohibited in the Mission Canyon Very High and High Fire Hazard Severity Zones, as mapped by the State of California.

Constraints

The Mission Canyon Community Plan Area is a constrained community with respect to fire hazard, parking and circulation, flooding and drainage, wastewater and geology, and hillsides and topography, and it specifies that future development is adequately served by existing services and infrastructure.

A major resource limitation throughout Santa Barbara County's coastal zone is water availability. Water moratoria are already in effect in the Montecito, Summerland, and Goleta County water districts, and the demand for water within the Santa Barbara County Water District is nearly equal to the existing supply; therefore, all of the planning areas of the urbanized South Coast are experiencing some constraints due to limited water resources, and new housing in these areas is directly dependent on the use of private wells.

3.4.2.5 Montecito Community Plan Update

Montecito is an unincorporated portion of the coastal County of Santa Barbara. The area lies between the Pacific Ocean and foothills of the Santa Ynez mountain range, with the City of Santa Barbara to the west and the unincorporated community of Summerland to the east.

Within Montecito, the coastal boundary runs approximately along Mesa Road, Wyant/Mimosa Road, and Anapola Road, just north of San Leandro Lane.

The Montecito Community Plan Update was prepared by the County of Santa Barbara Resource Management Department and was updated in December 1995. The Community Plan identifies specific goals and objectives related to community development, public services and facilities, community resources, and constraints. Although the policies outlined in this plan are consistent with the County's Comprehensive Plan, the Community Plan is maintained as a stand-alone document, providing a more defined and detailed blueprint to help with decisions relating to future land uses.

Goals and Policies

A primary goal of the Montecito Community Plan is that growth and development should be consistent with available resources and in keeping with the semi-rural character of the community. Population growth should be associated primarily with single-family home construction, and any multi-family residential development should be compatible with single-family homes in the area. Commercial development must only be limited to the amount required to serve the greater Montecito community, and supplementary tourist facilities should not be developed. Mountainous watershed areas should not be subject to development that would interfere with the functioning of the watershed or pose an increased risk of fire and flood.

Constraints

The Montecito Community Plan restricts commercial growth to the existing commercial areas, and industrial uses are prohibited in the community. In addition, a major constraint in the Montecito Community area is that of water resources. A 25-year water shortage emergency, a water moratorium, and associated restrictions were officially terminated after the Montecito Water District secured supplemental water supply via the State Water Project and implemented long-term water efficiency programs.

In addition to infrastructure and public service constraints (e.g. water, roads, sewer, schools), the Montecito area is subject to environmental constraints, such as steep slopes, floodplains, unsuitable soils, and other natural resources; therefore, proposed projects within the Montecito Planning Area would need to be analyzed to ensure their land use consistency.

3.4.2.6 Summerland Community Plan

In 1992, Santa Barbara County adopted a Community Plan for the Summerland area, which is a beachside community located in the southern portion of the County between the cities of Santa Barbara and Carpinteria. This plan was designed to address the special issues encountered in the Summerland community, as well as to preserve the unique atmosphere currently associated with Summerland. The Community Plan serves as a guide for future development and establishes land use designations and zoning districts to facilitate planned growth. Summerland's residential areas are located on the steep, ocean-facing hillsides above a small commercial strip and on diminutive hills and canyons to the north of the town.

Within this Community Plan is an area referred to as the "White Hole," which encompasses 65 acres and is located immediately east and north of Greenwell Avenue and Via Real, respectively. This area is referred to as an "Undesignated or Uncertified Area" by the Coastal Commission. The "White Hole" comprises three separate parcels for which the land use or zoning designations were not assigned by the Coastal Commission.

Goals and Policies

A primary goal of the Summerland Community Plan is to balance the community growth rate and build-out potential with available resources and services. The Plan stresses that approval of any proposed development shall depend on adequate availability of public or private services and resources (e.g., water, sewer, roads) to serve the new development. The following goals and policies address the concerns of the Plan regarding new residential developments:

- New developments adjacent to agriculturally zoned property should include buffers to protect the viability of agricultural operations.
- Residential developments should accommodate the need for all types of housing, particularly affordable housing.
- Residential developments should also recognize the narrowness of streets, steep slopes, limited resources, and other constraints to development.

In addition to policies that govern development in the area, the Community Plan also delineates certain policies that would regulate development in the "White Hole" properties. Some of these include preservation of natural contours, drainage patterns, and protecting existing trees, native vegetation, and other natural features. In general, the plan stipulates that areas with specific environmental constraints and resources should be avoided when considering new developments.

Constraints

According to the Plan, many of the underdeveloped and undeveloped parcels in Summerland are the most constrained parcels. Most of the Community Plan Area lies within the Coastal Zone. In the 1980s, the County declared much of Summerland as a "Special Problems Area" due to its numerous physical constraints to development. This designation requires that all new development have discretionary review prior to getting building permits due to existing physical constraints in the area, including steep slopes, extreme elevations, poor soil, and geologic conditions, flooding and drainage problems, traffic congestion, and the lack of parking space. Resource constraints are also of concern, particularly water. Moreover, Summerland had already been densely built out when the Summerland Community Plan process began in 1988; therefore, there are very limited opportunities for any new residential developments.

3.4.2.7 Toro Canyon Community Plan

The Toro Canyon area is located in southeastern Santa Barbara County in the western portion of the Carpinteria Valley between the Santa Ynez Mountains and the Santa Barbara Channel.

The Toro Canyon Community Plan was adopted by the Santa Barbara County Board of Supervisors in February 2002 and updated by the County of Santa Barbara in December 2004. The Community Plan serves as an update to the 1980-1981 Santa Barbara County Comprehensive Plan and the Local Coastal Program for urban, rural, and semi-rural areas and neighborhoods of Toro Canyon by addressing local issues and recognizing the importance of protecting the unique characteristics of the Toro Canyon area. Besides establishing ground rules for development, it addresses opportunities and constraints to development within the Toro Canyon area.

Opportunities for supplying additional housing in Toro Canyon are extremely limited due to existing County policies requiring the protection of the area's rural character, sensitive resources, and physical constraints.

Goals and Policies

The Toro Canyon Community Plan closely mirrors Santa Barbara County goals and implements very similar policies regarding residential and commercial developments. For the County to sustain a healthy economy in the urbanized areas and to allow growth within its resources and within its ability to provide the required services and infrastructure, one of the primary goals is to encourage infill or concentrated urban development and establish a balance between housing and jobs.

Economic and population growth are directed to proceed at a rate that can be sustained by available resources and in such a way that environmental constraints are respected. One of the fundamental goals mentioned in the Plan aims at curbing the use of unsuitable land for urban uses.

Constraints

A primary constraint to development within the Toro Canyon area is wastewater treatment and sewage disposal. Area soil characteristics, topography, and depth of groundwater presents significant constraints and challenges in locating appropriate sites for septic systems for new developments, in addition to the long-term operation of private disposal (i.e., septic) systems within the Toro Canyon area.

Coastal Land Use Plan policies, as well as Local Agency Formation Commission (LAFCO) policies, discourage extending sewer service to rural areas because such extensions can encourage development dispersal.

For the Toro Canyon area, with poor soils, a close proximity to the ocean, and waterways that directly feed to the ocean, some limited sewer line extensions are recommended. Although the County is concerned with septic systems in large areas of Toro Canyon, extending sewer service is only a possibility for two specific areas – on Padaro Lane/Beach Club Road and Ladera Lane. Because of possible growth-related impacts associated with sewer extension into rural areas, the Plan recommends not extending sewers to other areas.

3.4.2.8 City of Carpinteria General Plan and Local Coastal Plan

Carpinteria is a small ocean-side city located in the southeastern extremity of Santa Barbara County, east of the City of Santa Barbara and northwest of Ventura County.

The Carpinteria General Plan and Local Coastal Plan is the primary planning policy document for the Carpinteria planning area. The City strongly favors a firm urban/rural boundary between the incorporated area of Carpinteria and the rural areas of Carpinteria. The objectives, policies, and implementation policies discussed in the General Plan include those that are intended to address Coastal Act issues as well.

The Carpinteria General Plan establishes the community's preference to preserve the small beach town atmosphere of the city, its family-oriented residential neighborhoods, its unique visual and natural resources, and its open, rural surroundings while enhancing recreational, cultural, and economic opportunities for its citizens.

Goals and Policies

The primary goals of the Carpinteria General Plan's Land Use Element aim to preserve and protect the natural environment within and surrounding the city, maintain the small beach town character of the built environment, encourage compatible economic revitalization, and avoid sprawl at the city's edge.

Policy actions include working cooperatively with the County to achieve a jobs/housing balance in the Carpinteria Valley and provide a range of business activities that bring vitality, revenue, and employment to the city. A report prepared by the SBCAG states that the city's ratio of jobs to housing is considered balanced, but it concludes that the Carpinteria Valley as a whole has an inadequate amount of housing compared to the number of jobs.

The following goals and policies reflect the community's vision with regards to growth and development within the City of Carpinteria:

- Preserve and protect the small beach town character within and surrounding the city.
- Encourage compatible revitalization and avoid sprawl development.
- Achieve a jobs/housing balance in the Carpinteria Valley.
- Provide a range of business activities that bring vitality, revenue, and employment to the city.
- Maintain jurisdictional boundaries in response to regional and local growth.

Constraints

Where once the City of Carpinteria may have viewed its jurisdictional boundaries as flexible and capable of expanding in response to regional and local growth trends, today it is viewed as a rigid line with few exceptions.

The city's holding capacity is a function of land suitable for development; available services such as sewer, water, and schools; and environmental and resource protection constraints. The city is approaching its holding capacity given the availability of land and constraints to further expansion

and development due to the resource protection policies given preference by the Coastal Act of 1976. The expected result is that a greater amount of redevelopment will occur compared to new development.

The urban/rural boundary is regulated by the State through the California Coastal Commission. Although similar in its function to the jurisdictional boundary, the urban/rural line is intended to support a stable limit on urbanization to protect unique coastal resources such as agricultural land.

3.4.2.9 Santa Barbara County Coastal Plan

The Santa Barbara County Coastal Plan was approved by the Board of Supervisors in January 1980 and certified by the State Coastal Commission in January 1982. It contains text amendments through June 1998 and pages that were updated in March 1999.

Goals and Policies

One of the primary goals of this plan is to protect, maintain, and enhance or restore the overall quality of the coastal zone and its natural and man-made resources. Furthermore, the policies of the Coastal Plan require that new development be concentrated within existing developed areas to avoid costly urban sprawl and to protect coastal resources such as prime agricultural lands, scenic rural lands, and habitat areas. The goals and policies in the plan specify that development adjacent or proximate to environmentally sensitive resources should be avoided.

According to Coastal Act policy, prior to expanding outward, new development should be located within, contiguous with, or in close proximity to existing developed or urban areas. A further intent of the Coastal Act is that the “kinds, intensities, and locations” of land uses be correlated with the availability of resources and services. The depletion of groundwater supplies should be prevented, and public service and facility expansions should not impair agricultural viability.

New residential development should be based on the 10 to 1 ratio (between urban development in the City of Carpinteria and residential development in the unincorporated area of the County) established by the State Coastal Commission. Annexation of a rural areas(s) to a sanitary district or extensions of sewer lines into rural area(s) as defined on the land use plan maps shall not be permitted unless required to prevent adverse impacts on environmentally sensitive resources or as a logical extension of services.

Constraints

A major resource limitation throughout the County’s coastal zone is water. Wastewater treatment and collection facilities are near capacity levels in Summerland and Montecito; therefore, they present an additional constraint to development in these areas. Water moratoria are already in effect in the Montecito, Summerland, and Goleta County water districts, and the demand for water within the Carpinteria County Water District is nearly equal to the existing supply; therefore, all of the planning areas of the urbanized South Coast are experiencing some constraints due to limited water resources, and new housing in these areas is directly dependent on the use of private wells.

3.4.2.10 Santa Barbara County Comprehensive Plan

The Santa Barbara County Comprehensive Plan was adopted in December 1980 and was updated most recently in 2009. The Comprehensive Plan is a means by which more orderly development and consistent decision making can be accomplished. The Plan involves a continuing process of research, analysis, goal-setting, and citizen participation. The major purpose of the Comprehensive Plan is to enable the Santa Barbara County Board of Supervisors and Planning Commission to more effectively determine matters of priority in the allocation of resources, and to achieve the physical, social, and economic goals of the communities.

Goals and Policies

Within designated urban areas, new development other than for agricultural purposes should be serviced by the appropriate public sewer and water district or an existing mutual water company. The densities specified in the Land Use Plan are maximums and may be reduced if it is determined that such reduction is warranted by conditions specifically applicable to a site, such as topography, geologic or flood hazards, habitat areas, or steep slopes. In addition, urban development would not be permitted beyond boundaries of land designated for urban uses.

The following goals and policies reflect the County's vision with regards to growth and development within Santa Barbara County:

- Encourage economic and population growth in such a way that existing environmental resources are respected.
- Growth should occur at a rate that can be sustained by available resources and necessary services.
- Encourage infill development, discourage scattered urban development, and seek a balance between housing and jobs.
- Cultivated agriculture in rural areas and other areas that are unsuitable for agricultural and urban uses, such as open spaces, should be preserved and remain undeveloped.

Constraints

The existing water moratoria in Montecito, Summerland, and Goleta have channeled some development pressure toward the cities of Santa Barbara and Carpinteria. In the City of Santa Barbara, limited availability of land may restrict further residential development. Because all of the Carpinteria Valley lies within the Coastal Zone, the extent and location of residential construction will be strongly influenced by the availability of water and the application of coastal development policies established by the Coastal Act of 1976.

There is an insufficient supply of affordable housing for low and moderate income groups living in the South Coast. In addition, urban developments are not permitted beyond boundaries of land designated for urban uses, which adds a constraint to the development of non-urban areas within the County.

3.4.2.11 City of Ventura General Plan

The Ventura General Plan was adopted by the City Council in fall 2005. The General Plan serves as a revision of the 1989 Comprehensive Plan for the City of Ventura. The policies and goals outlined in the Plan reflect a preference of the community to protect its unique coastal town characteristics and preserve cultural and natural resources such as the city's hillsides, agricultural farmlands, and open spaces.

Goals and Policies

Goals outlined in the General Plan explicitly state the community's preference for an "Infill First" strategy of managing growth and development. Smart growth policies are reflected in the goals and policies of the General Plan.

The General Plan for the City of Ventura reflects a vision of managing growth to improve the quality of life for those living within its community. According to the Plan, Ventura residents do not want uncontrolled growth and suburban sprawl. By targeting new development to areas that would benefit from reinvestment, and by respecting the city's historic character and sense of place, "smart growth" is a preferred alternative.

The following goals and policies reflect the community's vision with regards to growth and development within the City of Ventura:

- Maximize use of land in the city before considering expansion.
- Preserve agricultural farmlands, hillsides, and open spaces.
- Enhance historic and cultural resources.
- Reinvest in older areas of the community.
- Maintain and improve the quality of existing housing and residential neighborhoods in Ventura.

Constraints

Due to an infill first approach to development and a long-time commitment to Smart Growth, the City of Ventura has restricted growth and the extension of new developments beyond existing residential and nonresidential areas of the city. Growth management policies adopted by the City of Ventura are designed to sustain and complement existing community characteristics. According to the General Plan, the City of Ventura may have a potential for future expansion and a current build-out rate of 70 percent for residential and nonresidential developments. As identified in the Plan, growth potential for residential and commercial developments is limited to the downtown area and the Ventura Avenue Corridor.

3.4.2.12 City of Ojai General Plan

The Ojai General Plan was adopted by the City Council in 1997. The policies and goals outlined in the General Plan reflect a preference of the community to protect its small-town characteristics and prevent residential and commercial developments that are not compatible with its "traditional" small-town image.

Goals and Policies

A primary goal outlined in the City of Ojai's General Plan is to achieve a well-designed, high-quality, and functional balance of land uses that take advantage of Ojai's unique character and community values. The Plan also reflects the community's goals in preserving its community characteristics and existing features. The following goals and objectives reflect the community's preference with regards to growth and development within the City of Ojai:

- Identify and use the unique aspects of the community that comprise the "Ojai experience" as a benchmark for new development.
- Provide a residential living environment that encourages diversity in lifestyles, allows for a mixture of uses that support pedestrian accessibility, and provides housing opportunities for all socioeconomic groups.
- Preserve Ojai's small-town character and maintain a built environment that does not detract from Ojai's natural environment.
- Maintain a vibrant tourist economy that is in balance with Ojai's small-town life.
- Manage the interrelationship between Ojai's vision of its future and actions taken by other organizations and agencies in such a manner that achieves each party's vision of the future.
- Manage the growth and pace of development to ensure that community resources are sustainable and capable of meeting the needs of present and future residents.

Constraints

Due to existing growth management controls, commercial and residential developments are tied to the rate of population growth in the City of Ojai. According to a SCAG City Profile Report (2009), commercial developments can only grow at a rate of six-tenths (0.6) of one (1) percent between 2007 and 2008. Commercial developments can only grow at a rate of 3.7 percent because an 8-year estimate of the population of the City of Ojai shows a 3.7 percent increase between 2000 through 2008. Residential developments are limited, as set forth in the city ordinances, to only allow a total population increase per year in the City of Ojai to equal five-tenths (0.5) of one (1) percent of the base year population in 2004 of 8,000 or approximately 40 additional persons per year. According to the Plan, the City of Ojai has a projected ultimate build-out horizon year on 2050. The city's land use patterns are well established and are not anticipated to change over time.

3.4.2.13 Ojai Valley Area Plan

The Ojai Valley Area Plan was adopted by the Ventura County Board of Supervisors in summer 1995 and has since been amended, with the last amendments being implemented in 2005. The Area Plan serves as an update to the 1979 Ojai Valley Area Plan. The policies and goals outlined in the Area Plan reflect a preference of the community to protect its existing characteristics and preserve natural resources such as the city's hillsides, agricultural farmlands, and open spaces.

Goals and Policies

Goals and policies outlined in the Ojai Valley Area Plan explicitly state the community's preference to preserve and protect the character of the Ojai Valley and ensure and maintain the quality of life for

its residents. According to the Plan, these goals can only be met by ensuring that population densities, land uses, and development are consistent with the appropriate utilization of existing valley resources.

The following goals and policies reflect the community's vision with regards to growth and development within the City of Ventura:

- Maintain the existing rural, small-town character of the Ojai Valley.
- Locate new development primarily within the existing urban communities and rural residential areas to avoid encroaching into established agricultural operations and undeveloped open space lands, and to minimize environmental degradation.
- Ensure that future discretionary development within the study area is of high quality, consistent with the character of the Ojai Valley, and beneficial to the community as a whole.
- Ensure that there are adequate public facilities and services available to serve the needs of present and future residents of the Ojai Valley before additional growth is allowed to occur.
- Promote the annexation of property located within the Ojai Sphere of Influence to the City of Ojai, in accordance with the County's *Guidelines for Orderly Development*.
- Establish zoning and land use designations within the City of Ojai's Sphere of Influence to reflect existing parcel sizes and uses so that future discretionary development requests would be required to annex and develop under the auspices of the city.

Constraints

According to the Ojai Valley Area Plan, the area is at, nearing, or exceeding the limits of its resources with respect to its most important resources, particularly air quality, transportation, and water. The Area Plan recognizes that Ojai Valley is comprised of several distinct and diverse neighborhoods, but it is regarded as a single, valleywide community wherein everyone shares a common air basin, road system, sources of water supply, and other resources; therefore, growth is not advocated due to the area nearing or exceeding the limits of its resources. In addition, expansion of the boundaries of existing community areas is not permitted, and any discretionary development projects will be subjected to the existing capacity of public services and public facilities.

3.4.2.14 Ventura County General Plan

The Ventura County General Plan was adopted by the Ventura County Board of Supervisors in summer 1998. The General Plan has since been amended, with the most recent amendments implemented in December 2008. The Plan serves as a primary guiding document that identifies goals, policies, and programs relating to the preservation, conservation, production, and utilization of resources in Ventura County.

Goals and Policies

The goals and policies outlined in the Ventura County General Plan explicitly state the community's preference for a strategy that allows new developments to be concentrated in unincorporated areas within urban centers only.

The following goals and policies reflect the community's vision with regards to growth and development within Ventura County:

- Ensure that the County can accommodate anticipated future growth and development.
- Promote appropriate and orderly growth and development while maintaining existing land uses and quality of life.
- Direct urban development to existing cities and unincorporated urban centers and maintain open space between urban areas.
- Ensure that the County can accommodate anticipated future growth and development while maintaining a safe and healthful environment by preserving valuable natural resources, guiding development away from hazardous areas, and planning for adequate public facilities and services.
- Promote planned, well-ordered, and efficient land use and development patterns.
- Promote the establishment of reasonable city boundaries and Spheres of Influence and prevent step-out urban development.
- Promote appropriate and orderly growth and development while protecting desirable existing land uses and a desired quality of life.
- Ensure that land uses are appropriate and compatible with each other, and guide development in a pattern that will minimize land use conflicts between adjacent land uses.

Constraints

Growth is limited to the capacity of the existing public facilities and public services in Ventura County. The County has also restricted growth and the production of new developments beyond existing residential and nonresidential areas of the city to preserve open space and other natural resources. According to the General Plan, Ventura County is nearing its build out capacity at 95 percent by the projected horizon year of 2020. The County is relatively built out, and the community has expressed a desire to maintain existing urban centers rather than pursue new developments and is not particularly pro-growth.

3.5 Housing Prices and Vacancy Rates

Housing prices in California are higher than the national averages according to the 2006-2008 American Community Survey conducted by the U.S. Census Bureau. The median value for owner-occupied homes in the United States was $192,400, versus California's median value of $510,200. Housing prices are relatively higher in Santa Barbara County, with median home values at $634,600. Recent trends indicate that a growing segment of the population is unable to afford the traditional single-family home located on an individual lot.

Housing costs play a major role in people's choice of residential location. A lack of affordable housing opportunities can influence the need for commuters to travel long distances to work. Median prices for single-family homes, condominiums, and town houses in the region are shown in Table 3, and the housing vacancy rates in the region are presented in Table 4. The Census Bureau's 2006-2008 American Community Survey Report is the source for housing information in the major cities mentioned in the tables. Housing price data for smaller cities and communities are not available

through the 3-year American Community Survey; therefore, housing information collected and aggregated by the City-Data Web site has been used for these residential study areas. Appendix B presents housing information for all residential study zones based on 2000 Census data.[3]

Table 3: Median Household Home Values for the Study Area

Geographic Area	Median Household Value (2006-2008)	Median Gross Rent	Owner Occupied		Renter Occupied	
Santa Barbara County	$634,600	$1,239	75,825	50%	65,117	43%
City of Goleta	$821,900	$1,514	5,972	52%	5,026	44%
City of Carpinteria*	$634,647	$1,412	2,923	53%	2,102	38%
Montecito*	$2,110,566	$2,040	2,869	69%	801	19%
Toro Canyon*	$1,405,003	$1,650	495	63%	155	20%
City of Santa Barbara	$1,000,001	$1,355	14,659	38%	20,802	55%
Summerland*	$1,331,133	$1,548	365	46%	377	47%
Mission Canyon*	$1,281,746	$1,658	806	72%	254	23%
Ventura County	$621,300	$1,375	172,908	64%	84,290	31%
City of Ventura	$583,400	$1,318	22,408	54%	17,532	42%
City of Ojai*	$634,960	$1,281	1,770	55%	1,278	40%

Source: 2006-2008 American Community Survey, U.S. Census Bureau, available at http://factfinder.census.gov
*Data obtained from City-Data.com

Table 4: Vacancy Rates in the Study Area

City/County	Housing Units and Occupancy Status		
	Housing Units	Vacant Units	% Vacant
Santa Barbara County	151,346	10,404	7
City of Goleta	11,445	447	4
City of Carpinteria*	5,473	448	8
Montecito*	4,171	501	12
Toro Canyon*	782	132	17
City of Santa Barbara	38,078	2,617	7
Summerland*	800	58	7
Mission Canyon*	1,112	52	5
Ventura County	272,216	15,018	6
City of Ventura	41,749	1,809	4
City of Ojai*	3,197	149	5

Source: 2006-2008 American Community Survey, U.S. Census Bureau, available at http://factfinder.census.gov
*Data obtained from City-Data.com

[3] 2010 Census data is not publically available as of May 2010.

Housing prices in most of the study areas are very high. The median house values in Montecito, Toro Canyon, Summerland, Mission Canyon, and City of Santa Barbara are at or above $1 million. Of the eight residential areas selected for this study, the City of Ventura has the lowest median household value at $583,400. The area with the lowest median gross rent is Santa Barbara County, with a monthly rent of $1,239.

Due to the limited supply of residentially zoned vacant land, housing production in Santa Barbara County will continue to concentrate in already urbanized areas, particularly as infill development. The City of Santa Barbara and the City of Goleta have adopted a strategy of mixed-use developments, as well as infill developments. The communities of Montecito, Summerland, Toro Canyon, and Goleta Valley also have plans for redevelopment residential projects, but they have limited the planning areas designated for construction of new housing to avoid constraining existing amenities and infrastructure; therefore, these residential development patterns will encourage a residential population growth to be located in specific areas of Santa Barbara County, while most jobs will remain in Ventura County and Los Angeles County.

In addition to housing prices, housing vacancy rates are also an important factor affecting residential growth. Vacancy rates for the study area are presented in Table 4. Vacancy rate is defined as the percentage of total unoccupied housing units that are either for sale or for rent. The California Department of Housing and Community Development (HCD) finds that a vacancy rate of 5 percent is needed to allow adequate mobility within the housing market. As shown in Table 4, only the City of Goleta has a vacancy rate of less than 5 percent. The Toro Canyon and Montecito areas have the highest vacancy rates at 17 percent and 12 percent, respectively. This may be partially attributed to new residential development, as well as seasonal, recreational, or occasional use. According to the 2006-2008 American Community Survey, approximately 7 percent of housing units within Santa Barbara County were vacant and available for sale or rent.

The combination of high home prices, rental prices, and/or low vacancy rates promotes shortages of affordable housing in most of the residential study areas. These factors generate unmet demand for affordable housing that is accessible to jobs.

Chapter 4 Growth Model Results

4.1 Introduction

Commute time is the factor that would be most directly affected by the South Coast 101 HOV Lane Project. This chapter describes the model created to analyze commute time between the centroids representing the 8 selected growth areas (Section 3.2) and the 12 employment zones (Section 3.3) in the study area. The analysis addresses the No Build Alternative and Build Alternative (see Section 1.3.2 for discussion on the various alternatives). The last chapter of this report assesses the overall growth-related impacts, considering the model analysis and the data from the previous chapters, and presents the conclusions of the study.

Commute travel times and travel time savings presented in this chapter are for the traffic study area encompassing 27.5 miles of US 101 illustrated in Figure 3 and explained in Section 1.4[4].

4.2 Commute Time and Time Savings

4.2.1 Traffic Study Area Future Speeds and Delays

The traffic study for the proposed project estimated 2040 peak-hour commute times for both a no-build and build scenario within the traffic study area. Peak commute travel directions within the traffic study area occurs northbound in the morning and southbound in the evening. The Build Alternative leads to a notable increase in speeds and improvement in travel time and reduction in delay in the traffic study corridor.

Table 5 summarizes future peak travel speeds, average commute travel times, and hours of delay in the peak travel directions – northbound in the morning and southbound in the evening. When compared to the No Build Alternative, there will be a projected 67 percent increase in northbound morning peak-hour speeds and a 23 percent increase in southbound evening peak-hour speeds. The Build Alternative also leads to notable improvement in travel time and reduction in traffic delay.

As shown in Table 6, in comparison to the No Build Alternative, the Build Alternative provides a sizable improvement in travel time and a decrease in traffic delay, with the traffic operating conditions comparable to that found under existing conditions. In the 2040 scenario, even with the proposed project, some level of congestion would persist, though relatively modest when compared to that which would exist under no-build conditions, and this congestion would continue to increase as a result of the projected population expansion and regional job growth. To the extent that congestion on the road network by definition lengthens travel time, and hence adversely affects accessibility, it stands to reason that congestion also has the concomitant effect of hindering growth beyond that which is planned.

[4] Any travel through Ventura County includes travel time savings due to the SB/VEN Highway 101 Project.

Table 5: Future Traffic Study Area Speeds, Travel Times, and Delay in Peak Travel Directions

Measure of Effectiveness (MOE)	2040 No Build	2040 Build
NB AM Average Speed (mph)	34.0	57.0
SB PM Average Speed (mph)	47.0	58.6
NB AM Peak Hour (7:30-8:30) Average Speed (mph)	30.8	47.5
SB PM Peak Hour (4:00-5:00) Average Speed (mph)	39.75	53.10
NB AM Average Travel Time (minutes)	48.15	28.74
SB PM Average Travel Time (minutes)	34.36	27.96
NB AM Hours of Delay (vehicle hours)	9,258	1,492
SB PM Hours of Delay (vehicle hours)	3,383	1,122

Source: SC101 HOV Traffic Study, Forecast Operations Report, California Department of Transportation and Dowling Associates, Inc. (2009)

Table 6: Existing and Future Traffic Study Area Speeds, Travel Times, and Delay

Direction of Travel	Existing			2040 No-Build			2040 Build		
	Total Mainline Delay	Average Mainline Delay	Average Speed	Total Mainline Delay	Average Mainline Delay	Average Speed	Total Mainline Delay	Average Mainline Delay	Average Speed
	Veh-Hrs	Min/Veh	mph	Veh-Hrs	Min/Veh	mph	Veh-Hrs	Min/Veh	mph
Northbound AM	937	2	54.4	9,258	15.5	34	1,492	5.68	57
Northbound PM	324	0.53	60.8	4,261	13.14	42.2	3,574	9.23	45.3
Southbound AM	154	0.44	62.2	1,507	5	55.8	786	2.08	60.2
Southbound PM	871	1.65	55.1	3,383	6.56	47.7	1,122	2.21	58.6
Mainline AM	1,091	2.44	58.3	10,765	20.5	44.9	2,278	7.76	58.6
Mainline PM	1,195	2.18	57.9	7,644	19.69	44.9	4,696	11.44	52

Source: SC101 HOV Traffic Study, Forecast Operations Report, California Department of Transportation and Dowling Associates, Inc. (2009)

4.2.2 2040 Peak-Hour Commute Times between Study Zones

In this report, "travel time" refers to the overall travel time between residential locations in the residential growth areas to job centers near or around the project area[5]. Peak-hour commute times between employment centroids and the residential growth areas were estimated for the Build Alternative under consideration for the horizon year of 2040. Tables A-1 through A-2 of Appendix A provide a complete report on commute travel times between selected residential and employment zones. Freeway speeds of 56 kilometers per hour (kph) (35 miles per hour [mph]) were used to determine peak-hour commute times for freeways outside of the immediate project area. A sensitivity check was also performed assuming 72 kph (45 mph); it produced similar results. Commute times within the project limits were based on forecasted traffic speeds under the alternatives presented in results of the *SC101 HOV Traffic Study, Forecast Operations Report* (Dowling Associates, Inc. 2009).

4.2.3 2040 Peak-Hour Commute Time Savings

Overall travel time savings were considered for the Build Alternative for this study. The travel time savings are the commute time savings averaged over to and from employment zones. These are reported in Table A-3 of Appendix A.

Estimated travel time savings ranged from 1 minute to approximately 16 minutes depending on the particular trip ends and the amount of traffic study area traversed by the trip. It should be noted that any travel through Ventura County includes the travel time savings due to the SB/VEN Highway 101 Project.

In general, there would be notable travel time savings while accessing jobs further away from the residential zones, such as Los Angeles County or San Luis Obispo; however, these jobs are projected to be up to 3 hours away from most residential growth analysis areas due to freeway congestion and proximity to the project area. Therefore, travel time savings for commuters from the traffic study area, while accessing employment in more closely located areas such as Santa Barbara County and Ventura County, are considered more important.

4.3 Terminology

In the following discussion of growth-related impacts, "unconstrained" refers to calculations of residential growth pressures without regard to the planned population capacity of the area in question. In this type of analysis, only accessibility to jobs is considered. "Constrained" refers to calculations of residential growth pressures analytically constrained by the planned population capacity of the area in question.

[5] Overall travel time is based on generic peak-hour speeds. Generic peak-hour speed represents an average of both morning and evening peak-hour speeds.

Using the data discussed above, three indices for each residential area were calculated (Hirschman and Henderson 1990):

1. The planned residential growth pressure index is the growth planned for the individual residential area under consideration, divided by the total residential growth planned within the selected growth areas, expressed as a percentage. The residential growth planned for the eight selected growth areas is given in Table 7.
2. The unconstrained residential growth pressure index is proportional to the jobs accessed from the residential area to an employment zone and inversely proportional to the square of the access time during the average peak hour.
3. The constrained residential growth pressure index is proportional to the jobs accessed from a zone times the planned population growth capacity of the zone and inversely proportional to the square of the access time during the average peak hour.

The unconstrained growth index gives an idea of the relative growth pressure created by a change in commute travel time from the residential area to the employment zones. With this index, the growth pressure is influenced only by the travel time from the residential zones to the employment zones. The constrained growth index shows the combined effect of land use plans and access on the relative growth pressure.

In the growth indices reflecting access to jobs, jobs are weighted by dividing by the square of the access time. Although available employment in Los Angeles County eclipses those in Santa Barbara County and Ventura County, the effects of the travel time savings are offset by the longer commute times needed to access those jobs; therefore, closer jobs have a stronger potential effect on growth. The inverse square relationship (i.e., gravity model) to time is derived from its success in predicting trip patterns between points in transportation models; each doubling of travel time essentially has a quadrupling effect on travel behavior.

These indices are relative comparisons among the eight growth analysis areas or zones. Each index sums to 100 percent across the eight zones; therefore, by definition, an alternative that increases growth pressures in one or more zones also reduces growth pressures in the remaining zones. This type of index is useful for comparisons among the zones and between the Build Alternative and No Build Alternative; however, the comparisons are relative, not absolute, and they are subject to consideration of other factors related to growth.

4.4 Results

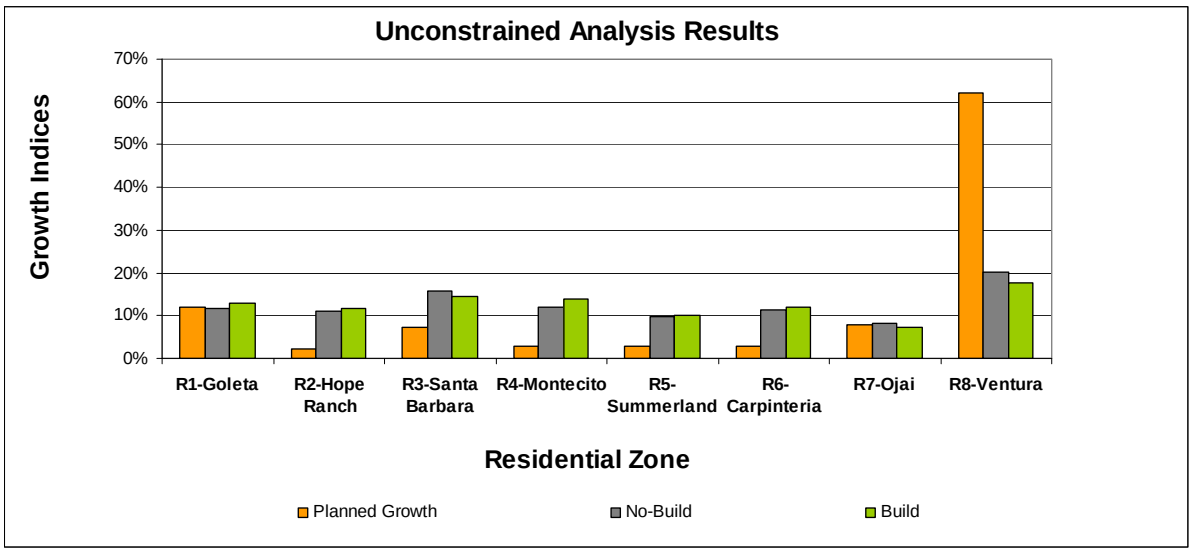
The results of the constrained and unconstrained analyses are listed in Table 7, illustrated in Figures 7, 8 and 9, and explained in the following sections.

Table 7: Growth Indices for Residential Zones

		Residential Zone							
		R-1	**R-2**	**R-3**	**R-4**	**R-5**	**R-6**	**R-7**	**R-8**
Growth Index	**Alternative**	**City of Goleta (%)**	**Hope Ranch (%)**	**City of Santa Barbara/ Mission Canyon (%)**	**Montecito (%)**	**Summerland/ Toro Canyon (%)**	**Carpinteria (%)**	**Ojai (%)**	**City of Ventura (%)**
Planned Growth Index		11.89	2.29	7.20	2.75	2.84	2.97	7.85	62.20
Unconstrained Growth Pressure Index	No-Build	11.62	10.88	15.66	12.10	9.91	11.32	8.26	20.24
	Build	12.79	11.51	14.57	13.88	10.13	11.99	7.34	17.80
Constrained Growth Pressure Index	No-Build	8.16	1.47	6.65	1.96	1.66	1.99	3.83	74.27
	Build	9.81	1.70	6.76	2.46	1.86	2.30	3.72	71.39

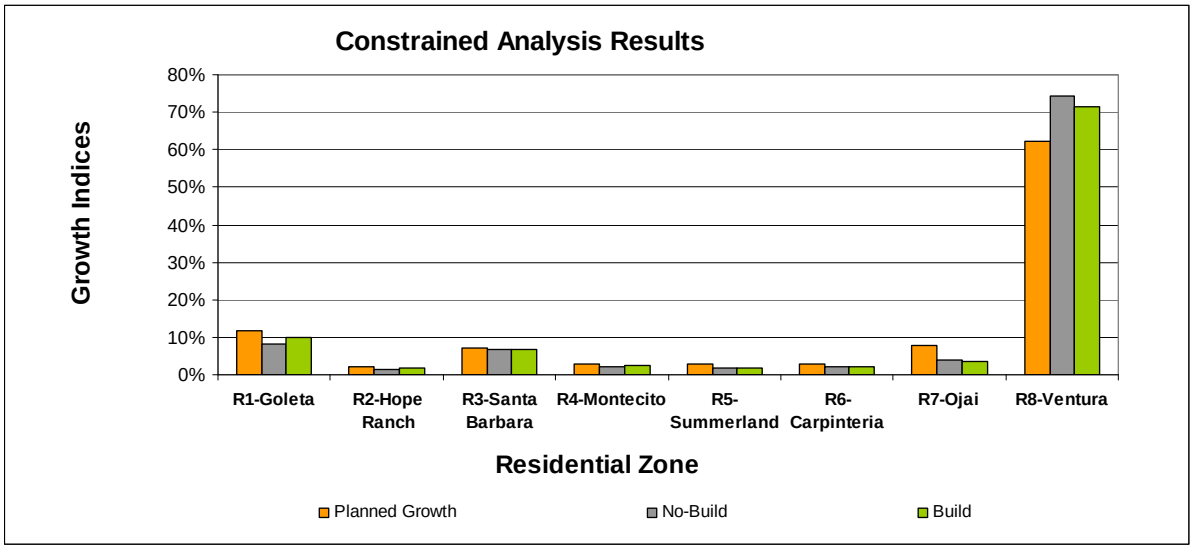
Source: Parsons (2010)

Figure 7: 2040 Unconstrained Analysis Results – No Build and Build Alternatives



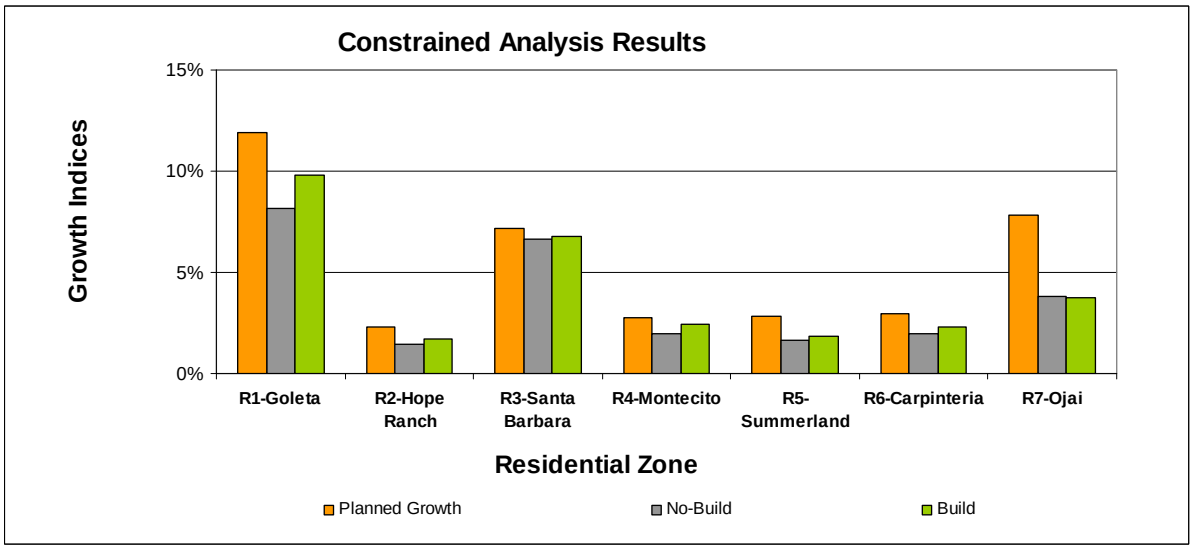
Source: Parsons (2010)

Figure 8: 2040 Constrained Analysis Results – No Build and Build Alternatives



Source: Parsons (2010)

Figure 9: 2040 Constrained Analysis Results – No Build and Build Alternatives (excluding City of Ventura [R-8])



Source: Parsons (2010)

4.4.1 Unconstrained Analyses

The unconstrained growth indices reflect growth pressures due to changes in accessibility to jobs alone. Appendix A shows a complete listing of estimated 2040 travel times and travel time savings between the residential and employment zones. Estimated travel time savings ranged from 1 minute to approximately 16 minutes depending on the particular trip ends and the amount of traffic study area traversed by the trip.

The results of the unconstrained analysis are displayed in Table 7 and Figure 7. The results of the analysis indicate that even without the project, each of the Santa Barbara County study areas, except City of Goleta (R-2 through R-6), have slightly higher no-build growth pressures than planned growth. This shows that these residential areas would have noticeable growth potential, in excess of planned growth, even without the proposed project.

The analysis indicates that when compared to the No Build Alternative, the Build Alternative will slightly increase relative growth pressures in all of the Santa Barbara County zones (R-1 through R-6), except the City of Santa Barbara (R-3); however, the increase in growth pressure is relatively minor, with the maximum increase amounting to 2 percent or less. The City of Goleta (R-1) and Montecito (R-4) will experience the maximum effect, with an increase of 1.16 percent and 1.78 percent, respectively. Other residential areas in the City of Santa Barbara (R-3), Ojai (R-7), and the City of Ventura (R-8) would experience a slight decrease in relative growth pressures due to the project.

In summary, without consideration of any local factors affecting growth and considering accessibility alone, the unconstrained analysis suggests that the proposed project would increase growth pressures slightly in all but one zone in the Santa Barbara County residential study areas. The maximum growth pressure increase would occur in Montecito, with an increase of 1.78 percent. This increase in growth pressure can be attributed to improved access to jobs from the South Coast Corridor.

4.4.2 Constrained Analyses

The constrained growth indices reflect the improved access to jobs and the planned growth capacities in the analysis areas. These indices show the combined effect of land use plans and access on relative growth pressure. Potential growth within the South Coast area is constrained by the amount and intensity of actual growth planned for the residential zones. Table 7 and Figure 8 and 9 summarize the results of the constrained analysis. Figure 9 shows the model results without the City of Ventura (R-8) because the model results for the City of Ventura eclipse the model results for the other residential areas.

Even without the project, the no-build constrained growth index for residential centroids within Santa Barbara County (R-1 through R-6) and Ojai (R-7) are projected to be lower than the planned growth in these areas.

The City of Ventura (R-8) reflects the highest share of planned residential growth among the growth areas considered (Table 7 and Figure 8). The model also suggests that in the No Build Alternative, the

City of Ventura (R-8) will have no-build growth pressures that exceed the planned growth for the area.

Under the Build Alternative, all residential areas in the Santa Barbara County area (R-1 through R-6) will have a slight increase in relative growth pressures compared to the No Build Alternative; however, as shown in Figure 9, planned growth for these areas is still expected to be higher than the growth indices. Compared to the No Build Alternative, the Build Alternative would increase relative growth pressures slightly for all residential zones in Santa Barbara County, but the magnitude of these increases in growth pressures is minimal, with the maximum increase occurring in the City of Goleta (R-1) at an increase of 1.65 percent. As shown in Table 5, other zones in Santa Barbara County would have increases in growth pressures that are less than 1 percent for each residential area considered.

In summary, commute time savings varying from 1 to 16 minutes for the Build Alternative would produce minimal growth pressure increases for all residential zones in Santa Barbara County (R-1 through R-6); however, given the land use controls and the existing level of growth pressures, such minor increases in growth pressure are unlikely to have an important influence on actual growth in these residential areas.

4.4.3 Impact on Resources of Concern

The first-cut screening process, as shown in Figure 4, shows that upon consideration of multiple considerations, such as project location, type of project, and the analysis of growth pressures, the next step would be to determine whether project-related growth is anticipated for the South Coast 101 HOV Lane Project. Based on the analysis performed, the study shows that project-related growth is not reasonably foreseeable for the South Coast area. Based on the first-cut screening process guidance recommended by Caltrans, no further analysis is required. Furthermore, because growth occurring as a result of implementation of any of the Build Alternatives of the South Coast 101 HOV Lane Project is not reasonably foreseeable, impacts on resources of concern are not anticipated.

4.4.4 Summary

The unconstrained growth analysis shows that even without the proposed project, most residential study areas in Santa Barbara County have noticeable growth potential in excess of what is planned due to the accessibility to jobs from these locations.

Both the unconstrained and constrained analysis show that commute time savings varying from 1 to 16 minutes between multiple residential and employment trip pairs under the Build Alternative would produce minimal relative growth pressure increases for most residential study zones in Santa Barbara County; however, increases in growth pressure are highly unlikely given the strong land use controls and the existing level of growth pressure. Upon consideration of inter-related factors, such as project type, location, and growth pressures, it can be concluded that project-related growth is not reasonably foreseeable for the South Coast area. According to the methods outlined in the first-cut screening process (Figure 4), further analysis is unnecessary. In addition, because growth stemming from the South Coast 101 HOV Lane Project is not reasonably foreseeable, no impacts are anticipated on resources of concern.

Chapter 5 Overall Assessment and Conclusions

The main factors that affect the population growth pressures in residential locations like those considered for this study are housing prices in the area, local land use plans for the area, and commute time to major employment centers. In Chapter 3, the factors affecting growth were reviewed in detail. With the help of the growth model analysis discussed in Chapter 4, the effects of changes in commute time due to implementation of the South Coast 101 HOV Lane Project on growth-related impacts were reviewed. On the basis of this information, the following conclusion of this study was determined.

The unconstrained growth analysis shows that even without the proposed project, most residential study areas in Santa Barbara County have noticeable growth potential in excess of planned growth due to the accessibility to jobs from these locations. Commute time savings from the South Coast 101 HOV Lane Project would increase residential growth pressures slightly in most of the Santa Barbara County residential study zones, except the City of Santa Barbara (R-3). The maximum effect is experienced by the City of Goleta and Montecito, but the increases in growth pressures are less than two percent.

The results of the constrained and unconstrained analyses are similar. The constrained analysis shows that the travel time savings under the Build Alternative would produce minimal growth pressure increases in all of the Santa Barbara County residential study zones. These minimal increases in growth pressure are unlikely to cause growth-related impacts given the land use controls and the existing level of growth pressures in these areas.

In addition, it is anticipated that growth-related impacts will be limited in Santa Barbara County study areas due to a limited supply of developable land, restrictive growth policies, and a lack of affordable housing. Most residential study zones in Santa Barbara County are largely built out, have existing constraints on growth, or are planning to direct future growth to certain locations. For example, as mentioned in Chapter 3, Section 3.4, the City of Goleta plans infill developments only, especially the revitalization of its Old Town Area. Montecito has an annual permit allocation for new dwelling units of not more than one-half percent of the currently existing permitted units. The amount of available public services and facilities, such as sewage systems, water, and schools, would constrain additional growth in areas such as the City of Carpinteria and Summerland. Other residential zones, such as the Goleta Valley and Mission Canyon areas, aim to limit growth so that any future developments would be adequately served by existing services and infrastructures.

In summary, considering all growth-related factors discussed in this study, the analysis concludes that the proposed South Coast 101 HOV Lane Project is not expected to stimulate residential or related commercial growth in the region. Commute time savings would support planned growth in the Goleta area and in other urban communities of Santa Barbara County. As growth due to the South Coast 101 HOV Lane Project is not reasonably foreseeable, no impacts are anticipated on resources of concern.

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APPENDICES

Appendix A – Access Time to Employment Centers from Residential Centroids (in minutes)

TABLE A-1 - TRAVEL TIMES TROUGH THE STUDY AREA UNDER THE NO BUILD ALTERNATIVE

RESIDENTIAL ZONE	R-1	R-2	R-3	R-4	R-5	R-6	R-7	R-8
EMPLOYMENT ZONE	City of Goleta	Hope Ranch	City of Santa Barbara/ Mission Canyon	Montecito	Summerland	City of Carpinteria	Ojai	City of Ventura
E-1	39.54	37.11	33.86	22.14	11.00	11.20	43.11	45.35
E-2	17.43	14.99	11.00	14.12	22.41	24.37	56.79	59.02
E-3	11.95	18.93	19.33	27.69	35.20	37.21	69.60	71.88
E-4	80.89	87.17	87.64	101.41	106.46	105.41	137.86	140.20
E-5	92.61	95.62	96.78	110.67	116.35	116.88	147.05	149.31
E-6	126.23	133.21	133.61	142.79	150.98	146.38	183.92	186.76
E-7	177.13	184.13	184.53	189.76	201.88	197.28	234.77	237.66
E-8	78.06	75.61	73.10	60.61	57.94	44.45	38.23	18.29
E-9	120.16	117.71	115.20	102.66	103.58	86.50	80.27	60.77
E-10	225.70	223.26	220.73	208.23	209.16	192.08	170.24	166.25
E-11	178.49	176.05	173.42	161.07	168.59	145.79	138.59	119.03
E-12	211.75	209.31	206.68	194.33	201.84	179.04	171.89	152.33

Source: Parsons 2010

TABLE A-2 - TRAVEL TIMES TROUGH THE STUDY AREA UNDER THE BUILD ALTERNATIVE

RESIDENTIAL ZONE	R-1	R-2	R-3	R-4	R-5	R-6	R-7	R-8
EMPLOYMENT ZONE	**City of Goleta**	**Hope Ranch**	**City of Santa Barbara/ Mission Canyon**	**Montecito**	**Summerland**	**City of Carpinteria**	**Ojai**	**City of Ventura**
E-1	32.23	30.95	29.85	20.07	11.00	11.20	41.64	41.38
E-2	14.86	13.57	11.00	11.82	18.66	18.47	49.85	49.57
E-3	10.89	16.87	17.27	21.60	27.66	27.51	58.80	58.61
E-4	77.00	82.26	82.73	92.46	96.07	92.88	124.22	124.10
E-5	88.72	90.71	91.87	101.73	105.97	104.34	133.41	133.21
E-6	122.34	128.31	128.71	133.85	140.60	133.85	170.28	170.66
E-7	173.24	179.22	179.62	180.82	191.49	184.74	221.13	221.55
E-8	65.87	64.62	63.04	53.67	54.06	41.06	38.23	18.29
E-9	107.96	106.71	105.14	95.71	99.10	83.10	80.27	60.77
E-10	213.49	212.19	210.66	201.28	204.67	188.67	170.24	166.25
E-11	166.28	164.99	163.38	154.12	164.09	142.38	138.59	119.03
E-12	199.54	198.25	196.64	187.37	197.35	175.63	171.89	152.33
Source: Parsons 2010								

TABLE A-3 - TRAVEL TIMES SAVINGS UNDER THE BUILD ALTERNATIVE COMPARED TO THE NO BUILD ALTERNATIVE

RESIDENTIAL ZONE	R-1	R-2	R-3	R-4	R-5	R-6	R-7	R-8
EMPLOYMENT ZONE	**City of Goleta**	**Hope Ranch**	**City of Santa Barbara/ Mission Canyon**	**Montecito**	**Summerland**	**City of Carpinteria**	**Ojai**	**City of Ventura**
E-1	7.3	6.2	4.0	2.1	0.0	0.0	1.5	4.0
E-2	2.6	1.4	0.0	2.3	3.7	5.9	6.9	9.4
E-3	1.1	2.1	2.1	6.1	7.5	9.7	10.8	13.3
E-4	3.9	4.9	4.9	8.9	10.4	12.5	13.6	16.1
E-5	3.9	4.9	4.9	8.9	10.4	12.5	13.6	16.1
E-6	3.9	4.9	4.9	8.9	10.4	12.5	13.6	16.1
E-7	3.9	4.9	4.9	8.9	10.4	12.5	13.6	16.1
E-8	12.2	11.0	10.1	6.9	3.9	3.4	0.0	0.0
E-9	12.2	11.0	10.1	6.9	4.5	3.4	0.0	0.0
E-10	12.2	11.1	10.1	7.0	4.5	3.4	0.0	0.0
E-11	12.2	11.1	10.0	7.0	4.5	3.4	0.0	0.0
E-12	12.2	11.1	10.0	7.0	4.5	3.4	0.0	0.0
Source: Parsons 2010								

Appendix B – Median Household Home Values, Rental Prices, and Occupation Rates for the Study Area

Table B-1: Median Household Home Values, Rental Prices and Occupation Rates for the Study Area

Geographic Area	Median Household Value (1999$)	Median Gross Rent	Owner Occupied		Renter Occupied	
Santa Barbara County	$293,000	$830	76,611	56%	60,011	44%
City of Goleta	$425,700	$989	13,842	69%	6,112	31%
City of Carpinteria	$382,400	$938	2,928	59%	2,061	41%
Montecito	$1,000,001	$1,355	2,868	78%	818	22%
Toro Canyon	$735,800	$1,096	498	71%	200	29%
City of Santa Barbara	$479,800	$936	14,957	42%	20,648	58%
Summerland	$632,200	$1,028	374	52%	341	48%
Mission Canyon	$603,500	$1,101	4,853	39%	7,747	61%
Ventura County	$621,300	$1,375	831	1%	84,290	99%
City of Ventura	$583,400	$1,318	22,408	56%	17,532	44%
Ojai Valley*	N/A	N/A	N/A	N/A	N/A	N/A
City of Ojai	$272,100	$814	1,802	58%	1,286	42%

Source: 2000 U.S. Census Data, available at http://factfinder.census.gov
*Data not available for Ojai Valley.

Table B-2: Vacancy Rates in the Study Area

City/County	Housing Units and Occupancy Status		
	Housing Units	Vacant Units	% Vacant
Santa Barbara County	142,901	6,279	4%
City of Goleta	20,442	488	2%
City of Carpinteria	5,464	475	9%
Montecito	4,193	507	12%
Toro Canyon	814	116	14%
City of Santa Barbara	37,076	1,471	4%
Summerland	784	69	9%
Mission Canyon	1,115	50	4%
Ventura County	251,712	8,478	3%
City of Ventura	39,803	1,279	3%
Ojai Valley*	N/A	N/A	N/A
City of Ojai	3,229	141	4%

Source: 2000 U.S. Census Data, available at http://factfinder.census.gov
*Housing units were not available for Ojai Valley.