

Appendix A

Notice of Preparation and Comment Letters



City of Santa Barbara

Planning Division

NOTICE OF EIR PREPARATION/ NOTICE OF ENVIRONMENTAL SCOPING HEARING

Date: April 11, 2022

To: State Clearinghouse
City Clerk
Clerk of the Board
Neighbors and Interested Parties

From: Planning Division
City of Santa Barbara
P.O. Box 1990
Santa Barbara, CA 93102-1990
(805) 564-5470

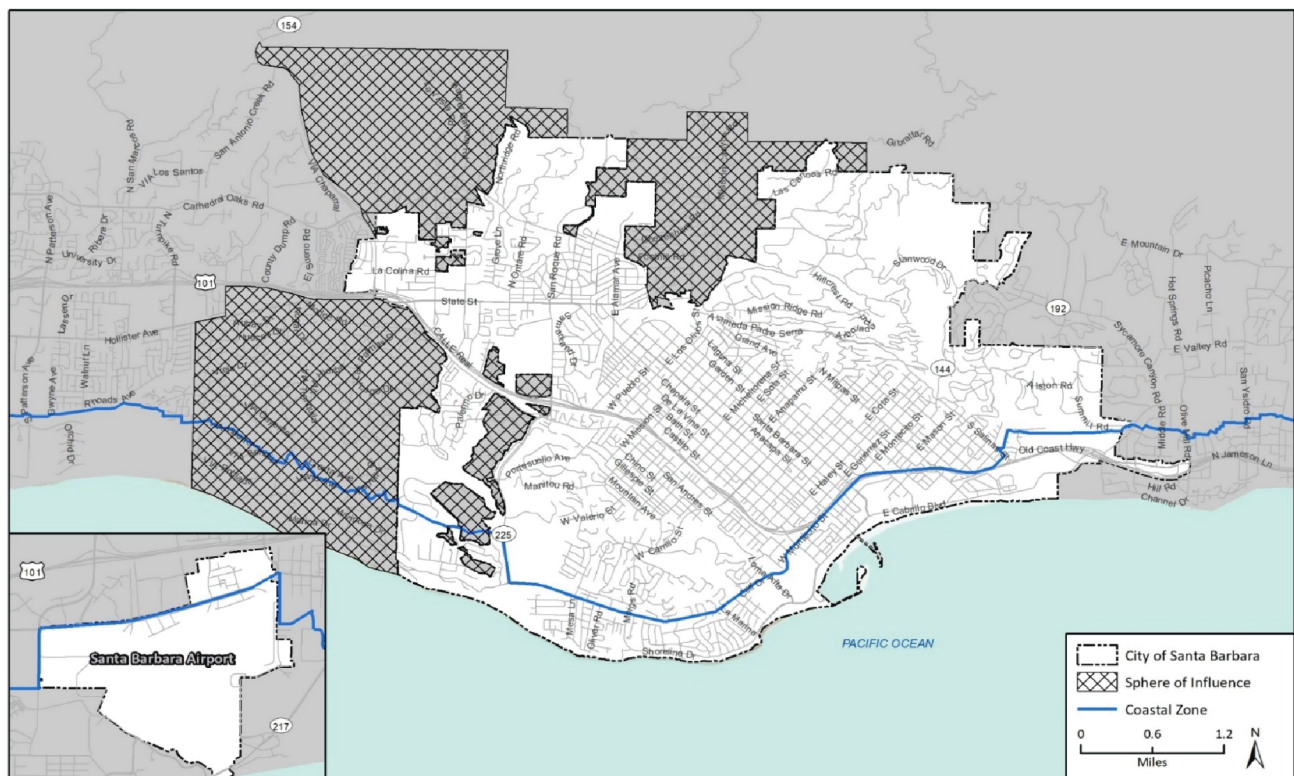
Project Title: Housing Element and Climate Action Plan Update

Project Location: City of Santa Barbara and the City of Santa Barbara Sphere of Influence

Project No.: PLN2022-00108

Public Scoping Hearing: Thursday April 21, 2022, at 1:00 PM, City Council Chambers, Santa Barbara City Hall, De La Guerra Plaza, 735 Anacapa Street.

Project Description: The project is the proposed Housing Element Update, Climate Action Plan (CAP) Update, and related land use and zoning amendments. The proposed Housing Element and CAP would apply to the entire geographic area located within the boundaries of the City of Santa Barbara and the City of Santa Barbara's Sphere of Influence. The City and Sphere of Influence boundaries are shown in Figure 1.



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Additional data provided by the County of Santa Barbara, 2021.

Figure 1: City of Santa Barbara, Sphere of Influence, and Coastal Zone Boundary

Housing Element Update: The proposed Housing Element Update will establish programs, policies and actions to further the goal of meeting the existing and projected housing needs of all household income levels of the community; provide evidence of the City's ability to accommodate the Regional Housing Needs Assessment (RHNA) allocation through the year 2031; and identify any land use and zoning amendments needed to reach the required housing capacity.

The Housing Element is a State-required element in the City of Santa Barbara's General Plan. Housing Elements must be updated at least every eight years with mandatory review and certification by the State Department of Housing and Community Development (HCD). Analysis of buildout scenarios in the updated Housing Element will consider existing and projected zoning capacity with the RHNA allocation and HCD's requirements. Santa Barbara's RHNA allocation for the 2023-2031 planning period is 8,001 units, which is distributed among four income categories (HCD 2020). The Program Environmental Impact Report (Program EIR) would identify an appropriate buffer in addition to the RHNA allocation and include an analysis of potential environmental impacts.

In accordance with State law (Government Code Sections 65580 – 65588), the Housing Element must include the following:

- An assessment of the city's population, household, and housing stock characteristics, to inform existing and future housing needs by household types, and special needs populations.
- An analysis of resources and constraints related to housing production and preservation, including governmental regulations, infrastructure requirements and market conditions such as land, construction, and labor costs as well as restricted financing availability.
- Identification of the City's quantified objectives for the 2023-2031 RHNA and inventory of sites determined to be suitable for housing.
- An analysis of opportunities for energy conservation in residential development.
- Review of the 2015-2023 Housing Element to identify progress and evaluate the effectiveness of previous policies and programs.
- A Housing Plan to address the City's identified housing needs, including housing goals, policies, and programs.
- An assessment of fair housing patterns, trends, conditions, and practices to identify and remedy significant disparities in access to opportunity.

Climate Action Plan Update: In 2020, City Council adopted a goal of carbon neutrality by 2035. Net zero emissions means removing as much greenhouse gas (GHG) emissions from the atmosphere as emitted by sources that the City has influence over. To reach this goal, the City is updating the 2012 CAP and has launched a climate action campaign called Together to Zero. The CAP Update will include a new community-wide GHG emissions inventory and new climate action strategies. Strategies address issues such as electrifying transportation, switching from vehicle to active transportation, improving infrastructure to support telecommuting, decarbonizing the energy and building sectors, and supporting sequestration of carbon.

Components of the CAP Update may result in physical changes to the environment that could potentially have significant impacts and will be considered in the Program EIR. While individual projects resulting from these measures have not been identified for the purposes of environmental review in the Program EIR, the types of actions will be taken into account in considering potential environmental impacts that could occur through implementation of the CAP. For example, projects or actions such as installation of electric vehicle charging stations or new bicycle or pedestrian facilities would introduce physical changes associated with construction and could alter pedestrian and vehicular traffic patterns.

Additionally, electrification retrofits may change the physical environment through the need for upgraded service and electrical panels, branch circuit upgrades, and installation of condensate drains to facilitate the

installation of electric heat pumps for water and space heating. Such upgrades and additions may require physical changes that would be dependent upon the year of building construction and location of service panels and utilities. In some cases, such improvements may include modifications to the interior and/or exterior of buildings for wiring and panel replacement and may require minor excavation for connection of drainage to sewer systems. Future plans or projects requiring discretionary approval would be subject to environmental review under the California Environmental Quality Act (CEQA), and individual impact analyses will identify required plan- or project-specific mitigation measures where applicable.

Program EIR Scope of Analysis: The Program EIR will evaluate effects on the environment that may occur as a result of future growth within the City until 2035 based on the Housing Element and CAP Updates. As a Program EIR, the analysis will be citywide and more general than a project-specific EIR for a development. An EIR is an informational document intended to allow the public and decision-makers to consider potential environmental impacts and any measures to avoid or lessen significant effects, prior to actions to adopt the updated Housing Element or CAP. The Program EIR will have a full scope of analysis. An Initial Study checklist was therefore not prepared as part of the NOP process since all CEQA resources will be thoroughly addressed in the forthcoming Program EIR. The proposed scope of the Program EIR includes the following:

- **Existing Conditions.** The Program EIR will describe the current environmental setting and infrastructure, which will constitute the baseline physical conditions by which the City will determine whether an impact is significant.
- **Environmental Effects.** The Program EIR will identify estimated future environmental effects associated with additional growth and development activity to the year 2035 with existing programs and the Housing Element and Climate Action Plan Updates. Impacts citywide or to areas within the City will be examined, as well as cumulative impacts in conjunction with future development in the region.
- **EIR impact analysis topics** will include: Aesthetics; Air Quality; Biological Resources; Cultural Resources; Energy; Greenhouse Gas Emissions; Geology; Hazards; Hydrology and Water Quality; Noise; Population and Housing; Public Services; Recreation; Transportation; Tribal Cultural Resources; Utilities and Service Systems; and Wildfire.
- **Mitigation Measures.** The Program EIR will identify measures that could feasibly lessen significant adverse environmental impacts, such as land use/growth policy changes, City programs, and new standard mitigation measures to apply to individual future developments.
- **Policy Consistency.** The Program EIR will analyze environmental effects that may arise from potential consistency or inconsistency between the Housing Element and Climate Action Plan Updates and existing regional and local plans adopted to protect the environment.
- **Alternatives to the Project.** The Program EIR will provide a comparative impact evaluation for a range of reasonable alternatives that would feasibly attain most of the basic project objectives of the Housing Element and Climate Action Plan Updates while avoiding or lessening any significant environmental effects. The range of alternatives may include alternative future growth scenarios and policy options including a “No Project” Alternative as a baseline analysis that evaluates the impacts of future growth if current policies continued. .

Comments: Comments on the proposed Program EIR scope of analysis are invited from public agencies, community interest groups, and individual members of the public. We request the views of public agencies as to the scope and content of environmental information be germane to agency statutory responsibilities for the project. Some agencies may need to use the Program EIR prepared by our agency when considering approvals for the project. Please provide the name of an agency contact person, if applicable.

Written comments on the Program EIR scope of analysis should be sent at the earliest possible date, but **received no later than May 11, 2022, at 4:30 p.m.** Please send your written comments to the attention of Julia Pujo, Environmental Analyst at P.O. Box 1990, Santa Barbara, CA 93102-1990 or JPujo@SantaBarbaraCA.gov.

Notice of EIR Preparation/Notice of Environmental Scoping Hearing

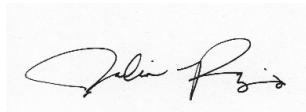
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Public Hearing: An environmental scoping hearing to receive public comments on the proposed Program EIR scope of analysis will be held before the Planning Commission on **April 21, 2022**.

AMERICANS WITH DISABILITIES ACT: In compliance with the Americans with Disabilities Act, if you need special assistance to gain access to, comment at, or participate in this meeting, please contact the Planning Division Office at (805) 564-5470, extension 4535. If possible, notification at least 48 hours prior to the meeting will enable the City to make reasonable arrangements in most cases.

Meetings can be viewed live on City TV-18, or on your computer via <http://www.SantaBarbaraCA.gov/Government/Video/> Meeting rebroadcast schedule can be found at <https://www.santabarbaraca.gov/gov/depts/cityadmin/programming.asp>.

Signature:

A handwritten signature in black ink, appearing to read "Julia Pujo", is displayed within a light gray rectangular box.

Julia Pujo, Environmental Analyst

Telephone: (805) 564-5470 ext. 4467

NOP Comments and EIR Responses

Commenter	Comment/Request	How and Where It Was Addressed
Agency Comments		
Native American Heritage Commission	1. Noted tribal consultation is required under Assembly Bill 52 and Senate Bill 18.	Section 4.4, <i>Cultural and Tribal Cultural Resources</i>
	2. Noted information regarding specific tribal cultural resources submitted by a tribe shall not be included in the environmental document or disclosed to the public.	The Program EIR does not disclose confidential or sensitive information related to tribal cultural resources.
	3. Requested feasible mitigation should be considered, including provisions for the inadvertent discovery of tribal cultural resources.	Section 4.4, <i>Cultural and Tribal Cultural Resources</i>
Santa Barbara County Air Pollution Control District	4. Requested the Program EIR evaluate the proposed project for proximity to U.S. Highway 101.	Section 4.2, <i>Air Quality</i>
	5. Requested the Program EIR consider the County's attainment status and most recent Ozone Plan.	Section 4.2, <i>Air Quality</i>
	6. Requested the Program EIR examine potential impacts to sensitive receptors due to land use conflicts or mixed-use incompatibility.	Section 4.2, <i>Air Quality</i>
	7. Requested the Program EIR present significance thresholds for ozone precursor emissions and determine if the proposed project would produce emissions in excess of established thresholds.	Section 4.2, <i>Air Quality</i>
	8. Requested the Program EIR include a discussion of air quality impacts associated with construction activities.	Section 4.2, <i>Air Quality</i>
	9. Requested the Program EIR include a discussion of asbestos removal if the proposed project will involve demolition or renovation of existing structures.	Section 4.6, <i>Hazards and Hazardous Materials</i>
	10. Requested the Program EIR quantify and evaluate greenhouse gas (GHG) emissions and mitigate climate change impacts regardless of significance determination.	The Program EIR discusses GHG emissions qualitatively, as the rate of GHG emissions generation in Santa Barbara with implementation of the 2023-2031 Housing Element is speculative. The City is currently in the process of updating the 2012 Climate Action Plan, which will include a community wide GHG emissions inventory. Refer to Section 4.5, <i>Greenhouse Gas Emissions</i> .
Public Comments		

City of Santa Barbara
2023-2031 Housing Element Program EIR

Commenter	Comment/Request	How and Where It Was Addressed
Allied Neighborhoods Association	11. Expressed concern for impacts to historic resources by adjacent development.	Section 4.4, <i>Cultural and Tribal Cultural Resources</i>
	12. Expressed concern for infrastructure capacity limitations.	Section 4.10, <i>Utilities and Service Systems</i>
	13. Requested information on timeframe of the Program EIR with relation to the 6 th and 7 th Cycle Housing Elements.	Section 3, <i>Project Description</i>
	14. Expressed concern for limitations on City's water portfolio.	Section 4.10, <i>Utilities and Service Systems</i>
	15. Stated prioritization of affordable housing should be considered. Non-Coastal Zone areas need enforcement of illegal and/or unpermitted short term vacation rentals. The City needs to consider disincentivizing hotels as a housing strategy. Market-rate housing and rentals are expensive. "Living within our resources" should be explicitly stated in the Housing Element.	Comment letter is included in Appendix A of this Program EIR for consideration of the decision-makers.
Jeff and Bruna Byrne	16. Encouraged the City exclude neighborhoods in Foothill and Extreme Foothill high fire zones as potential sites for high density housing.	The City's High Fire Hazard Areas are already mostly excluded by zoning from high density housing. There are only a few blocks in the Foothill High Fire Hazard Area zoned for multi-unit housing. Refer to Section 4.6, <i>Hazards and Hazardous Materials</i> , and Section 4.11, <i>Effects Found Not to Be Significant</i> , Subsection 4.11.10, <i>Wildfire</i> .
Lisa Carlos	17. Expressed concern for affordability of housing and its relation to GHG and Vehicle Miles Traveled (VMT) impacts. VMT analysis should consider GHG emission differences of market rate and affordable housing.	Section 4.9, <i>Transportation and Circulation</i>
	18. Requested information on how COVID is accounted for in VMT and GHG calculations.	VMT estimates were evaluated using the Santa Barbara Travel-Demand Forecasting Model, which consists of a 2020 base year scenario (validated to 2020 conditions, pre-COVID) and 2035 future year scenario. Refer to Section 4.9, <i>Transportation and Circulation</i> . The Program EIR discusses GHG emissions qualitatively. Refer to Section 4.5, <i>Greenhouse Gas Emissions</i> .
	19. Requested identification of income differences in the Program EIR that are taken into consideration when projecting climate impacts of housing scenarios.	Section 4.5, <i>Greenhouse Gas Emissions</i>
	20. Requested analysis should review potential impacts due to population growth.	Section 4.11, <i>Effects Found Not to Be Significant</i> , Subsection 4.11.7, <i>Population and Housing</i>
Norbert Dall	21. Requested information regarding related land use and zoning amendments to the 2023-2031 Housing Element.	Section 3, <i>Project Description</i>

Commenter	Comment/Request	How and Where It Was Addressed
Pat Saley	22. Requested information on baseline year and existing conditions assumptions.	Section 2, <i>Environmental Setting</i> ; Section 3, <i>Project Description</i> ; Section 4, <i>Environmental Impact Analysis</i> , Subsection 4.2, <i>Baseline and Cumulative Project Setting</i>
	23. Requested updated project description and scope once public comments are received.	Section 3, <i>Project Description</i>
	24. Requested analysis of constraints and adaptive reuse of existing structures in site-specific analysis.	Section 3, <i>Project Description</i>
	25. Requested identification of methods to give preference to renters and buyers who already live or work in Santa Barbara.	Comment letter is included in Appendix A of this Program EIR for consideration of the decision-makers.
	26. Requested information on House Element Update assumptions from 2032 to 2035 and 2023-2031 Housing Element assumptions in light of the Planning Commission and City Council discussion of goals on April 28 th .	Section 3, <i>Project Description</i>
Scoping Meeting Public Comments		
Manly McNinch	27. Expressed concern for housing affordability and parking.	Impacts to transportation are addressed in Section 4.9, <i>Transportation and Circulation</i> . Comments concerning housing affordability are noted in the Program EIR for consideration of the decision-makers. Refer to the Draft 2023-2031 Housing Element, Chapter 2, <i>Housing Needs Summary/Community Profile</i> .
	28. Encouraged Housing Element to include partnership and apprenticeship programs to increase skilled vocational workforce.	Comments are noted in the Program EIR for consideration of the decision-makers.
Jonathan Duran	29. Encouraged opportunities for veterans, students, and second-chancers.	Comments are noted in the Program EIR for consideration of the decision-makers.
	30. Expressed concern for environmental justice and housing affordability.	Comments are noted in the Program EIR for consideration of the decision-makers.
	31. Expressed need for skilled and trained local construction work force.	Comments are noted in the Program EIR for consideration of the decision-makers.
	32. Expressed concern for VMT and air pollution due to workforce residing outside of the City.	Section 4.9, <i>Transportation and Circulation</i>
Scoping Meeting Planning Commissioner Comments		
Commissioner Lodge	33. Expressed concern for housing availability.	Section 3, <i>Project Description</i>
	34. Asked if EIR alternatives would meet RHNA goals.	Section 3, <i>Project Description</i> ; Section 6, <i>Alternatives</i>
	35. Asked if CAP would include GHGs from shipping.	While CEQA review for the Housing Element and Climate Action Plan was initially proposed to be concurrent, this EIR does not evaluate impacts related to the Climate Action Plan Update and a

City of Santa Barbara
2023-2031 Housing Element Program EIR

Commenter	Comment/Request	How and Where It Was Addressed
		separate CEQA review will be conducted for the Climate Action Plan.
	36. Noted importance of urban trees.	Section 4.1, <i>Aesthetics and Visual Resources</i> ; Section 4.3, <i>Biological Resources</i>
Commissioner Wiscomb	37. Asked if the Program EIR will look at existing housing stock and rental versus ownership properties.	Section 3, <i>Project Description</i>
	38. Asked if the Program EIR would address impacts from pilot program bikeshare on pedestrian facilities.	Section 4.9, <i>Transportation and Circulation</i>
	39. Asked if the Program EIR would address stormwater.	Section 4.10, <i>Utilities and Service Systems</i> ; Section 4.11, <i>Effects Found Not to Be Significant</i> , Subsection 4.11.4, <i>Hydrology and Water Quality</i>
	40. Noted the Program EIR should consider bike share programs and transportation impacts.	Section 4.9, <i>Transportation and Circulation</i>
	41. Noted impacts should consider adaptive reuse.	Section 3, <i>Project Description</i>
	42. Noted the Program EIR should consider the Community Wildfire Protection Plan.	Section 4.11, <i>Effects Found Not to Be Significant</i> , Subsection 4.11.10, <i>Wildfire</i>
	43. Noted concern for impacts to recreation.	Section 4.11, <i>Effects Found Not to Be Significant</i> , Subsection 4.11.9, <i>Recreation</i>
	44. Requested the Program EIR look at impacts to climate change, sea level rise, and flooding.	Section 4.5, <i>Greenhouse Gas Emissions</i> addresses climate change. Section 4.11, <i>Effects Found Not to Be Significant</i> , Subsection 4.11.4, <i>Hydrology and Water Quality</i> , addresses flooding. Per <i>CEQA Guidelines</i> 15126.2(a), an EIR is not required to analyze the impact of environmental conditions or future environmental conditions, such as sea level rise, on a project's future uses. A 2015 California Supreme Court opinion (<i>California Building Industry Assn. v. Bay Area Air Quality Management District</i> [62 Cal. 4th 369, 392]) confirmed CEQA is not concerned with the effects of the environment on a project. Therefore, the EIR does not include an analysis of sea level rise.
	45. Requested the Program EIR develop mitigation consistent with existing City plans and documents.	Section 4.2, <i>Air Quality</i> through Section 4.5, <i>Greenhouse Gas Emissions</i> ; Section 4.7, <i>Noise</i>
Commissioner Higgins	46. Noted No Project Alternative should be discussed, including aesthetics, blight, and climate change.	Section 6, <i>Alternatives</i>
	47. Noted the Program EIR should address impacts to air quality, hazardous materials, alternative transportation, and environmental justice.	Air quality impacts are addressed in Section 4.2, <i>Air Quality</i> . Hazardous materials impacts are discussed in Section 4.6, <i>Hazards and Hazardous Materials</i> . Alternative transportation impacts are addressed in Section 4.9, <i>Transportation and Circulation</i> .

Commenter	Comment/Request	How and Where It Was Addressed
		Per <i>CEQA Guidelines</i> 15131(a) economic or social effects of a project shall not be treated as significant effects on the environment. Therefore, this EIR does not include an analysis of environmental justice.
	48. Noted policies need to be reasonable in terms of cost.	Comments are noted in the Program EIR for consideration of the decision-makers.
Commissioner Bonderson	49. Noted the Housing Element should include adaptive reuse, and asked if the EIR would analyze this or possible rezones.	Section 3, <i>Project Description</i>
	50. Asked about City relationship to a vocational school program.	Comments are noted in the Program EIR for consideration of the decision-makers.
	51. Noted public awareness of project should be a priority.	Section 1, <i>Introduction</i>
	52. Noted importance of trees.	Section 4.3, <i>Biological Resources</i>
Commissioner Baucke	53. Expressed concern over housing location and availability.	Section 3, <i>Project Description</i>
	54. Asked about relation between housing, employment, and GHG emissions.	Section 4.5, <i>Greenhouse Gas Emissions</i>
	55. Expressed concern for climate change and sea level rise.	Section 4.5, <i>Greenhouse Gas Emissions</i> addresses climate change. Per <i>CEQA Guidelines</i> 15126.2(a), an EIR is not required to analyze the impact of environmental conditions or future environmental conditions, such as sea level rise, on a project's future uses. A 2015 California Supreme Court opinion (<i>California Building Industry Assn. v. Bay Area Air Quality Management District</i> [62 Cal. 4th 369, 392]) confirmed CEQA is not concerned with the effects of the environment on a project. Therefore, the EIR does not include an analysis of sea level rise.
	56. Expressed concern for removal of street trees.	Section 4.3, <i>Biological Resources</i>
Commissioner Escobedo	57. Requested the No Project Alternative consider a scenario where no housing is built.	Section 6, <i>Alternatives</i>
	58. Requested clarification on identification of special needs populations.	Special needs groups are defined in the draft 2023-2031 Housing Element.
	59. Asked if the Program EIR would address using skilled labor and having housing availability for workers.	Per <i>CEQA Guidelines</i> Section 15131(a) economic or social effects of a project shall not be treated as significant effects on the environment. Therefore, this EIR does not include an analysis of the use of skilled labor.
	60. Requested information on alternative transportation and reduced parking.	Section 4.9, <i>Transportation and Circulation</i>
	61. Asked about existing apprenticeship programs with Santa Barbara City college.	Comments are noted in the Program EIR for consideration of the decision-makers.



City of Santa Barbara

PLANNING COMMISSION

MINUTES

APRIL 21, 2022

1:00 P.M.

City Hall, Council Chambers
735 Anacapa Street; and
1026 Via Los Padres
Santa Barbara 93111

COMMISSION MEMBERS:

Gabriel Escobedo, Chair
Roxana Bonderson, Vice Chair
John M. Baucke
Jay D. Higgins
Sheila Lodge
Devon Wardlow
Lesley Wiscomb

STAFF:

Tava Ostrenger, Assistant City Attorney
Allison DeBusk, Senior Planner
Gillian Fennessy, Commission Secretary

CALL TO ORDER

Chair Escobedo called the meeting to order at 1:00 p.m.

I. ROLL CALL

Chair Gabriel Escobedo, Vice Chair Roxana Bonderson, Commissioners John M. Baucke, Jay D. Higgins, Sheila Lodge, and Lesley Wiscomb

Absent: Devon Wardlow

STAFF PRESENT

Tava Ostrenger, Assistant City Attorney
Allison DeBusk, Senior Planner
Daniel Gullett, Principal Planner
Julia Pujo, Project Planner/ Environmental Analyst
Alelia Parenteau, Acting Sustainability & Resilience Director
Tony Ruggieri, City TV Production Supervisor
Janet Ahern, City TV Production Specialist
Gillian Fennessy, Commission Secretary

II. PRELIMINARY MATTERS

A. Requests for continuances, withdrawals, postponements, or addition of ex-agenda items:

No requests.

B. Announcements and appeals:

Daniel Gullett, Principal Planner announced that staff is requesting that two Planning Commissioners to help out with policy development for the Housing Element update.

Chair Escobedo selected Commissioner Wiscomb and himself as primaries and Commissioner Higgins as the alternate.

C. Review, consideration, and action on the following draft Planning Commission minutes and resolutions:

1. April 7, 2022 Planning Commission Minutes
2. Planning Commission Resolution No. 001-22
418 N Salsipuedes Street
3. Planning Commission Resolution No. 002-22
1384 Shoreline Drive

MOTION: Lodge / Wiscomb

Approve the minutes and resolutions as presented.

The motion carried by the following vote:

Ayes: 6 Noes: 0 Abstain: 0 Absent: 1 (Wardlow)

D. Comments from members of the public pertaining to items not on this agenda:

Public comment opened at 1:07 p.m., and as no one wished to speak, it closed.

III. DISCUSSION ITEM

ACTUAL TIME: 1:07 P.M.

HOUSING ELEMENT AND CLIMATE ACTION PLAN UPDATE PROGRAM EIR SCOPING HEARING

The Planning Commission will hold a public scoping hearing to receive comments from agencies, the public, and Planning Commissioners on the scope of analysis for a Program Environmental Impact Report (EIR) to be prepared for the Housing Element and Climate Action Plan Updates. The Program EIR will evaluate physical impacts on the environment that could result from adoption and implementation of the Housing Element and Climate Action Plan Updates.

Comments on the scope of analysis can include: potential environmental impacts of the Housing Element and Climate Action Plan Updates; technical issues that should be addressed in the Program EIR; potential mitigation measures; and an appropriate range of alternatives to evaluate in the Program EIR.

The Planning Commission will take no action at this scoping hearing on the environmental review or substance of the Housing Element and Climate Action Plan Updates. All interested

individuals, agencies, and organizations are welcome to provide verbal or written comments to inform the scope of the Program EIR.

Julia Pujo, Project Planner/Environmental Analyst gave the Staff presentation. Daniel Gullett, Principal Planner and Alelia Parenteau, Acting Sustainability & Resilience Director were available to answer questions.

Public comment opened at 1:21 p.m., and the following individuals spoke:

1. Manley McNinch
2. Jonathan Durac

Public comment closed at 1:26 p.m.

Commissioner comments:

Commissioner Higgins:

- Glad to hear that the Climate Action Plan will have a strong connection to the Housing Element.
- With respect to the no project alternative, climate impacts increase if housing doesn't increase. There would be obvious impacts to air quality, traffic, and environmental justice.
- Consider recent cuts to public transportation in the analysis and adequacy of transportation services.
- Believes that if we don't produce housing in a more efficient way, in terms of energy compliant and use of space, then we exacerbate unsafe housing conditions.
- Would like to see hazardous materials included. Older homes contain lead and asbestos, and unsafe housing conditions that place people at risk.
- Would like to see aesthetics included with respect to the no project alternative. The City has a lot of older neighborhoods and apartment structures that should be updated. When they are not updated it can be a blight.
- Looking forward to the population and housing discussion.
- Intentional development and clear policies are incredible goals and should be worked into the discussion and into the guiding principles.
- Does not see anybody complaining about some of the recent projects that have been built under the AUD Program and believes that we need to get back to that.

Commissioner Wiscomb:

- Agrees with Commissioner Higgins on aesthetics.
- Would like to see the bike share test program included in existing conditions.
- Believes that it is important to look at adaptive reuse: the advantages, disadvantages, and potential impacts because it can be great in areas where it can be accomplished.
- Hopes that under environmental effects, ample consideration be given to the Community Wildfire Protection Plan and be well coordinated into the EIR.
- Recreation is important and the impacts to those spaces, programs, and activities are important as we potentially increase the City's population.
- Would like to go further than potential consistency and consider what we can do to create housing and benefit the climate. For example, a consolidated Storm Water Plan for downtown.

- The Sea Level Rise Adaptation Plan should be looked at and referenced, where applicable, because there are flood zone areas that exist and may be impacted by Sea Level Rise.
- Appreciates Chair Escobedo's question on conjoining the Climate Action Plan and Housing Element EIR because they go hand and hand.
- The Climate Action Plan doesn't have a periodic update requirement yet and is something that the City could discuss with the State to combine the Climate Action Plan and Housing Element environmental reviews. Makes sense to keep the Climate Action Plan and Housing Element on the same schedule.
- Would like to include the Street Tree Shade Study and the Street Tree Master Plan in policies or mitigation measures.
- Documents like the Urban Forest Master Plan should be looked at and perhaps be used to develop mitigation measures.
- There is a lot of information and documents that could be really helpful and it is important to look at past and current works and develop mitigation measures that make sense with these.

Commissioner Baucke:

- Would like to include clear policy that sets forth intentional decision making of where development should and shouldn't happen in the City. Look at a block-by-block level.
- Believes there is an extreme housing shortage in the City and that we need to figure out what can actually be accomplished.
- Believes there needs to be a discussion on a value recapture mechanism before allowing more development.
- In order to fund workforce housing and other affordable housing programs, the City needs to create funding programs.
- Sea level rise and climate change have an interrelationship that should be understood and considered when making public changes; for example, elevations, streets, and drainage programs. Sea level rise has economic impacts.
- Believes that there is a need for more forestation or carbon sequestration, especially street trees, because over time there has been a slow deforestation in the City.

Commissioner Bonderson:

- Appreciates the comments that have been made, especially by Commissioner Wiscomb.
- Appreciates Commissioners Higgins' and Baucke's comments about intentional development and clear policies.
- Would like to emphasize the intentionality of the public awareness effort.
- As Staff and Commissioners put in so much effort into projects like this, doesn't want that effort to be lost when perhaps members of public don't understand the depth of the effort, goals, or intentions of what is being put forward.
- Public awareness programs, like workshops and outreach, have to be one of the priorities so the effort made doesn't disappear by pushback and unfortunate misunderstanding or lack of information.
- Would like the public to embrace the efforts being made because it affects the people who live in the City.
- Is passionate about planting trees.
- The landscaping and beauty we try to maintain in the City is part of why the City is so beautiful and successful.
- Encourages continued effort on public awareness and engaging the public.

Commissioner Lodge:

- Agrees with comments made about trees. Trees and the urban forest have a big impact on the environment.
- Short-term vacation rentals and second homes are a big problem here and should be considered and better regulated in order to reclaim housing.
- The number of vacant homes has gone up in the City.
- Hoping that at the Joint Meeting with City Council there will be a discussion about adopting something that is effective in reclaiming housing for residents instead of visitors.

Chair Escobedo:

- There is a good relationship between Housing Element and the Climate Action Plan and supports analyzing the Housing Element and Climate Action Plan in the same EIR.
- Highlights the public comment heard regarding skilled labor and how important that is for both of these goals.
- Would like to analyze and include the impact of skilled labor because we cannot build housing without skilled labor and we cannot install the appliances that we need if we don't have skilled labor to install them.
- Looking forward to seeing the comparison between the environmental impacts of building housing, the environmental impacts of not building housing, or if we continue on the trajectory we are on now.
- Seconds the comments made by fellow Commissioners about being intentional about development in terms of who is it for and what happens after it is here.
- Looking forward to a discussion about short-term vacation homes and second homes.
- As the City makes changes to parking under the Multi-Unit Housing Policy, there should also be changes made in alternatives for transportation and would like to see that in the EIR.
- Would like to see an apprenticeship program as an opportunity to partner with SBCC and other organizations to create the jobs of the future.
- Excited to see the EIR when it comes out and ultimately the Housing Element and Climate Action Plan.

IV. ADMINISTRATIVE AGENDA**ACTUAL TIME: 2:33 P.M.****A. Committee and Liaison Reports:****1. Staff Hearing Officer Liaison Report**

No report.

2. Other Committee and Liaison Reports

- a. Commissioner Bonderson reported on the April 18, 2022 meeting of the State Street Advisory Committee.
- b. Commissioner Bonderson announced the upcoming Transportation and Circulation Committee meeting on April 28, 2022.
- c. Commissioner Wiscomb announced the upcoming Plaza De La Guerra Working Group and Historic Landmarks Commission joint meeting on April 22, 2022.
- d. Commissioner Lodge reported on the April 20, 2022 meeting of Creeks Advisory Committee.

V. **ADJOURNMENT**

Chair Escobedo adjourned the meeting at 2:41 p.m.

Submitted by,

Gillian Fennessy, Commission Secretary

Scoping Hearing for Housing Element & Climate Action Plan EIR 4/21

Public Comment

Commenter 1 (Manly): Housing Element should include partnership and apprenticeship programs to increase skilled vocational workforce. Folks that build housing can't afford a 1-bed apartment in Santa Barbara, and multiple families are living in units meant for one family, which impacts parking. Adopt policies so that the people who are building housing can also afford to rent those units. Increase education level of vocational workers.

Commenter 2 (Jonathan Duran): Need skilled and trained housing construction work force, people who work here should that live in the City. Rent is going up. Workforce is coming from elsewhere which is causing VMT and air pollution issue. Environmental justice issue. Create opportunities for veterans, students, 2nd chancers. Look into the skilled and trained work force and accredited programs.

Commissioner Questions:

Lodge: Appreciates comments from public, it's a problem and it's not easy. Alternatives question: would the alternatives be different ways of meeting RHNA goals?

Wiscomb: Would EIR address impacts from pilot program bikeshare on pedestrian facilities? Will stormwater be looked at? Stormwater requirements increase cost to develop housing and there should be a comprehensive stormwater system as part of the State Street Master Plan that would meet requirement for housing downtown.

Higgins: Would like to see a robust discussion of the No Project Alternative

Bonderson: HE should include adaptive reuse, will EIR analyze this? Possible rezone? Regarding, public comment, does City have a relationship with an accredited vocational school program? (Staff response, we are not aware of one)

Bauke: Intensification of housing- how are we going to analyze the relationship between housing and GHG? How do we get people to live where they work and work where they live? (Staff response: CAP will focus on trip reduction)

Wiscomb: Will EIR look at existing housing stock and rental vs ownership?

Lodge: Will CAP include GHGs from shipping?

Escobedo: Likes the idea of combining HE & CAP in the environmental review. Will it take into consideration of not building housing? If we don't building the housing, we won't meet emissions target? Who are special needs populations?

Commissioner Comments:

Higgins: Glad to hear that CAP has a relationship with the HE. No Alternative Project – Climate impacts would increase if housing isn't increased, should show that message. EIR should address impacts to Air

Quality, adequacy of transportation infrastructure – MTD has slashed routes because they can't hire enough drivers – policy needs to protect alt transportation and, environmental justice issues, hazardous materials – older homes and crowding- lead/asbestos and unsafe housing conditions that put people at risk. No Project Alt should look at aesthetics and blight. Looking forward to pop & housing discussion.

Wiscomb: Aesthetics. Existing conditions should look at the bike share program and transportation impacts. Future env effects should look at adaptive reuse. Consideration should be given to Community Wildfire Protection Plan. Recreation – important to include impacts to recreational spaces and programs. Policy consistency, what can we do to help create housing while benefitting the climate? Look at SLR adaptation and areas of flooding. Appreciates joining the Housing Element and Climate Action Plan in the EIR.

Baucke: Should be intentional about where housing should and shouldn't go. Extreme housing shortage in the community. Climate change and SLR are related, consider economic impacts of SLR. Carbon sequestration – trend of removing street trees without replacement and its deforestation of urban canopy

Higgins: Clear policies are needed, intentionality needs to be matched with financing.

Bonderson: Public awareness should be key, public should be aware of all the work that goes into these programs when perhaps public doesn't understand the goals, intentions, and depth of efforts. Public awareness needs to be priority so that work efforts not lost because of pushback due to misunderstandings or lack of awareness. Trees are important.

Lodge: Agrees about the trees. Short term rentals & 2nd homes are an issue that need to be better regulated in order to reclaim housing.

Wiscomb: Street Trees. Shade study was completed some time ago about where there are ample street trees and where more trees are needed. Urban Forest Master Plan should be looked at. SLR Adaptation, State Street Master Plan, CLUP Update. Important to look at past and current work and develop mitigation measures that make sense with these.

Lodge: Urban forest has big impact on the environment

Escobedo: Support HE & CAP analysis in same EIR. Public comment about skilled labor and housing availability for workers, is there a place to work this into the EIR? No Project Alt should show what if we don't build housing and be able to make that comparison. Reduced parking requirements and do we have alt transportation service that can support that, so that it doesn't seem so scary to propose reduced parking. Apprenticeship program with SBCC?

Chris Bersbach

From: Julia Pujo <JPujo@SantaBarbaraCA.gov>
Sent: Wednesday, April 20, 2022 10:30 AM
To: Daniel Gullett; Chris Bersbach
Subject: [EXT] Fw: NOI, Scoping re HOUSING ELEMENT AND CLIMATE ACTION PLAN UPDATES

CAUTION: This email originated from outside of Rincon Consultants. Be cautious before clicking on any links, or opening any attachments, unless you are confident that the content is safe.

FYI

[Seal of the City of Santa Barbara]

Julia Pujo
Environmental Analyst
CITY OF SANTA BARBARA, Community Development
(805) 564-5470 | JPujo@SantaBarbaraCA.gov
SantaBarbaraCA.gov<https://nam10.safelinks.protection.outlook.com/?url=https%3A%2F%2Fsantabarbaraca.gov%2F&data=05%7C01%7Ccbersbach%40rinconconsultants.com%7Cc694b4bf2882463a230308da22f37488%7C0601450f05594ee5b99257193f29a7f8%7C0%7C0%7C637860726494713608%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6I1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sd=Oco%2FW4pXuRKROkaqDvR7DUDicYGJoKPRYm%2BIAO%2FhjB0%3D&reserved=0>

From: Julia Pujo
Sent: Wednesday, April 20, 2022 10:00 AM
To: norbertdall@icloud.com
Subject: RE: NOI, Scoping re HOUSING ELEMENT AND CLIMATE ACTION PLAN UPDATES

Hello Mr. Dall,

We are in the early stages of the work programs for the Housing Element and the Climate Action Plan, and to ensure General Plan consistency with the proposed Housing Element and CAP, we anticipate that amendments may be needed to the Land Use Plan, Land Use policies, and/or Zone Code; however, the consistency analysis still needs to be completed we do not know specifics yet.

I would recommend subscribing to the email notification lists for both the Housing Element Update and the Climate Action Plan to receive updates on these programs.

Here is the Housing Element page

https://nam10.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.santabarbaraca.gov%2Fservices%2Fplanning%2Fmpe%2Fheu.asp&data=05%7C01%7Ccbersbach%40rinconconsultants.com%7Cc694b4bf2882463a230308da22f37488%7C0601450f05594ee5b99257193f29a7f8%7C0%7C0%7C637860726494713608%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6I1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sd=GqJYEQ9Joe4ONZavCkLpjnZTL2ZEJdbH4N8eBsee0E%3D&reserved=0

For the Climate Action Plan, please scroll to the bottom of this page

<https://nam10.safelinks.protecton.outlook.com/?url=https%3A%2F%2Fsustainability.santabarbaraca.gov%2F&data=05%7C01%7Ccbersbach%40rinconconsultants.com%7Cc694b4bf2882463a230308da22f37488%7C0601450f05594ee5b99257193f29a7f8%7C0%7C0%7C637860726494713608%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6I1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=3apSdTRxe0H%2BWXIX1yRDoNHZf1jRTHRU0v8e9zQNo%3D&reserved=0>

Kind Regards,

Julia Pujo

Environmental Analyst

CITY OF SANTA BARBARA, Community Development

(805) 564-5470 | JPujo@SantaBarbaraCA.gov<<mailto:JPujo@SantaBarbaraCA.gov>>

The Community Development and Public Works

https://nam10.safelinks.protecton.outlook.com/?url=https%3A%2F%2Fwww.santabarbaraca.gov%2Fgov%2Fdepts%2Fcd%2Fcounter_no%2Fdefault.asp&data=05%7C01%7Ccbersbach%40rinconconsultants.com%7Cc694b4bf2882463a230308da22f37488%7C0601450f05594ee5b99257193f29a7f8%7C0%7C0%7C637860726494713608%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6I1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=FobBXDaTL6QnN0VfyM4imZIMBACsEF7fNQZ1%2FadBBZk%3D&reserved=0 at 630 Garden Street are open for walk-in service Monday - Thursday from 8:30AM - 12:00PM. Online application submission and permitting <https://nam10.safelinks.protecton.outlook.com/?url=https%3A%2F%2Flanduse.santabarbaraca.gov%2FCi%2FenAccess%2FWelcome.aspx&data=05%7C01%7Ccbersbach%40rinconconsultants.com%7Cc694b4bf2882463a230308da22f37488%7C0601450f05594ee5b99257193f29a7f8%7C0%7C0%7C637860726494713608%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6I1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=3fxDlalzjDtxlpXZ%2BnQosfOWxIYeSYl%2F9BfFXGV3MYw%3D&reserved=0>, virtual counter services https://nam10.safelinks.protecton.outlook.com/?url=https%3A%2F%2Fwww.santabarbaraca.gov%2Fgov%2Fdepts%2Fcd%2Fcounter_no%2Fschedule.asp&data=05%7C01%7Ccbersbach%40rinconconsultants.com%7Cc694b4bf2882463a230308da22f37488%7C0601450f05594ee5b99257193f29a7f8%7C0%7C0%7C637860726494713608%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6I1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=eA13Q5j1Lv84545szFhUUBF%2FA4iPPMm%2Bh017XDQdXVM%3D&reserved=0, and the self-service lobby area continue to be available during regular business hours, Monday - Thursday and every other Friday, 8:30AM - 4:30PM. Please visit our websites for additional information.

Community Development:

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Virtual Appointment Scheduling Tool:

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From: norbertdall@icloud.com [mailto:norbertdall@icloud.com]
Sent: Thursday, April 14, 2022 8:39 PM
To: Julia Pujo <JPujo@SantaBarbaraCA.gov>
Subject: Re: NOI, Scoping re HOUSING ELEMENT AND CLIMATE ACTION PLAN UPDATES

You don't often get email from norbertdall@icloud.com<mailto:norbertdall@icloud.com>. Learn why this is important<https://aka.ms/LearnAboutSenderIdentification>

EXTERNAL

Dear Colleague,

Please see the request, below.

Thank you.

Regards,

NHD

On Apr 14, 2022, at 7:25 PM, norbertdall@icloud.com<mailto:norbertdall@icloud.com> wrote:

Dar Colleague,

Good evening.

Thank you, in advance, for sending me a copy of, or link to, the "related land use and zoning amendments" to the HE and CAP Updates, referenced in

https://nam10.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.santabarbaraca.gov%2FSBdocuments%2FAdvisory_Groups%2FPlanning_Commission%2FCurrent%2F02_Staff_Reports%2F2022-04-21_April_21_2022_Item_III_HE_and_CAP_PEIR_Scoping_Hearing.pdf&data=05%7C01%7Ccbersbach%40rinconconsultants.com%7Cc694b4bf2882463a230308da22f37488%7C0601450f05594ee5b99257193f29a7f8%7C0%7C0%7C637860726494713608%7CUnknown%7CTWFPbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6I1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&data=LwR4tnEtFLsFbLjZapAaskfSSmBjMAyrHwAxbH4Y4mM%3D&reserved=0<https://nam10.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.santabarbaraca.gov%2FSBdocuments%2FAdvisory_Groups%2FPlanning_Commission%2FCurrent%2F02_Staff_Reports%2F2022-04-21_April_21_2022_Item_III_HE_and_CAP_PEIR_Scoping_Hearing.pdf&data=05%7C01%7Ccbersbach%40rinconconsultants.com%7Cc694b4bf2882463a230308da22f37488%7C0601450f05594ee5b99257193f29a7f8%7C0%7C0%7C637860726494713608%7CUnknown%7CTWFPbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6I1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&data=LwR4tnEtFLsFbLjZapAaskfSSmBjMAyrHwAxbH4Y4mM%3D&reserved=0>

Thank you.

Regards,

NHD

Norbert H. Dall

Partner

Dall & Associates

Advisers and Consultants in Sustainable Coastal Management, Land Use, and Transportation Co-investigator/author, The Coasts of California Project

930 Florin Road, Suite 200

Sacramento, California 95831 USA

Telephone (direct): +1.916.392.0283

Mobile Telephone: +1.916.716.4126 (please call this number during the SARS-Cov-2 pandemic)

Email: norbertdall@icloud.com<<mailto:norbertdall@icloud.com>>



STATE OF CALIFORNIA

Gavin Newsom, Governor

NATIVE AMERICAN HERITAGE COMMISSION

April 15, 2022

Julia Pujo
City of Santa Barbara, Community Development Department
630 Garden St.
Santa Barbara, 93101

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NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

Re: 2022040209, Housing Element and Climate Action Plan Project, Santa Barbara County

Dear Ms. Pujo:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit. 14, § 15064.5 (b) (CEQA Guidelines § 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

- a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
- b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

- a. Avoidance and preservation of the resources in place, including, but not limited to:
 - i. Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i. Protecting the cultural character and integrity of the resource.
 - ii. Protecting the traditional use of the resource.
 - iii. Protecting the confidentiality of the resource.
- c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
- e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
- f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

- a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
- b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
- c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, § 15064.5(f) (CEQA Guidelines § 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and Cal. Code Regs., tit. 14, § 15064.5, subdivisions (d) and (e) (CEQA Guidelines § 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:
Cody.Campagne@nahc.ca.gov.

Sincerely,

Cody Campagne

Cody Campagne
Cultural Resources Analyst

cc: State Clearinghouse



air pollution control district
SANTA BARBARA COUNTY

May 3, 2022

Julia Pujo, Environmental Analyst
City of Santa Barbara Planning Division
P.O. Box 1990
Santa Barbara, CA 93102

Sent Via Email: JPujo@SantaBarbaraCA.gov

Re: Air Pollution Control District Response to Notice of Preparation of an Environmental Impact Report for Housing Element and Climate Action Plan Update, PLN2022-00108

Dear Julia Pujo:

The Santa Barbara County Air Pollution Control District (District) appreciates the opportunity to provide comments on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (PEIR) for the Housing Element and Climate Action Plan (CAP) Update. The PEIR will evaluate effects on the environment that may occur as a result of future growth within the City until 2035.

Housing Element Update

The City of Santa Barbara proposes to establish programs, policies, and actions to further the goal of meeting the existing and projected housing needs of all household income levels of the community; provide evidence of the City's ability to accommodate the Regional Housing Needs Assessment (RHNA) allocation through the year 2031; and identify land use and zoning amendments needed to reach the required housing capacity. The State requires the Housing Element to be updated every eight years and certified by the Department of Housing and Community Development (HCD). The updated Housing element will consider existing and projected zoning capacity with the RHNA allocation of 8,001 units for the 2023-2031 planning period.

Climate Action Plan Update

In 2020, the Santa Barbara City council adopted a goal of carbon neutrality (net zero emissions) by 2035. To achieve this goal, the City proposes to update the 2021 CAP that includes a new community-wide greenhouse gas (GHG) emissions inventory and new climate action strategies, including electrifying transportation, switching from vehicle to active transportation, improving infrastructure to support telecommuting, decarbonizing the energy and building sectors, and supporting sequestration of carbon. Components of the CAP update may result in changes to the physical environment that could potentially have significant impacts and will be considered for the PEIR.

PEIR Scope of Analysis

District staff reviewed the NOP and concurs that air quality impacts should be addressed in the PEIR. The District's guidance document, entitled *Scope and Content of Air Quality Sections in Environmental Documents* (updated January 2022), is available online at www.ourair.org/land-use. This document should be referenced for general guidance in assessing air quality impacts. **The PEIR should evaluate the following potential impacts related to the Housing Element and Climate Action Plan Updates:**

Aeron Arlin Genet, Air Pollution Control Officer

(805) 979-8050

260 N. San Antonio Rd., Ste. A Santa Barbara, CA 93110

ourair.org

@OurAirSBC

1. Proximity to Highway 101. When reviewing and commenting on land use projects throughout the cities and unincorporated areas of Santa Barbara County, District staff have consistently recommended that sensitive land uses (residences, schools, medical facilities, etc.) should not be sited within 500 feet of the freeway. This is based on guidance from the California Air Resources Board (Air Quality and Land Use Handbook: A Community Health Perspective, CARB, 2005) and supplemented by information that we have gathered and presented (please reference the attached summary, entitled “Public Health and High Traffic Roadways”).

These materials summarize the numerous studies that have demonstrated a correlation between proximity to high-traffic roads, respiratory illness, and cardiovascular disease. Many studies have shown that living in proximity to freeways and other high traffic roads leads to respiratory and other non-cancer health effects such as reduced lung function, reduced heart health, increased asthma and bronchitis, and increased medical visits. The proximity-based studies do not identify specific pollutants, nor do they utilize dose-response relationships to discern an acceptable level of a pollutant or pollutants that adequately protects public health. Although various mitigation strategies are currently being researched and implemented, the consensus to date is that the best way to protect human health is to retain a distance of 500 feet or greater between the sensitive receptors and the roadway. Commercial or visitor-serving land uses, with less long-term health implications, should be considered for locations closer to the freeway.

If, after consideration of the health concerns and other alternatives, new development is still planned within 500 feet of a freeway or a high traffic roadway, we recommend that the project be designed to minimize exposure to roadway-related pollutants and mitigated to the maximum extent feasible. Design features may include maximizing the distance between the roadway and sensitive receptors, locating air intake at the non-roadway facing sides of buildings, and ensuring that windows nearest to the roadway do not open. Mitigation measures may include installing mechanical ventilation systems with fresh air filtration and constructing a physical barrier between the roadway source and receptors of pollutants (e.g., sound wall or vegetative planting). For additional guidance refer to the attached “APCD Guidance for Development near Busy Roadways in Santa Barbara County” and available at www.ourair.org/land-use/#AirQualityandLandUse.

2. Attainment Status and Consistency with the District’s Ozone Plan. Attainment status for the County is posted on the District website at www.ourair.org/air-quality-standards. The most recent Ozone Plan (previously known as the Clean Air Plan) was adopted in December 2019 and is available at www.ourair.org/clean-air-plans. The District website should be consulted for the most up-to-date air quality information prior to the release of the Draft PEIR.

Consistency with local and regional plans, including the District’s 2019 Ozone Plan, is required under CEQA for all projects. Consistency with the Ozone Plan should be evaluated on a case-by-case basis, and the PEIR should include an assessment of whether direct and indirect emissions associated with the project are accounted for in the Ozone Plan’s emissions growth assumptions, and whether the project is consistent with policies adopted in the Ozone Plan. The Ozone Plan relies primarily on land use, population, and on-road emissions projections provided by the California Air Resources Board (CARB) as a basis for vehicle emission forecasting.

3. Land Use Conflicts Related to Mixed Use Incompatibility and Air Pollutant Emissions. The PEIR should examine whether any of the operations associated with the proposed project will result in air quality impacts to sensitive land uses such as residential, childcare facilities, schools, or senior living communities. As individual projects move forward, it is important to keep in mind that some uses may not be compatible and could result in potential nuisance problems and/or health risk impacts (i.e. odors, dust, toxic air contaminants such as diesel particulate emissions from trucks). Therefore, we recommend that siting of individual uses near sensitive receptors be carefully evaluated to avoid potential nuisance issues and minimize exposure to air pollutant emissions.

4. Increase in Criteria Pollutant Emissions from Proposed Project. The PEIR should present significance thresholds for ozone precursor emissions (reactive organic compounds [ROC], and oxides of nitrogen [NO_x]) and particulate matter and determine whether the proposed project will produce emissions in excess of the thresholds. The District's *Environmental Review Guidelines for the Santa Barbara County APCD* (available at www.ourair.org/landuse) contains the District Board-adopted criteria for evaluating the significance of air quality impacts for District projects. In the absence of locally adopted thresholds, the District recommends that these thresholds be used to determine the significance of air quality impacts.

If the proposed project exceeds the significance thresholds for air quality, mitigation should be applied to reduce those emissions as appropriate under CEQA. Section 6 of the District's [Scope and Content](#) document offers ideas for air quality mitigation. However, project-specific measures should be developed that are pertinent to the specific project. Mitigation measures should be enforceable through permit conditions, agreements, or other legally binding instruments. The PEIR should include a Mitigation Monitoring and Reporting Plan (MMRP) that explicitly states the required mitigations and establishes a mechanism for enforcement.

5. Construction Impacts. The PEIR should include a description and quantification of potential air quality impacts associated with construction activities for the proposed project. Section 6 of the District's *Scope and Content* document presents recommended mitigation measures for fugitive dust and equipment exhaust emissions associated with construction projects. Construction mitigation measures should be enforced as conditions of approval for the project. The PEIR should include a Mitigation Monitoring and Reporting Plan that explicitly states the required mitigation and establishes a mechanism for enforcement.

6. Asbestos Reporting Requirements. If the project will involve any demolition or renovation of existing structures, the EIR should include a discussion of how materials will be removed in compliance with District Rule 1001 – National Emission Standards for Hazardous Air Pollutants (NESHAP) – Asbestos. Advance notification to the District may be required before asbestos is disturbed and/or removed. For additional information regarding asbestos notification requirements, please visit our website at www.ourair.org/asbestos.

7. Global Climate Change/Greenhouse Gas Impacts. The PEIR should include a quantification of GHG emissions from all project sources (direct and indirect), present significance thresholds, and determine the significance of impacts. In addition, we recommend that climate change impacts be mitigated to the extent reasonably possible, whether or not they are determined to be significant.

At a minimum, the Housing Element and CAP Update should include any feasible greenhouse gas reduction measures as applicable from the following sector-based list:

- Energy use (energy efficiency, low carbon fuels, renewable energy)
- Water conservation (improved practices and equipment, landscaping)
- Waste reduction (material re-use/recycling, composting, waste diversion, waste minimization)
- Architectural features (green building practices, cool roofs)
- Transportation (reduce vehicle miles traveled, vehicle trips, and peak-hour travel, compact and transit-oriented development, pedestrian- and bicycle-friendly communities)
- Electric Vehicle Infrastructure (EV charger installation, installation of pre-wiring for future EV chargers) see www.ourair.org/sbc/plug-in-central-coast/ for more information.

For guidance regarding greenhouse gas analysis for CEQA environmental documents, please refer to the CAPCOA CEQA & Climate Change document available at www.capcoa.org. CAPCOA has also published *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, an extensive sector-by-sector compendium of project-specific mitigation measures, including quantification methods to calculate GHG reductions. The Handbook is available at www.caleemod.com/handbook.index.html. In addition, the District has identified some potential strategies for local GHG mitigation that could be implemented in Santa Barbara County; these strategies are summarized and posted on the District's website at www.ourair.org/ghgmitigation-sbc.

We hope you find our comments useful. We look forward to reviewing the Draft PEIR. Please contact me at (805) 979-8336 or via email at HamiltonT@sbcapcd.org if you have questions.

Sincerely,

Ted Hamilton

Ted Hamilton,
Air Quality Specialist
Planning Division

Attachments: Public Health and High Traffic Roadways
Guidance for Development near Busy Roadways in Santa Barbara County

cc: Planning Chron File

Public Health and High Traffic Roadways

California Air Resources Board Recommended Policy:

Sensitive land uses such as residences, schools, day care centers, playgrounds, and medical facilities should not be sited within 500 feet of:

- A freeway
- Urban roads with 100,000 or more vehicles/day
- Rural roads with 50,000 or more vehicles/day

(Ref. *"Air Quality and Land Use: A Community Health Perspective."* California Air Resources Board. April 2005)

Reason for the Policy:

Many studies show that living in proximity to freeways and other high traffic roadways leads to adverse health effects beyond those associated with regional air pollution. A number of studies that focused on children have found slower lung development and significant increases in the incidence of lung disease, such as asthma, bronchitis, and decreased lung function, in children who live or attend school near heavily travelled roadways. In addition to children, seniors, and people with heart and lung conditions are considered particularly sensitive to effects of air pollution. Residence in high-traffic areas has been shown to increase the risk of mortality within a cohort of male veterans.

Health Studies:

The results of health studies suggests that it is important to avoid exposing children and other sensitive populations to the elevated air pollution levels near freeways and other high traffic roads. While particulate pollution is suspected as contributing the most to the adverse health effects, studies have not yet determined which specific pollutants and sources (cf. diesel particulate, re-entrained roadway dust particulate, NO₂ vehicle exhaust, diesel trucks vs. gasoline cars, &c.) are responsible. Additional studies are underway. While significant adverse health effects were observed in children who lived within 1,500 feet of a freeway (Gauderman, 2007), the studies indicate a substantial benefit to a 500-foot separation (McConnell, 2006).

Key Findings:

- Reduced lung function in children is associated with traffic density within 1,000 feet and the strongest association is within 300 feet of the roadway. (Brunekreef, 1997)
- Children living within 550 feet of heavy traffic have more medical visits than children who live further away from traffic. (English, 1999)
- Increased asthma hospitalizations are associated with living within 650 feet of heavy traffic. (Lin, 2000)
- Asthma symptoms increase with proximity to roadways and the risk is greatest within 300 feet. (Venn, 2001)
- Asthma and bronchitis symptoms in children are associated with proximity to high traffic in a community with good overall regional air quality. (Kim, 2004)
- Children living within 150 – 200 meters (~450 feet – 600 feet) of heavy traffic have higher rates of asthma than children living further away from traffic. (McConnell, 2006)
- Children living within 500 meters (~1,500 feet) of heavy traffic have significantly slower lung development than children living further away from traffic. (Gauderman, 2007)
- Survival of members of the Washington University-EPRI Veterans Cohort is strongly and robustly associated with county-average levels of traffic related air pollution and mortality relationships are stronger in the counties with higher levels of traffic density. (Lipfert et al, 2009)
- The mortality rate of stroke survivors is positively correlated to their proximity to a high-traffic roadway (more than 10,000 vehicles/day). (Wilker et al, 2013)
- When elderly individuals with coronary artery disease are exposed to traffic-related air pollutants there are changes in the expression of gene pathways adversely affecting cardiovascular health (Delfino, 2014)

Applicability to Santa Barbara County:

The studies covered children in a variety of urban environments living in proximity to roadways covering a wide spectrum of traffic volumes. The adverse health effects were measured at traffic volumes as low as 41,000 vehicles per day (English, 1999) and between 80,000 and 150,000 vehicles per day (Brunekreef, 1997). Highway 101, through Santa Barbara County, experiences traffic volumes within the range where health effects have been

observed. Also, some parts of Highway 101 see over 7,000 diesel trucks per day (SBCAG). Furthermore, running parallel to Highway 101 through the southern portion of Santa Barbara County is a rail corridor that contributes significantly to the pollution levels near the highway (cf., rail contributes an additional 10% or 0.07 tons per day to mobile source generated PM₁₀ emissions in Santa Barbara County).

2014 Average Daily Traffic (ADT) Volumes for Highway 101 (Caltrans):

US 101 at Ventura/Santa Barbara County Line = 67,200 ADT (Ahead)

US 101 at Las Positas/Route 225 = 131,000 ADT (Back); 137,000 ADT (Ahead)

US 101 at Storke = 65,600 ADT (Back)

US 101 at Santa Barbara/San Luis Obispo County Line = 69,400 ADT (Back)

Conclusion:

In order to protect the public health, especially the health of children, from the adverse effects of air pollutants generated by traffic on Highway 101, land use policies should prohibit the construction of new residences, schools, day care centers, playgrounds, and medical facilities within 500 feet of Highway 101. No other roadways in Santa Barbara County currently have estimated traffic volumes at the magnitude for which the proximity studies have identified adverse health effects.

References:

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- Peters, John M., M.D., Sc.D. *"Epidemiologic Investigation to Identify Chronic Effects of Ambient Air Pollutants in Southern California (USC Children's Health Study)."* California Air Resources Board (May 2004).
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**Santa Barbara County
Air Pollution Control District**

Our Vision  Clean Air

**Development near Busy Roadways: Guidance for Santa Barbara County
June 2017**

In April of 2017, the California Air Resources Board (CARB) released a Technical Advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways* (see www.arb.ca.gov/ch/landuse.htm). The focus of the Technical Advisory is to identify strategies to help decrease air pollution exposure near freeways and high-volume roadways. These recommendations are based on health studies and on CARB's *Air Quality and Land Use Handbook* guidance.

This supplemental guidance highlights relevant sections of the Technical Advisory and provides additional context for Santa Barbara County.

Public Health Impacts Near High-Volume Roadways

Studies show that air pollution from major roadways can seriously affect the health of people in the communities nearby. While vehicle emission rates have declined over time due to increasingly stringent emissions standards for cars and trucks, recent studies continue to show high near-roadway concentrations and serious health impacts linked to traffic emissions. In fact, time-of-day studies have found that near-roadway pollution exposure has been previously underestimated.

In addition, vehicle standards primarily focus on reducing tailpipe emissions, but non-tailpipe particulate matter emissions – like road dust, tire wear, and brake wear – currently account for more than 90 percent of PM₁₀ and 85 percent of PM_{2.5} emissions from traffic. Both epidemiological and toxicological studies show an association between these pollutants and cardiovascular and pulmonary effects.

In Santa Barbara County, Highway 101 is the only roadway considered a “high-volume roadway,” defined as a roadway that has average daily traffic in excess of 50,000 vehicles in a rural area, or 100,000 vehicles in an urban area. Therefore, the Technical Advisory’s strategies are applicable to development along Highway 101.

Recommendations for New Development

For new development being considered countywide, the Santa Barbara County Air Pollution Control District recommends that sensitive land uses such as residences, schools, day care centers, playgrounds, and medical facilities should not be sited within 500 feet of Highway 101. In addition, outdoor sports facilities and active outdoor recreation areas should not be sited within 500 feet of Highway 101. The District continues to recommend policies that require re-designing projects so that sensitive receptors are moved at least 500 feet away from Highway 101 to reduce potential health impacts. Commercial or visitor-serving land uses, with fewer long-term health implications, should be considered for locations closer to the freeway.

Strategies to Reduce Health Impacts

CARB’s Technical Advisory highlights benefits of compact infill development, including facilitating active transportation, supporting transit operations, facilitating community connectivity, and furthering SB 375 greenhouse gas reduction goals. The Technical Advisory also acknowledges that there are existing

developments near high-volume roadways and many strategies included in the advisory apply to those areas as well.

However, as stated in the Technical Advisory (page four):

“It is important to note that this Technical Advisory is not intended as guidance for any specific project, nor does it create any presumption regarding the feasibility of mitigation measures for purposes of compliance with the California Environmental Quality Act (CEQA).”

The Technical Advisory also notes the importance of the local context, and the fact that certain strategies may not be appropriate for specific locations.

While some of the strategies discussed in the Advisory would not apply to projects near Highway 101, measures that could potentially reduce air pollution exposure from Highway 101 include: ***solid barriers***, ***vegetation***, and ***high-efficiency filtration***.

Lead agencies should consider the following points regarding these potential strategies.

- In general, agencies need to consider the site-specific factors that may play a significant role in whether an exposure-reduction strategy will be effective without resulting in negative, unintended consequences. Agencies should consider topographical, meteorological, and time-of-day factors (e.g., roadway versus development height, wind direction, and pollution amounts and sources).
- As stated in the Advisory, health effects are related to a variety of conditions—not just emission rates and pollution concentrations—so it is difficult to draw conclusions about health outcomes based on the implementation of these strategies.
- Solid barriers and vegetation could have the effect of decreasing on-road pollution concentrations in some locations, while increasing them in other locations. Pollutants can concentrate and creep around gaps and edges of solid barriers. Gaps should be avoided and edges should be placed to minimize exposure to sensitive groups.
- If solid barriers disrupt network connectivity, they can increase vehicle miles traveled.
- The effects of vegetation barriers are mixed. Most studies that showed a beneficial impact were conducted on the East Coast and Europe where vegetation types and densities differ from California's. The greatest effectiveness has been observed with extremely dense vegetative stands that provide a solid barrier (with no gaps or edges, from ground-level to the top of the canopy).
- If particle filtration systems are implemented, higher efficiency filters (at least MERV 13 to MERV 16) should be installed.
- Regular operation and maintenance is necessary for highest filter and ventilation efficiency. These are difficult conditions to enforce for residential uses, as they depend on choices by individual residents. If people ventilate their residences with open windows or doors instead of using a mechanical ventilation system, the filtration system will not be effective. High-efficiency filter maintenance can be costly, and operating whole-house filtration systems can increase electrical costs.
- Gaseous pollutants, such as ozone, oxides of nitrogen, and volatile organic compounds pose health risks. Most filtration systems are not effective at reducing concentrations of gaseous pollutants.

For more information, please visit our website at www.ourair.org/land-use/ and the California Air Resources Board website at www.arb.ca.gov/ch/landuse.htm.

May 5, 2022

Dear Ms. Pujo:

Thank you for this opportunity to submit comments in response to the Notice of Preparation for the 2022 Program Environmental Impact Review (PEIR) for the Climate Action Plan (CAP) and the Housing Element Update (HEU).

Greenhouse Gas Impacts. Given that both the CAP and HEU are a part of the PEIR, I anticipate that much of the discussion will focus on the climate impacts of increasing housing density in strategic commercial sections of our city. One commonly cited implication of and justification for increasing density in the Central Business District (CBD) is that it reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions because more workers will live near their jobs.

While I understand concentrating housing closer to jobs theoretically translates into less commuting and less pollution, this seems like an over-simplification of a rather complex set of factors. As such, here are some related questions and concerns that I hope the PEIR's GHG discussion will address:

- 1) How will the income levels of commuters and the affordability of housing be considered?
Will the consultant's evaluation of VMT assume that all commuters make the same salary and that new homes built are affordable to all commuters? If so, this analysis does not reflect Santa Barbara's reality. There is a growing disparity in the type of housing that is being built and the type of housing that is needed by most workers. As indicated in Appendix A, most of the housing produced in this Housing Element 5th Cycle is in the "above moderate" income category, as defined by the Regional Housing Needs Assessment (RHNA). At the same time, our production of moderate, low, and very low-income housing is lagging significantly behind. What would be helpful to know is: a) the income levels of commuters, b) the income levels of most jobs downtown (or wherever added density is being considered), and c) the degree to which new projected housing density downtown (or elsewhere) matches or doesn't match downtown job and commuter income levels. VMT and GHG could then be more accurately calculated based on different scenarios of how well the affordability level of our future housing production aligns with the income levels of jobs and commuters. Most of the hospitality and retail workers who are commuting from North County or Ventura County, for example, can't afford the predominantly new market-rate housing we've produced downtown. If Santa Barbara continues along this same trajectory—i.e. building new housing that is unaffordable to most of its workers—then the impacts to GHG emissions may in fact worsen overtime.
- 2) How much do other preferences influence commuters' choices to live near their jobs?
Hard to believe, but not everyone who has a job in Santa Barbara wants to live here. How will the study take into account workers who prefer to commute because they

desire more square footage, larger backyards, room for horses and agriculture, and proximity to nature, etc? Santa Barbara is a unique geographical area, and unlike large urban metropolitan areas, people may choose to commute 30 minutes because the quality of life is arguably better somewhere outside the city. To what degree does the VMT and housing density analyses take into account commuters who chose to live elsewhere regardless of available housing? Could this be measured and weighed by surveying commuters?

- 3) How will the increase in remote work be factored into the methodology? Given that many companies are allowing employees to indefinitely work from home, how is this new post-Covid scenario being factored into the VMT and GHG calculations? In downtown Santa Barbara, for example, most of our tourist industry, hospitality, and retail workers must report to work so counting their VMT makes sense. However, counting the VMT of people who work in high-tech or administrative jobs would lead to inaccurate climate impact data since many are likely to be logging in remotely. Would it be better for GHG emissions, therefore, to concentrate more deed-restricted affordable housing downtown?

Besides differences in VMT, in what other ways do different income households vary in their GHG emissions? Climate research widely acknowledges that there are significant [differences in carbon footprints made by wealthy versus poorer populations](#). Will these income differences be identified in the PEIR and taken into consideration when projecting out the climate impacts of housing scenarios to the year 2035? Would building a higher percentage of market-rate/above moderate housing units have a greater negative GHG effect than if we built a higher percentage of moderate and below income housing? Knowing such information could inform policies aimed at incentivizing one type of housing over another and give direction to the prioritization of financial resources for subsidizing affordable housing.

Population and Housing Impacts. The PEIR will examine different buildout scenarios and potential impacts of the next Housing Element 6th Cycle which includes an ambitious, if not unattainable, goal of building 8,001 housing units by the year 2031.

Disaggregate data by income and be clear on terminology. Once again, any PEIR population projection and housing impact discussion would be most helpful if data were disaggregated by the RHNA income levels of above moderate, moderate, low, and very low income whenever possible (see Appendix B).

The terminology used for housing can be confusing and should be clarified. For example, there is "Capital A-Affordable" housing that is subsidized and deed-restricted to be inhabited by people at a certain income level. There is also "naturally affordable," older, more deteriorated housing stock that isn't deed-restricted and that has rents which may be affordable to lower income residents. However, this type of housing stock is also most at risk of being developed, demolished and/or converted into market rate housing.

Lastly, there is new market-rate housing that falls into RHNA's "above moderate" income category. Market rate housing is not deed-restricted and, is therefore, unaffordable to residents whose incomes fall into the moderate and below income categories. Therefore, new market rate/above moderate income housing should not be referred to as "affordable," even if the footprint is smaller (e.g., "microunits") or designed somehow differently to be cheaper. Cheaper market rate housing is not the same as deed-restricted affordable housing with a Capital A.

Analyses should show how new market rate housing compounds population growth and affordable housing impacts. If the City builds out fully to meet the 6th cycle RHNA targets, there are likely to be many direct, indirect and cumulative adverse impacts that would be unmitigatable. As if that isn't bad enough, I hope the PEIR will show how these impacts are compounded and exacerbated by the multiplier effect that happens to population growth and housing as a result of building new housing. In short, new housing induces an additional layer of population growth because of the workers required to support and provide services to new households. This additional worker population meanwhile increases the demand for more housing, most of which needs to be affordable.

For example, [the City's own 2017 Keyser Marston Associates \(KMA\)](#) nexus study found that every time market-rate housing is built there is an increased demand for workers and housing across all income levels. The additional demand for workers and housing varies by the type of market rate housing built. This is numerically illustrated in KMA's chart in Appendix C. That chart shows that for every 100 "medium high density for-sale" market rate units built there is an increased demand for 48.5 new worker households. Thirty-seven (37) of those workers have salaries that fall into the moderate to very low category. At the other end, for every new 100 "priority overlay rental" market rate units there is an additional 25.7 new worker households and 14.5 of those households were at the moderate and below income level. And all of these new worker households also need new housing — and most of it needs to be deed-restricted affordable housing. I hope the PEIR will point out this snowballing population growth effect that is a result of building new housing.

Please alert us to "danger-danger." Ironically the 2010 Final PEIR for the General Plan predicted the affordable housing shortfall we're facing today and underscored the need to prioritize building affordable housing over other housing, especially given environmental impacts (see Appendix D). Sadly those conclusions and suggestions were largely unheeded or forgotten. Therefore, when writing the PEIR, I encourage the City and the consultant to not remain neutral in tone when the facts are clear. Instead use all the graphic and language tools at your disposal to convey to the public urgency and what is really at stake if one direction is chosen over another.

Given that the City's resources, infrastructure and ability to absorb impacts are finite, if we're going to add housing density it better be the right kind and in the right location. Unfortunately, we spent the past decade implementing policies and incentivizing the building of the wrong kind of housing to the detriment of our workforce. We can't waste another ten years doing more of the same.

Thank you for your time and consideration of my comments.

Respectfully yours,

Lisa Carlos, MPA
Resident

Appendices A, B, C and D attached

APPENDIX A

Housing Production for the Current 5th Housing Element Cycle

Table 3-1: Regional Housing Needs Allocation Progress (Housing Units)

RHNA Income Category*		RHNA Allocation	2015-2020 Progress**	2021 Progress**	Total Progress**	Remaining Allocation
Very Low	Deed Restricted	962	120	0	120 (12.5%)	842
	Non-Deed Restricted		0	0		
Low	Deed Restricted	701	84	28	112 (16%)	589
	Non-Deed Restricted		0	0		
Moderate	Deed Restricted	820	0	0	4 (.5%)	816
	Non-Deed Restricted		4	0		
Above Moderate		1,617	1,121	235	1,356 (84%)	261
Total		4,100	1,329	263	1,592	2,508
*Very low income is defined as 30-50% of the area median income (AMI); low income is 50-80% of AMI; moderate income is 80-120% of AMI; and above Moderate is >120% of AMI. **Progress is measured by projects that received a building permit.						

Source: [2021 General Plan Progress Report](#), City of Santa Barbara, p. 3-2. Percentages added.

APPENDIX B

Upcoming 6th Housing Element Cycle (2023-31) RHNA Allocations by City for Santa Barbara County

Jurisdiction	RHNA Allocation	Allocation by Income Level			
		Very Low	Low	Moderate	Above Moderate
Carpinteria	901	286	132	135	348
Santa Barbara	8,001	2,147	1,381	1,441	3,032
Goleta	1,837	682	324	370	461
Uninc. (South Coast)	4,142	809	957	1,051	1,325
Lompoc	2,248	166	262	311	1,509
Uninc. (Lompoc Valley)	521	209	72	54	186
Santa Maria	5,418	1,032	536	731	3,119
Guadalupe	431	3	24	77	327
Uninc. (Santa Maria Valley)	721	262	118	118	223
Solvang	191	55	39	22	75
Buellton	165	55	37	30	43
Uninc. (Santa Ynez Valley)	280	93	53	57	77
County Total	24,856	5,799	3,935	4,397	10,725
Total Unincorporated	5,664	1,373	1,200	1,280	1,811

Source: p. 2, [City Council Staff Report, April 13, 2021](#)

APPENDIX C

The Demand for Additional Affordable Housing Created by Market Rate Housing

<i>New Worker Households per 100 Market Rate Units</i>						
	<i>Priority Overlay Rental</i>	<i>High Density Rental</i>	<i>Medium High Density Rental</i>	<i>Priority Overlay For-Sale</i>	<i>High Density For-Sale</i>	<i>Medium High Density For-Sale</i>
Extremely Low (0%-30% AMI)	1.8	1.8	1.9	3.0	3.2	3.5
Very Low (30%-50% AMI)	6.0	6.1	6.3	10.1	10.7	11.6
Low (50%-80% AMI)	7.5	7.6	7.9	12.5	13.3	14.4
Moderate (80%-120% AMI)	3.2	3.3	3.4	5.4	5.7	6.1
Total, Less than 120% AMI	18.4	18.8	19.6	31.0	33.0	35.6
Greater than 120% AMI	7.3	7.4	7.7	11.9	12.7	12.9
Total, New Households	25.7	26.2	27.3	43.0	45.7	48.5

Source: [2017 Keyser Marston Associates study, Appendix B, p. 4 and 33](#)).

APPENDIX D

Excerpt from the 2010 Final Program Environmental Report for the “Plan Santa Barbara” General Plan

Proposed Plan Santa Barbara policies to assist in housing for the workforce (*Policy numbers may have changed with subsequent drafts of the Plan*):

Housing Availability: Policies provide strong direction to limit non-residential growth in favor of new residential development, and to seek regional solutions to the existing jobs/housing imbalance (LG1-Resource Allocation Priority, LG2-Limit Non-Residential Growth, LG11-Community Benefit Residential Land Uses, and LG14-Regional Land Use Blueprint). Policies also provide direction to increase production of affordable and workforce-oriented housing within the MODA (Policies H4-Unit Size and Density, H10-Density Incentive for Sustainable Resource Use, H13-Residential Density Standards, and H14-Second Unit Incentives).

Wages and Employment: Policies supporting business and employment (ER3-Economic Development Plan and Special Studies, to prepare plans to aid start up and green businesses; EF9-Livable Wages, to recruit or retain businesses that provide livable wages; EF10-Infrastructure Improvements, to prioritize capital improvements to retain or expand businesses; EF11-Technology, to encourage and invest in technology to support local business; EF15-Protect Industrial Zoned Areas, to retain land to support well paid jobs in trades, product development and green businesses, and EF19-Coordinate with SBCC, to provide a skilled and knowledgeable labor pool).

Affordable Housing Demand: Policies would limit net new non-residential expansion, and prioritize scarce resources for affordable housing (LG1-Resource Allocation Priority, LG2-Limit Non-Residential Growth). Policy LG14-Regional Land Use Blueprint would promote cooperation and planning with neighboring jurisdictions, including for the provision for affordable housing.

Affordable Housing Provision: Policies would prioritize development of affordable housing over all other new development (LG1-Resource Allocation Priority). Policies would also include incentives to provide increase affordable housing production, decrease unit size and include affordable housing in new multi-family and mixed-use development (LG11-Community Benefit Residential Land Uses would; H3-Average Multi-Family Residential Unit Size; H5-Incentives for Affordable-By-Design Units; H6-Promote Affordable and Workforce Housing Production; H9-Inclusionary Affordable Housing Amendments). Policies would also encourage UCSB and SBCC to provide affordable housing for students, faculty, and staff (H8-Educational Institutions). Policies would encourage pursuit of legislative amendments or other opportunities for the extension of RDA funding (H17- Redevelopment Funding for Affordable Housing).

EIR Population and Jobs/Housing Balance Implications Analysis

Potential Effects of Growth in 2030: Increased population, jobs/affordable housing ratio worsened.

Existing and Proposed Plan Santa Barbara Policies: Potential effects would be lessened by proposed policies that restrict unit sizes and promote construction of affordable and workforce housing.

Plan Santa Barbara Effects: Jobs and housing would be in balance for the small increment of growth; affordable housing production could likely decline and a substantial shortfall in affordable housing supply could continue for the City as a whole.

Comparative Effects of Alternatives: No Project/Existing Policies - similar for jobs/housing and growth, greater for affordable housing; Lower Growth - similar for jobs/housing, greater for affordable housing, less for growth; Additional Housing - less for jobs/housing and affordable housing, substantially greater for growth.

Chris Bersbach

From: Julia Pujo <JPujo@SantaBarbaraCA.gov>
Sent: Friday, May 6, 2022 9:30 AM
To: Chris Bersbach
Cc: Daniel Gullett
Subject: [EXT] Fw: Housing Element and Climate Action Plan PEIR (Addendum)
Attachments: Screen Shot 2022-05-06 at 7.49.47 AM.png; Screen Shot 2022-05-06 at 7.50.02 AM.png

CAUTION: This email originated from outside of Rincon Consultants. Be cautious before clicking on any links, or opening any attachments, unless you are confident that the content is safe.

More NOP comments

[Seal of the City of Santa Barbara]

Julia Pujo

Environmental Analyst

CITY OF SANTA BARBARA, Community Development

(805) 564-5470 | JPujo@SantaBarbaraCA.gov

SantaBarbaraCA.gov<h\S ps://nam10.safelinks.protection.outlook.com/?url=h\S p%3A%2F%2Fsantabarbaraca.gov%2F&am p;data=05%7C01%7Ccbersbach%40rinconconsultants.com%7C898ad7bdbe3148a625c508da2f7dac0c%7C0601450f05594ee5b99257193f29a7f8%7C0%7C0%7C637874514187860312%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=gUZc3QRZnz2MwggwusYjQ88u9eDPBB3%2BkGBLKG5b46g%3D&reserved=0>

From: Lisa C <lisacarlosq@gmail.com>

Sent: Friday, May 6, 2022 8:30 AM

To: Julia Pujo

Cc: Daniel Gullett ; Melissa Hetrick

Subject: Housing Element and Climate Action Plan PEIR (Addendum)

EXTERNAL

Dear Ms. Pujo -

After submitting my 5/5/22 written comments on the NOP for the CAP & HEU PEIR, I uncovered a 2018 study which I would like to add to my comments and share with the City and consultants, titled "Affordable Housing Program Strategies and Rates," by Clifton, A et.al.

<h\S ps://nam10.safelinks.protection.outlook.com/?url=h\S ps%3A%2F%2Fdot.ca.gov%2F%2Fmedia%2Fdot-media%2Fprograms%2Fresearch-innovation-system-information%2Fdocuments%2Ffinal-reports%2Fca18-2465-finalreport-

a11y.pdf&am p;data=05%7C01%7Ccbersbach%40rinconconsultants.com%7C898ad7bdbe3148a625c508da2f7dac0c%7C0601450f05594ee5b99257193f29a7f8%7C0%7C0%7C637874514187860312%7CUnknown%7CTWFpbGZsb3d8eyJWljiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=ofOAoOoUQkRq0SuHVDIIxmwYlZP0q03A%2Fjo5xMlq4%3D&reserved=0>

This study, commissioned by the CA Department of Transportation, shows a statistically positive relationship between income level of households and Vehicle Miles Traveled (VMT). Essentially, the wealthier a household is, the more VMTs they generate. Lower income households also do not own as many vehicles as higher income households. There are several implications of this study that I am requesting the City and consultant to consider in its analysis:

- 1) Do multifamily Capital A affordable units contribute less to GHG emissions than market rate housing?
- 2) If so, from a GHG emissions perspective should we be prioritizing affordable housing projects over market rate housing developments?
- 3) Do multifamily Capital A affordable housing projects need as many parking space requirements as market rate housing developments?
- 4) Should Capital A affordable housing projects be subjected to transportation mitigation fees or any additional fees by the City given their households contribute less to the carbon footprint?

Below are some data tables that refer to these questions above.

[Screen Shot 2022-05-06 at 7.50.02 AM.png] [Screen Shot 2022-05-06 at 7.49.47 AM.png]

https://nam10.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdot.ca.gov%2F-%2Fmedia%2Fdot-media%2Fprograms%2Fresearch-innovation-system-information%2Fdocuments%2Ffinal-reports%2Fca18-2465-finalreport-a11y.pdf&data=05%7C01%7Ccbersbach%40rinconconsultants.com%7C898ad7bdbe3148a625c508da2f7dac0c%7C0601450f05594ee5b99257193f29a7f8%7C0%7C0%7C637874514187860312%7CUnknown%7CTWFPbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCIMn0%3D%7C3000%7C%7C%7C&sdata=ofOAoOoUQkRq0SuHVDIIzXmWylZP0n03A%2Fjo5xMIq4%3D&reserved=0<https://nam10.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdot.ca.gov%2F-%2Fmedia%2Fdot-media%2Fprograms%2Fresearch-innovation-system-information%2Fdocuments%2Ffinal-reports%2Fca18-2465-finalreport-a11y.pdf&data=05%7C01%7Ccbersbach%40rinconconsultants.com%7C898ad7bdbe3148a625c508da2f7dac0c%7C0601450f05594ee5b99257193f29a7f8%7C0%7C0%7C637874514187860312%7CUnknown%7CTWFPbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCIMn0%3D%7C3000%7C%7C%7C&sdata=ofOAoOoUQkRq0SuHVDIIzXmWylZP0n03A%2Fjo5xMIq4%3D&reserved=0>

Again, as requested in my 5/5 NOP written comments, the consultant should be disaggregating data and conducting analyses based income levels of households. This type of information would be most helpful in supporting the prioritization of policies and programs that both lower GHG emissions and are tailored to where housing needs are the greatest.

Thank you for your time and consideration of my comments.

Respectfully yours,
Lisa Carlos, MPA
Resident

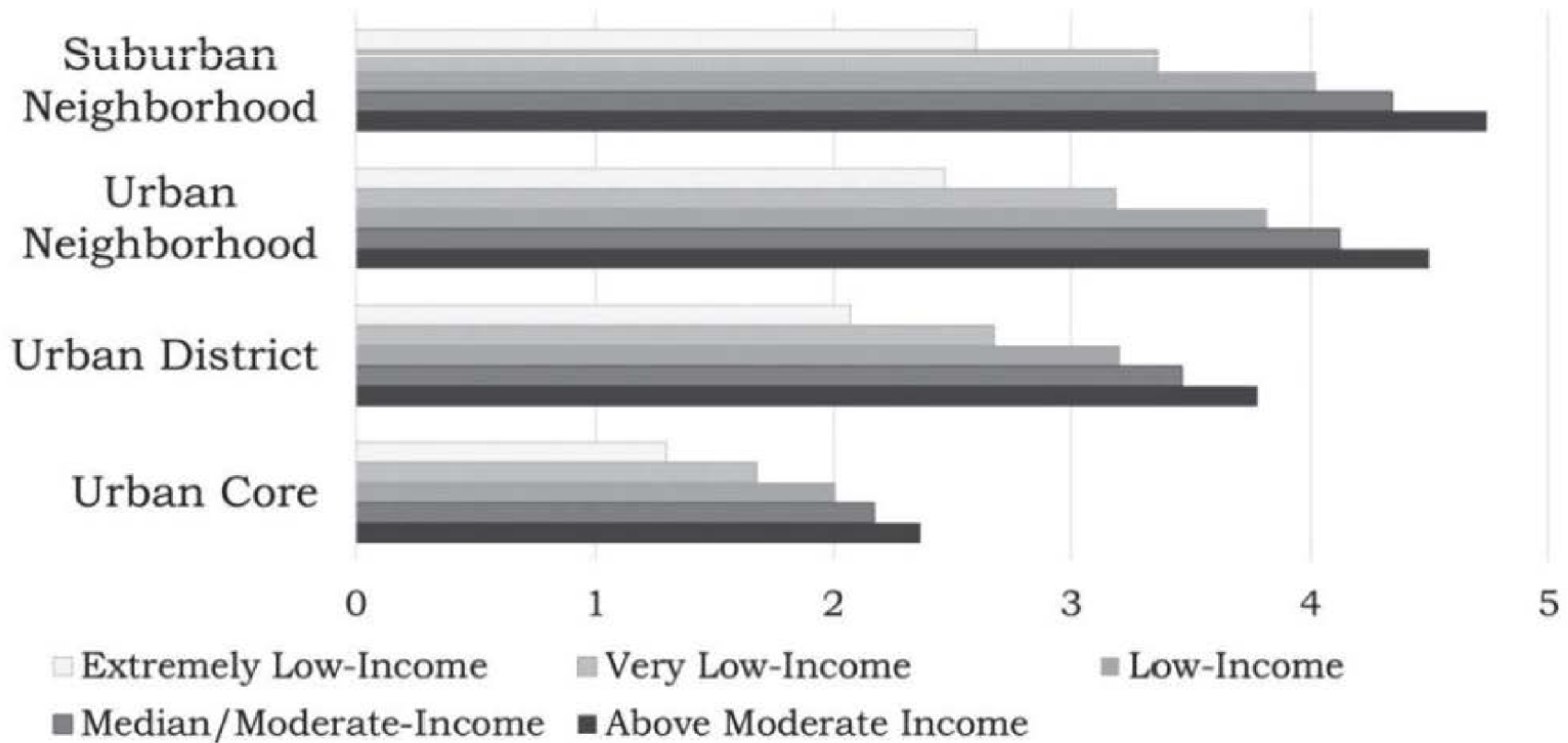


Figure 10 Number of home-based vehicle trips for households living in multifamily housing

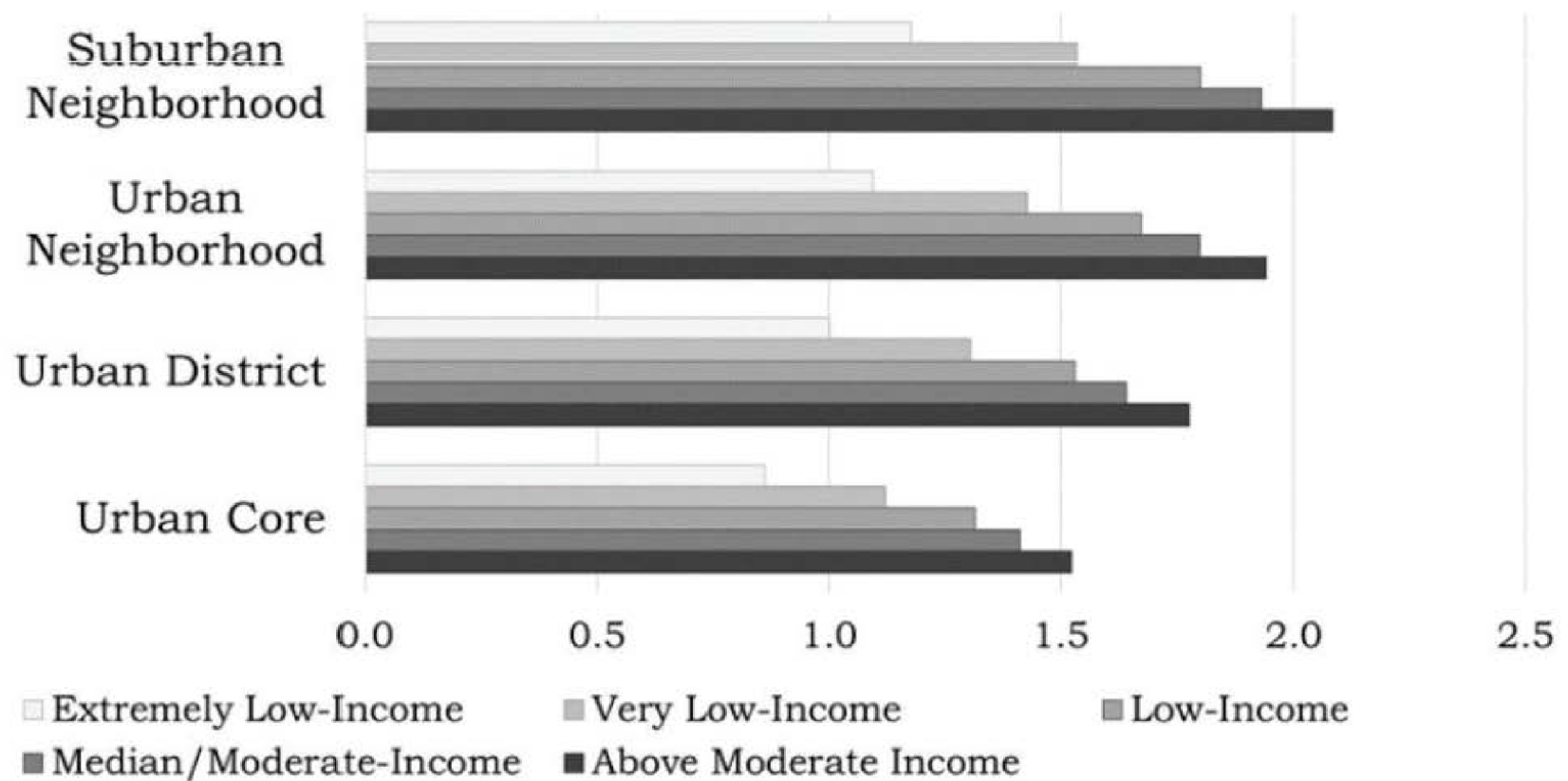


Figure 12 Number of vehicles owned by households living in multi-family housing



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May 7, 2022

To: Julia Pujo, Environmental Analysis
Housing Element Update Planning Staff (Dan Gullett, Rosie Dyste, Renee
Brooke)

Re: April 11, 2022 Notice of EIR Preparation/Notice of Environmental
Scoping Hearing
Project Title: Housing Element and Climate Action Plan Update

Dear Ms. Pujo and Planning Staff,

Allied Neighborhoods Association appreciates the opportunity to comment.

1) What is the project?

Project description, per Notice of EIR Preparation, (pg. 1 of 4): *"The project is the proposed Housing Element Update, Climate Action Plan (CAP) Update, and related land use and zoning amendments."*

Notice of Preparation (pg. 2 of 4). **"Housing Element Update:** *The proposed Housing Element Update will establish programs, policies and actions to further the goal of meeting the existing and projected housing needs of all household income levels of the community; provide evidence of the City's ability to accommodate the Regional Housing Needs Assessment (RHNA) allocation through the year 2031; and identify any land use and zoning amendments needed to reach the required housing capacity."*

The above is quite vague. Despite the lack of details, Allied will provide some comments.

2) Historic Resources. Cultural Resources (which includes historical resources) is an environmental topic in CEQA Appendix G to be analyzed.

The conclusion of the environmental review for historic resources in our current, 2011 General Plan (see Resolution 11-079, Program EIR) was Class 2 - with mitigation measures to be implemented. For the Housing Element Update, it will once again be important to study potential impacts to historic resources and districts (existing and proposed) from new housing and new development.

3) Impacts to Historic Resources from adjacent development.

From the 2021 General Plan Annual Progress Report, Heritage Resources (pdf 31/71), City of Santa Barbara Page 7 GP MMRP Status:

“Heritage Resources

- **Potential Impacts of Growth in 2030:** *Additional development and redevelopment near historic structures and archaeological sites.*
- **General Plan Policies:** *Potential impacts are reduced by existing development policies, ordinances, and design guidelines, and proposed development policies to improve the compatibility of building design near historic structures.*
- **EIR Mitigation Measures: MM HER-1** *would strengthen policies related to construction and development design and density adjacent to historic structures and in historic districts.”*

A major area of concern is impacts to historic resources by adjacent development. (Note – alterations and additions to the actual historic resource on that property are addressed by and need to be consistent with the Secretary of Interior Standards.)

Impact to historic resources by adjacent development needs to be studied during environmental review for the new PEIR. And specifically include impacts from height and massing of new projects adjacent to historic resources; for example, our current AUD Program (adopted after the current PEIR) allows 3-, 4- and 5-story projects in many areas. The Consultant’s Report for Objective Design Standards, (the work effort is called Santa Barbara Design Standards, see sections 4 and 5 below) concludes that every neighborhood, including downtown, is predominantly 1- and 2-story development (Key Findings, Cont’d, pgs. 41, 42).

4) Infill Guidelines were adopted in April 2017. These Infill Guidelines are in both HLC and ABR General Design Guidelines and Meeting Procedures, and include a section about development adjacent to historic resources. In the near-term foreseeable future (next year or so), our adopted Infill Guidelines may be made null, void or superseded by “Santa Barbara Design Standards” for multi-unit housing projects and condos. (This is the same housing discussed in the previous paragraph about the AUD Program.) A consultant was hired, and Work Group meetings began in September 2021.

How adjacency to historic resources is developed in the Santa Barbara Design Standards will be extremely important. It’s our understanding that the State no longer allows new subjective design standards to be developed for housing projects, so the toolbox is now very limited. Also, since our 2011 General Plan, that PEIR and our current Housing Element, State law has also limited the authority of discretionary boards and specifically that design review may NOT reduce the number of proposed residential units. Putting this all together, compatibility of design and development adjacent to historic resources going forward is a major concern of Allied’s.

5) Objective Design Standards Existing Conditions. The consultant's January 19, 2022 108-page Final Report of Existing Conditions only mentions historic resources twice (pgs. 8, 9). All it says is "*1 Historic Resource advocate*" under Focus Group Interviews, and from those interviews a theme of "*Historic Resource adjacency and limitations on zoning envelope*".

With our wealth of historic resources (over 600 designated historic structures such as our Central Library building and the Lobero Theatre), our El Pueblo Viejo area, Brinkerhoff, potential historic districts, etc., it is hard to understand why historic resources are not mentioned in the detailed study of neighborhoods (including downtown) and their characteristics.

6) Infrastructure. It should be anticipated that a lot of new development would occur through 2035 (the new timeframe of the Program EIR, as it's extended); this would take us into the 7th RHNA cycle and into another Housing Element beyond the 6th cycle HEU currently being worked on.

Capacity limitations and condition of our existing infrastructure, and possible need for additional infrastructure, is of concern and needs to be adequately and realistically analyzed in the EIR.

As an example, we remember something about a capacity issue on Upper State (around the general area of the Estancia project being built at the time - 3700, 3800 blocks, give or take a few blocks, of State Street). Think it was a wastewater capacity issue, and had to re-route and connect to other infrastructure nearby.

7) The Program EIR is being extended to 2035, past the HEU timeframe. With this extended time period and anticipated resulting new non-residential development and some additional cycle 7 housing, will they both also be analyzed?

8) Water. With the number of drought years just in the last decade, and climate change, water is a very important topic for environmental review.

Residents have responded to drought conditions with a high level of conservation. The City has a diversified water portfolio, but even then, it has its limitations. To mention a few:

- State Water allocation is unreliable – our allocation this year may only be 5%
- Gibraltar Reservoir. Needs enough rainfall to create surface runoff to begin filling the Reservoir
- Water Purchases. Less availability, higher prices, as statewide drought conditions persist
- Ground Water. A lot of ground water was pumped just a few years ago as drought conditions persisted. Ground water basins have been resting (to replenish is a 5 – 10 year time horizon), and currently ground water is very limited
- Desal Water. Montecito's 50-year desal water purchase agreement with the City to purchase 1,430 acre feet is 45% of our current plant capacity. (at the time, considered "surplus") We should hold off on any additional desal water purchase agreements at this time. What seems like almost constant drought conditions and climate change

impacts are very unpredictable. Our desal plant has a finite potential capacity, mainly because of site size limitation. We should wait until potable reuse is approved by the State (still years off, maybe a decade) and technology is available, for us to evaluate the additional water it could provide - before considering selling more of our desal capacity; we have the largest RHNA housing allocation on the South Coast, the largest tourist economy, and probably the most jobs, etc.

9) The Housing Element Update. Hopefully the Housing Element Update process will facilitate residents and decisionmakers to take an expanded, wider perspective on ***our housing affordability crisis*** with new policies and strategies. ***We should look to focus*** much less time and energy on market-rate housing, and ***more on capital "A" Affordable deed-restricted housing and other strategies that can help free-up existing housing from other uses, lessen competition with hotels for the same land, and provide funding for non-profit Affordable housing developers such as SBHA.*** (See Attachment 1)

A) The Housing Authority's April 25, 2022 letter said they can leverage funds 10.2 to 1 or 8.7 to 1, depending on the type of project. We need to take advantage of this!!

Funding for Affordable Housing needs to be a new Housing Element Goal. A range of funding ideas were presented at the April 28th joint meeting. These included allocating a percentage of TOT, a vacant home and/or vacant commercial property tax, development impact fees for commercial projects, increase TOT by a percentage (like the vote-approved additional TOT for the Creeks Division), and more.

Probably the most expedient Affordable Housing funding would be to allocate a percentage of current TOT; there's a strong nexus, as our tourist economy creates many low wage jobs. TOT revenue is rising quickly and above budget projections, and we've been told during a budget presentation on General Fund revenues that the average room rate increased 40%!

We should not shy away from this idea. Our revenues have really bounced back, and although still some budget challenges, Council needs to prioritize funding for HASB Affordable housing. During the course of weekly Council business, Council finds money to fund new projects, so we strongly recommend Affordable housing (leveraging funding up to 10.2 to 1) should be right up there.

B) Housing Challenges. Our current Housing Element, back in 2015, identified short-term vacation rentals (and second homes) under Housing Challenges (pdf 57/104). It ends by saying *"The use of residential units as short-term vacation rentals and/or only occupied as second homes poses a housing challenge to the City because these uses decrease available long-term housing opportunities for local residents as well as contribute to the increase of housing costs."*

In the Inland area of the City (non-Coastal Zone area), the City needs to step up enforcement of illegal and/or unpermitted short-term vacation rentals.

Many areas of the City do NOT allow permitting of vacation rentals; those zone areas include all single family zones, R-2 and R-M. In Inland areas of the City that allow permitting of vacation rentals, short-term rentals are operating without permits; they need to get permitted and remit TOT, or cease operations.

C) Land zoned for hotel use and land zoned for higher density AUD housing are competing, as very often this prime land is zoned for both. As yet another and another property or building becomes a hotel, it seems the economics may have tipped in favor of hotels (with the big increase in average room rates). Also, it's been reported that there are another 500 hotel rooms in the pipeline. ***We need housing, not more hotels with more low wage jobs.***

The City needs to seriously consider ***disincentivizing*** hotels as a housing strategy. This could be accomplished through policy and amendments to the Zoning Ordinance.

D) Market-rate housing creates a need for more Affordable Housing; this is a conclusion of the 2017 Keyser Marston Study. At 10% Inclusionary, or 15% inclusionary, we are losing ground – and not even staying even.

E) Market-rate rental rates are very high. Allied has been providing to the City advertised AUD rental rates for over a year now. For the almost 60% of our residents that are renters, rents are becoming more and more unaffordable to our workforce and residents. There has been no evidence that building hundreds and hundreds of new apartments brings down prices. Just the opposite – rental rates are probably the highest ever. (Additionally, housing is being monetized as vacation rentals, and a newer trend of offering housing as furnished, especially non-apartment housing.)

F) “Living within our resources” needs to be explicitly stated in our Housing Element, hopefully in both the opening paragraph (as it is today) and in the Goals.

Thank you for consideration of our comments.

Sincerely,
Allied Neighborhoods Association

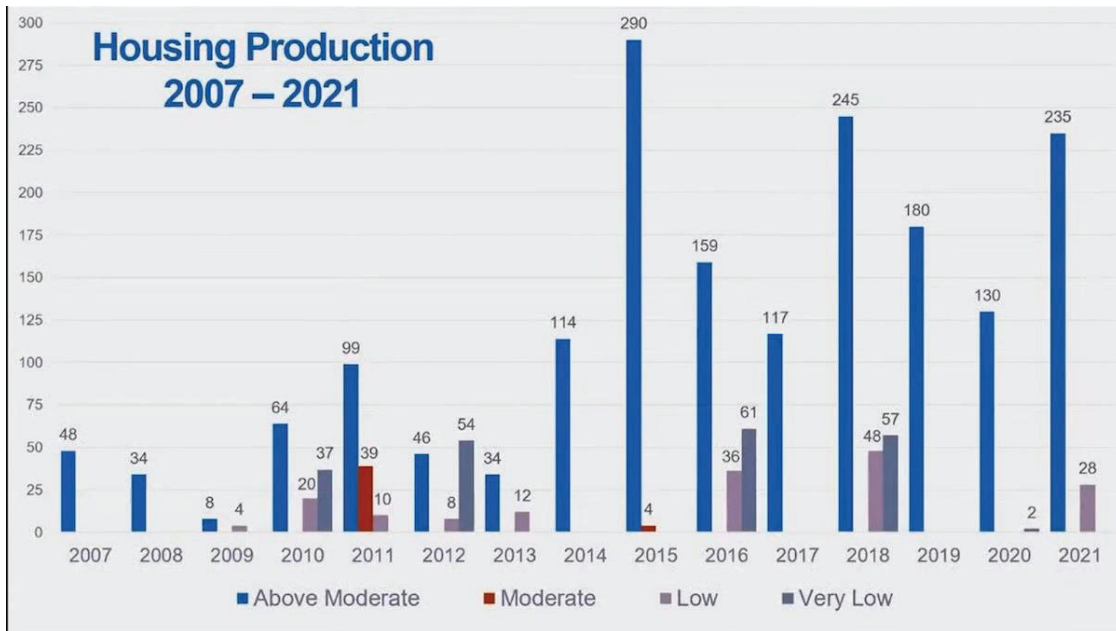
Attachment 1: Housing Production 2007 -2021

Note to HEU Planning Staff: Please consider our comments in Section 9 of this letter to be comments to the Housing Element Update. Thank you.

Cc: Mayor and City Council
Elias Isaacson
Rebeca Bjork
Ariel Calonne
Nicole Hernandez

Attachment 1

Housing Production 2007-2021



From Staff PowerPoint Presentation at the Joint Council and Planning Commission Meeting, April 28, 2021

From: Patricia Saley [<mailto:patriciawsaley@gmail.com>]
Sent: Monday, May 09, 2022 4:02 PM
To: Julia Pujo <JPujo@SantaBarbaraCA.gov>
Cc: Daniel Gullett <DGullett@SantaBarbaraCA.gov>
Subject: Comments on NOP for Housing Element Update and Climate Action Plan

EXTERNAL

Thank you for the opportunity to comment on the Notice of Preparation for the HEU and CAP Program EIR. I understand and appreciate that the HEU goals, policies and actions will be developed in concert with the environmental analysis. I think this approach will result in a largely self-mitigating Housing Element, particularly if more housing can be provided for existing residents, workers and commuters who already live and/or work on the South Coast. While I have some comments and suggestions, I mostly have questions as the NOP gives a 30,000 foot view of the HEU and scope of the PEIR which makes it difficult to provide constructive comments.

1.

Questions relating to the project description and PEIR scope:

a.

What is the baseline year that will be used in the PEIR? The last EIR on the General Plan was certified in 2010, the Climate Action Plan (CAP) was adopted in 2020, it is now 2022 and the RHNA cycle that will be analyzed begins in 2023. A decision needs to be made as to what is the baseline year against which the HEU and CAP will be compared? I suggest that 2020 should be the baseline year as much has changed in the ten years since the 2010 EIR was certified. Whatever year is chosen needs to be explained and justified as it has a direct bearing on the assumptions of existing conditions against which the HEU and CAP will be compared.

b.

What are the “Existing Conditions” assumptions? Depending on the baseline year chosen, the existing conditions at that time need to be clearly spelled out. For example, if the baseline year is pre-pandemic (e.g., 2020), then the State St. promenade closure had not occurred, nor had the e-bike pilot program be initiated. The Average Unit Density program has been in place since 2013, but it is due to expire in February 2024, so a decision needs to be made if it should be considered “existing” or is variable density to be assumed as baseline? I would oppose having the HEU or PEIR consider Floor-to-Area ratios as an approach to housing as that concept has been thoroughly studied and dismissed.

c.

What are the HEU assumptions for the post RHNA 6th Cycle period, i.e., from 2032 to 2035? The Climate Action Plan covers the period through 2035 and the NOP states that it will also address potential impacts through 2035. Given that State HCD requirements tighten with each new cycle, what is assumed for this four year period, i.e., the same proportions of very low, low, moderate and market-rate housing or increased numbers of units at the more Affordable range?

d.

What are the HEU assumptions, especially in light of the Planning Commission and City Council discussion of goals on April 28th? There were many good ideas discussed at the joint meeting which was continued to the Council meeting of May 17th, which is after the close of the NOP comment period. These ideas included:

- Considering a vacancy tax to raise funds for truly Affordable housing;
- Exploring instituting a moratorium on new hotel room applications;
- Clarifying what is meant by “buffer;”
- Reducing the number of short-term rentals and co-ownership properties that remove rental and ownership units from our housing supply;
- Elaborating on what “adaptive reuse” means and how it would be encouraged; and
- Increasing the revenue flow to the Housing Authority to build more Affordable, price-controlled units.

Because we won’t know what the revised draft HEU goals will be until after the close of comment period on the PEIR, it is hard for commenters to provide meaningful comments and suggestions to ensure the PEIR is thorough and complete. This is another reason that I suggest that staff release a revised HEU project description and the revised scope of the PEIR in late May or early June (see Comment 2a below).

2.

Comments:

a.

Provide an updated project description and scope of analysis once public comments are received (after May 11th NOP deadline and Council discussion of Draft HEU goals on May 17th) - Given the lack of detail available, it would be extremely helpful if, sometime in late May or early June, staff released an updated and more detailed HEU project description and updated scope of the PEIR analysis. This updated scope should precede the release of the Housing Needs Assessment and review of the existing Housing Element goals this summer. It should also elaborate as to what other changes to “existing regional and local plans adopted to protect the environment” will be considered (NOP, p. 9). The updated project description and PEIR scope would allow decision-makers and the public to know more about the draft HEU and PEIR scope so that there are not surprises later in the process. Given the extremely tight timeline, this updated scope could help keep things on track and allow questions to be answered earlier in the process.

b.

Analyze constraints and adaptive reuse of existing structures in the site specific analysis - Housing and Community Development (HCD) is requiring a site specific analysis to demonstrate that Santa Barbara has sufficient land area available to accommodate the 8,001 units from the 6th RHNA cycle, plus the additional units that are assumed to be required from 2032 to 2035 (see #1c above). Santa Barbara is nearing build out so it’s important that the environmental analysis factor in existing constraints, including flooding and other climate-related concerns. Also, at the joint Planning Commission/City Council meeting on April 28th, there was a lot of support for

adaptive reuse of structures to retain the character of our town, particularly where historic resources and districts, both existing and proposed, are concerned.

c.

Identify ways to give preference to renters and buyers who already live or work in Santa Barbara - I understand that there are legal issues with “requiring” that new renters or buyers already have a presence in Santa Barbara. Creative ways to promote serving existing residents, workers and commuters should be sought as this would also help lower vehicle miles travelled as outlined in the CAP and other elements of the General Plan.

Thank you again for the opportunity to comment on this extremely important document.

Pat Saley, AICP
patriciaawsaley@gmail.com

Pat Saley
patriciaawsaley@gmail.com

May 11, 2022

Dear Ms. Pujo:

Thank you for the opportunity to submit comments regarding the Notice of Preparation for the 2022 Program Environmental Impact Review (PEIR), including the Climate Action Plan (CAP) and the Housing Element Update (HEU).

We have a question and comment regarding the build-out scenarios for the HEU: will the City be including neighborhoods in the Foothill and Extreme Foothill high fire zones, which encompass the Riviera and adjoining districts, as potential areas where higher density housing might be located? We strongly encourage the City NOT to include these areas as potential sites for higher density housing, due to the high fire danger and the extreme risks associated with a mass evacuation in the event of wildland fire. As you may know, the city council voted late last year not to allow SB 9 lot splits and development in these high fire zones due to wildland fire and evacuation risks.

Thank you for your consideration of our comments.

Sincerely,

Jeff and Bruna Byrne
Residents

Appendix B

CalEEMod Report

City of SB Housing Element Detailed Report

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1.1. Basic Project Information

Data Field	Value
Project Name	City of SB Housing Element
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	2.40
Precipitation (days)	22.8
Location	34.421860573684, -119.70252116931812
County	Santa Barbara
City	Santa Barbara
Air District	Santa Barbara County APCD
Air Basin	South Central Coast
TAZ	3366
EDFZ	8
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	5,417	Dwelling Unit	143	5,200,320	0.00	—	15,493	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	117	234	40.8	640	0.63	0.55	23.0	23.6	0.55	4.05	4.60	2,566	92,330	94,896	224	5.09	188	102,204
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	90.4	209	41.8	370	0.61	0.44	23.0	23.5	0.41	4.05	4.46	2,566	90,650	93,215	225	5.28	41.2	100,449
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	98.6	216	40.3	487	0.59	0.47	21.9	22.4	0.46	3.85	4.31	2,566	87,997	90,562	224	5.03	99.3	97,768
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	18.0	39.5	7.35	88.9	0.11	0.09	3.99	4.08	0.08	0.70	0.79	425	14,569	14,994	37.1	0.83	16.4	16,187
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	240	240	240	—	—	—	—	80.0	—	—	—	—	—	—	—	—	—	—
Unmit.	No	No	No	—	—	Yes	—	No	—	—	—	—	—	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	240	240	240	—	—	—	—	80.0	—	—	—	—	—	—	—	—	—	—

Unmit.	No	No	No	—	—	Yes	—	No	—	—	—	—	—	—	—	—	—	—
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2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	89.3	85.5	37.9	332	0.62	0.44	23.0	23.5	0.41	4.05	4.46	—	63,151	63,151	5.22	3.91	151	64,598
Area	28.1	149	2.86	309	0.01	0.11	—	0.11	0.14	—	0.14	0.00	822	822	0.03	0.08	—	845
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	26,857	26,857	1.67	0.20	—	26,959
Water	—	—	—	—	—	—	—	—	—	—	—	407	1,501	1,907	1.49	0.90	—	2,213
Waste	—	—	—	—	—	—	—	—	—	—	—	2,159	0.00	2,159	216	0.00	—	7,553
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	37.2	37.2
Total	117	234	40.8	640	0.63	0.55	23.0	23.6	0.55	4.05	4.60	2,566	92,330	94,896	224	5.09	188	102,204
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	90.4	86.2	41.8	370	0.61	0.44	23.0	23.5	0.41	4.05	4.46	—	62,292	62,292	5.85	4.18	3.92	63,687
Area	0.00	122	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	26,857	26,857	1.67	0.20	—	26,959
Water	—	—	—	—	—	—	—	—	—	—	—	407	1,501	1,907	1.49	0.90	—	2,213
Waste	—	—	—	—	—	—	—	—	—	—	—	2,159	0.00	2,159	216	0.00	—	7,553
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	37.2	37.2
Total	90.4	209	41.8	370	0.61	0.44	23.0	23.5	0.41	4.05	4.46	2,566	90,650	93,215	225	5.28	41.2	100,449
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	84.8	81.0	38.8	335	0.58	0.42	21.9	22.3	0.39	3.85	4.24	—	59,234	59,234	5.34	3.89	62.0	60,589
Area	13.8	136	1.41	152	0.01	0.05	—	0.05	0.07	—	0.07	0.00	405	405	0.02	0.04	—	417

Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	26,857	26,857	1.67	0.20	—	26,959
Water	—	—	—	—	—	—	—	—	—	—	—	407	1,501	1,907	1.49	0.90	—	2,213
Waste	—	—	—	—	—	—	—	—	—	—	—	2,159	0.00	2,159	216	0.00	—	7,553
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	37.2	37.2
Total	98.6	216	40.3	487	0.59	0.47	21.9	22.4	0.46	3.85	4.31	2,566	87,997	90,562	224	5.03	99.3	97,768
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	15.5	14.8	7.09	61.1	0.11	0.08	3.99	4.07	0.07	0.70	0.77	—	9,807	9,807	0.88	0.64	10.3	10,031
Area	2.52	24.7	0.26	27.8	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	67.1	67.1	< 0.005	0.01	—	69.0
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	4,446	4,446	0.28	0.03	—	4,463
Water	—	—	—	—	—	—	—	—	—	—	—	67.3	248	316	0.25	0.15	—	366
Waste	—	—	—	—	—	—	—	—	—	—	—	357	0.00	357	35.7	0.00	—	1,251
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.17	6.17
Total	18.0	39.5	7.35	88.9	0.11	0.09	3.99	4.08	0.08	0.70	0.79	425	14,569	14,994	37.1	0.83	16.4	16,187

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	89.3	85.5	37.9	332	0.62	0.44	23.0	23.5	0.41	4.05	4.46	—	63,151	63,151	5.22	3.91	151	64,598
Total	89.3	85.5	37.9	332	0.62	0.44	23.0	23.5	0.41	4.05	4.46	—	63,151	63,151	5.22	3.91	151	64,598

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	90.4	86.2	41.8	370	0.61	0.44	23.0	23.5	0.41	4.05	4.46	—	62,292	62,292	5.85	4.18	3.92	63,687
Total	90.4	86.2	41.8	370	0.61	0.44	23.0	23.5	0.41	4.05	4.46	—	62,292	62,292	5.85	4.18	3.92	63,687
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	15.5	14.8	7.09	61.1	0.11	0.08	3.99	4.07	0.07	0.70	0.77	—	9,807	9,807	0.88	0.64	10.3	10,031
Total	15.5	14.8	7.09	61.1	0.11	0.08	3.99	4.07	0.07	0.70	0.77	—	9,807	9,807	0.88	0.64	10.3	10,031

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	26,857	26,857	1.67	0.20	—	26,959
Total	—	—	—	—	—	—	—	—	—	—	—	—	26,857	26,857	1.67	0.20	—	26,959
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	26,857	26,857	1.67	0.20	—	26,959
Total	—	—	—	—	—	—	—	—	—	—	—	—	26,857	26,857	1.67	0.20	—	26,959

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	4,446	4,446	0.28	0.03	—	4,463
Total	—	—	—	—	—	—	—	—	—	—	—	—	4,446	4,446	0.28	0.03	—	4,463

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	111	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	11.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	28.1	26.6	2.86	309	0.01	0.11	—	0.11	0.14	—	0.14	—	822	822	0.03	0.08	—	845
Total	28.1	149	2.86	309	0.01	0.11	—	0.11	0.14	—	0.14	0.00	822	822	0.03	0.08	—	845
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	111	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	11.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.00	122	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00

Consumer Products	—	20.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	2.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.52	2.39	0.26	27.8	< 0.005	0.01	—	0.01	0.01	—	0.01	—	67.1	67.1	< 0.005	0.01	—	69.0
Total	2.52	24.7	0.26	27.8	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	67.1	67.1	< 0.005	0.01	—	69.0

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	407	1,501	1,907	1.49	0.90	—	2,213
Total	—	—	—	—	—	—	—	—	—	—	—	407	1,501	1,907	1.49	0.90	—	2,213
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	407	1,501	1,907	1.49	0.90	—	2,213
Total	—	—	—	—	—	—	—	—	—	—	—	407	1,501	1,907	1.49	0.90	—	2,213
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartme Mid Rise	—	—	—	—	—	—	—	—	—	—	—	67.3	248	316	0.25	0.15	—	366
Total	—	—	—	—	—	—	—	—	—	—	—	67.3	248	316	0.25	0.15	—	366

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	2,159	0.00	2,159	216	0.00	—	7,553
Total	—	—	—	—	—	—	—	—	—	—	—	2,159	0.00	2,159	216	0.00	—	7,553
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	2,159	0.00	2,159	216	0.00	—	7,553
Total	—	—	—	—	—	—	—	—	—	—	—	2,159	0.00	2,159	216	0.00	—	7,553
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	357	0.00	357	35.7	0.00	—	1,251
Total	—	—	—	—	—	—	—	—	—	—	—	357	0.00	357	35.7	0.00	—	1,251

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	37.2	37.2
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	37.2	37.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	37.2	37.2
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	37.2	37.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.17	6.17
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6.17	6.17

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
-------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	29,468	26,597	22,156	10,224,975	83,774	75,612	62,985	29,067,982

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	5417
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
10530648	3,510,216	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
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Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	18,426,697	532	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	190,315,867	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	1,401	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Served
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Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	6.89	annual days of extreme heat
Extreme Precipitation	6.85	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A

Air Quality Degradation	N/A	N/A	N/A	N/A
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The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	20.8
AQ-PM	14.6
AQ-DPM	57.9
Drinking Water	17.3
Lead Risk Housing	36.0
Pesticides	0.00
Toxic Releases	10.6
Traffic	25.1
Effect Indicators	—
CleanUp Sites	92.6
Groundwater	99.8
Haz Waste Facilities/Generators	89.6
Impaired Water Bodies	66.7
Solid Waste	96.3

Sensitive Population	—
Asthma	50.6
Cardio-vascular	29.9
Low Birth Weights	76.6
Socioeconomic Factor Indicators	—
Education	56.7
Housing	42.8
Linguistic	62.2
Poverty	65.4
Unemployment	70.9

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	30.30925189
Employed	38.86821506
Median HI	14.20505582
Education	—
Bachelor's or higher	65.18670602
High school enrollment	100
Preschool enrollment	20.53124599
Transportation	—
Auto Access	3.079686898
Active commuting	95.36763762
Social	—
2-parent households	4.914667009

Voting	77.24881304
Neighborhood	—
Alcohol availability	32.68317721
Park access	81.35506224
Retail density	98.57564481
Supermarket access	94.25125112
Tree canopy	37.67483639
Housing	—
Homeownership	4.093417169
Housing habitability	10.95855255
Low-inc homeowner severe housing cost burden	14.65417683
Low-inc renter severe housing cost burden	51.31528295
Uncrowded housing	36.04516874
Health Outcomes	—
Insured adults	39.07352752
Arthritis	14.6
Asthma ER Admissions	43.6
High Blood Pressure	15.9
Cancer (excluding skin)	24.3
Asthma	23.6
Coronary Heart Disease	8.3
Chronic Obstructive Pulmonary Disease	14.4
Diagnosed Diabetes	31.9
Life Expectancy at Birth	37.7
Cognitively Disabled	12.5
Physically Disabled	13.7
Heart Attack ER Admissions	85.2

Mental Health Not Good	35.7
Chronic Kidney Disease	10.6
Obesity	38.6
Pedestrian Injuries	99.7
Physical Health Not Good	30.9
Stroke	15.1
Health Risk Behaviors	—
Binge Drinking	63.5
Current Smoker	38.5
No Leisure Time for Physical Activity	42.3
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	49.4
Children	33.8
Elderly	23.2
English Speaking	41.7
Foreign-born	42.4
Outdoor Workers	54.5
Climate Change Adaptive Capacity	—
Impervious Surface Cover	36.8
Traffic Density	35.3
Traffic Access	0.0
Other Indices	—
Hardship	70.8
Other Decision Support	—
2016 Voting	69.7

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	62.0
Healthy Places Index Score for Project Location (b)	38.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Operations: Energy Use	No Natural Gas per City Ordinance 6014

Appendix C

CNDBB Special Status Species

Element_Type	Scientific_Name	Common_Name	Federal_Status	State_Status	CDFW_Status	CA_Rare_Plant_Rank
Animals - Amphibians	Rana draytonii	California red-legged frog	Threatened	None	SSC	-
Animals - Amphibians	Taricha torosa	Coast Range newt	None	None	SSC	-
Animals - Birds	Accipiter cooperii	Cooper's hawk	None	None	WL	-
Animals - Birds	Elanus leucurus	white-tailed kite	None	None	FP	-
Animals - Birds	Egretta thula	snowy egret	None	None	-	-
Animals - Birds	Nycticorax nycticorax	black-crowned night heron	None	None	-	-
Animals - Birds	Charadrius nivosus nivosus	western snowy plover	Threatened	None	SSC	-
Animals - Birds	Gavia immer	common loon	None	None	SSC	-
Animals - Birds	Riparia riparia	bank swallow	None	Threatened	-	-
Animals - Birds	Hydroprogne caspia	Caspian tern	None	None	-	-
Animals - Birds	Larus californicus	California gull	None	None	WL	-
Animals - Birds	Sternula antillarum browni	California least tern	Endangered	Endangered	FP	-
Animals - Birds	Thalasseus elegans	elegant tern	None	None	WL	-
Animals - Birds	Pelecanus occidentalis californicus	California brown pelican	Delisted	Delisted	FP	-
Animals - Birds	Nannopterum auritum	double-crested cormorant	None	None	WL	-
Animals - Birds	Coturnicops noveboracensis	yellow rail	None	None	SSC	-
Animals - Birds	Laterallus jamaicensis coturniculus	California black rail	None	Threatened	FP	-
Animals - Birds	Contopus cooperi	olive-sided flycatcher	None	None	SSC	-
Animals - Fish	Eucyclogobius newberryi	tidewater goby	Endangered	None	-	-
Animals - Fish	Oncorhynchus mykiss irideus pop. 10	steelhead - southern California DPS	Endangered	Candidate Endangered	-	-
Animals - Insects	Bombus crotchii	Crotch bumble bee	None	None	-	-
Animals - Insects	Danaus plexippus plexippus pop. 1	monarch - California overwintering population	Candidate	None	-	-
Animals - Insects	Coelus globosus	globose dune beetle	None	None	-	-
Animals - Mammals	Nyctinomops macrotis	big free-tailed bat	None	None	SSC	-
Animals - Mammals	Enhydra lutris nereis	southern sea otter	Threatened	None	FP	-
Animals - Mammals	Bassariscus astutus octavus	southern California ringtail	None	None	FP	-
Animals - Mammals	Corynorhinus townsendii	Townsend's big-eared bat	None	None	SSC	-
Animals - Mollusks	Haliotis kamtschatkana	pinto abalone	None	None	-	-
Animals - Mollusks	Anodonta californiensis	California floater	None	None	-	-
Animals - Reptiles	Anniella pulchra	Northern California legless lizard	None	None	SSC	-
Animals - Reptiles	Anniella spp.	California legless lizard	None	None	SSC	-
Animals - Reptiles	Salvadora hexalepis virgulata	coast patch-nosed snake	None	None	SSC	-
Animals - Reptiles	Emys marmorata	western pond turtle	None	None	SSC	-
Animals - Reptiles	Thamnophis hammondi	two-striped gartersnake	None	None	SSC	-
Animals - Reptiles	Phrynosoma blainvillii	coast horned lizard	None	None	SSC	-
Plants - Vascular	Sanicula hoffmannii	Hoffmann's sanicle	None	None	-	4.3
Plants - Vascular	Baccharis plummerae ssp. plummerae	Plummer's baccharis	None	None	-	4.3
Plants - Vascular	Deinandra paniculata	paniculate tarplant	None	None	-	4.2
Plants - Vascular	Senecio astephanus	San Gabriel ragwort	None	None	-	4.3
Plants - Vascular	Nasturtium gambelii	Gambel's water cress	Endangered	Threatened	-	1B.1
Plants - Vascular	Lonicera subspicata var. subspicata	Santa Barbara honeysuckle	None	None	-	1B.2
Plants - Vascular	Atriplex coulteri	Coulter's saltbush	None	None	-	1B.2
Plants - Vascular	Atriplex serenana var. davidsonii	Davidson's saltscale	None	None	-	1B.2
Plants - Vascular	Calystegia sepium ssp. binghamiae	Santa Barbara morning-glory	None	None	-	1A
Plants - Vascular	Convolvulus simulans	small-flowered morning-glory	None	None	-	4.2
Plants - Vascular	Thermopsis macrophylla	Santa Ynez false lupine	None	Rare	-	1B.3
Plants - Vascular	Quercus dumosa	Nuttall's scrub oak	None	None	-	1B.1
Plants - Vascular	Ribes amarum var. hoffmannii	Hoffmann's bitter gooseberry	None	None	-	3
Plants - Vascular	Juglans californica	southern California black walnut	None	None	-	4.2
Plants - Vascular	Juncus acutus ssp. leopoldii	southwestern spiny rush	None	None	-	4.2
Plants - Vascular	Monardella hypoleuca ssp. hypoleuca	white-veined monardella	None	None	-	1B.3
Plants - Vascular	Calochortus catalinae	Catalina mariposa-lily	None	None	-	4.2
Plants - Vascular	Calochortus fimbriatus	late-flowered mariposa-lily	None	None	-	1B.3

Plants - Vascular	<i>Fritillaria ojaiensis</i>	Ojai fritillary	None	None	-	1B.2
Plants - Vascular	<i>Lilium humboldtii</i> ssp. <i>ocellatum</i>	ocellated humboldt lily	None	None	-	4.2
Plants - Vascular	<i>Hordeum intercedens</i>	vernal barley	None	None	-	3.2
Plants - Vascular	<i>Chorizanthe palmeri</i>	Palmer's spineflower	None	None	-	4.2
Plants - Vascular	<i>Delphinium umbraculorum</i>	umbrella larkspur	None	None	-	1B.3
Plants - Vascular	<i>Cercocarpus betuloides</i> var. <i>blancheae</i>	island mountain-mahogany	None	None	-	4.3
Plants - Vascular	<i>Horkelia cuneata</i> var. <i>puberula</i>	mesa horkelia	None	None	-	1B.1
Plants - Vascular	<i>Galium cliftonsmithii</i>	Santa Barbara bedstraw	None	None	-	4.3
Plants - Vascular	<i>Scrophularia atrata</i>	black-flowered figwort	None	None	-	1B.2
Plants - Vascular	<i>Thelypteris puberula</i> var. <i>sonorensis</i>	Sonoran maiden fern	None	None	-	2B.2

Appendix D

Hazardous Material Site List

SITE NAME	GLOBAL ID	SITE TYPE	STATUS	ADDRESS	CITY	APN
121 EAST MASON STREET (APNS 033-084-001 THRU -00)	T10000017169	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	121 EAST MASON STREET	SANTA BARBARA	033-084-005
318 PARTNERS	T0608300686	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	318 GUTIERREZ ST E	SANTA BARBARA	ROW
339 CITY FIRE STATION #2	T0608300230	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	701 HALEY ST E	SANTA BARBARA	031-232-018
411 QUARANTINA ST, N - USTS	T10000006599	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	635 GUTIERREZ ST, E	SANTA BARBARA	031-293-012
42 HELENA STREET LLC	T10000010196	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	42 HELENA AVE.	SANTA BARBARA	033-112-008
ABLITT'S CLEANERS	T0608300232	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	14 GUTIERREZ ST W	SANTA BARBARA	037-211-019
ABLITT'S CLEANERS	SLT3S0641304	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	14 GUTIERREZ ST W	SANTA BARBARA	037-211-031
AGRI-TURF SUPPLIES	T0608300167	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	130 GARDEN ST	SANTA BARBARA	017-630-016
AMERICA'S PROPANE TRUCK LEAK	T10000009444	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	255 EL CIELITO RD	SANTA BARBARA	ROW
AMERICAN CONTRACTING SERVICE	T0608300139	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	4159 STATE ST	SANTA BARBARA	061-110-024
ANACAPA STREET, LLC	T10000004636	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	131 ANACAPA ST.	SANTA BARBARA	033-082-010
ANAPAMU TRIPLEX	T10000006234	CLEANUP PROGRAM SITE	OPEN - LONG TERM MANAGEMENT - LAND USE RESTRICTION	1135 SAN PASCUAL STREET	SANTA BARBARA	039-201-003
ANDREWS AUTOMOTIVE	T0608300238	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	8 MILPAS ST S	SANTA BARBARA	017-165-012
ANTIQUE RESTORATION AND AUTO REFINISHING FACI	T10000016750	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	635 E. GUTIERREZ	SANTA BARBARA	031-293-012
ARCO #1766	T0608300699	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	328 MONTECITO ST W	SANTA BARBARA	017-232-012
ARCO SS#5075	T0608300045	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1935 STATE ST	SANTA BARBARA	025-371-007
ARCO STATION	T0608300747	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	3618 STATE ST	SANTA BARBARA	053-311-045
ARLINGTON VILLAGE	T10000008825	LUST CLEANUP SITE	OPEN - ELIGIBLE FOR CLOSURE	1330 CHAPALA ST	SANTA BARBARA	039-131-021
ARTISAN COURT PROJECT	T10000001654	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	420 EAST COTA	SANTA BARBARA	031-212-030
AT&T DIESEL TANK	T10000003591	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	819 CHAPALA ST	SANTA BARBARA	037-042-028
AUTO GROUP 400 PROPERTY	T10000006451	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	400 HITCHCOCK WAY	SANTA BARBARA	051-240-024
AUTO LUBE CENTER	T0608300068	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	202 HALEY ST E	SANTA BARBARA	031-272-001
AUTO REPAIR (FORMER)	T06083000661	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	126 CARRILLO ST W	SANTA BARBARA	039-272-023
AUTO REPAIR FACILITY	T10000013354	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	401 HALEY ST, E	SANTA BARBARA	031-212-018
AUTO REPAIR FACILITY AND FORMER LUMBER MILL	T10000013847	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	926 INDIO MUERTO	SANTA BARBARA	017-284-003
BENCH PROPERTY	T10000013315	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	124 DE LA GUERRA STREET, W.	SANTA BARBARA	037-042-010
BERTHA CLAVERIA FAMILY TRUST PROPERTY	T10000004648	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	510-520 & 610 NORTH SALSIPUEDES &	SANTA BARBARA	031-222-025
BIRDELL/DREWISCH	T0608300560	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	135 MILPAS ST S	SANTA BARBARA	017-251-017
BIRNAM WOOD GOLF CLUB	T0608366201	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	575 EASTGATE RD	S B COUNTY	
BLACKSMITH SHOP	T10000006182	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	527-529 FIG STREET	SANTA BARBARA	037-171-011
BRIDGESTONE FIRESTONE	T0608300067	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	3948 STATE ST	SANTA BARBARA	057-233-032
BROOKS INSTITUTE OF PHOTOGRAPHY	T10000001652	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	801/2190 ALSTON ROAD	SANTA BARBARA	015-174-019
BROWNING FERRIS INDUSTRIES	T0608300629	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	800 CACIQUE ST	SANTA BARBARA	017-240-020
BROWNING FERRIS INDUSTRIES	T10000006148	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	800 CACIQUE STREET	SANTA BARBARA	017-240-020
CAL TRANS YARD FACILITY	T0608300341	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	3999 STATE ST	SANTA BARBARA	049-021-001
CALAVO AVOCADOS	T0608300258	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	132 GARDEN ST	SANTA BARBARA	017-630-016
CALIFORNIA HOTEL	T10000005934	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	35 STATE ST	SANTA BARBARA	033-102-018
CALIFORNIA HOTEL	T0608300499	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	35 STATE ST	SANTA BARBARA	033-102-018
CALVERY CEMETERY	T0608300579	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	199 HOPE ST N	SANTA BARBARA	057-240-023
CANON PERDIDO CAR WASH	T0608300676	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	112 CANON PERDIDO W	SANTA BARBARA	039-313-012
CARPENTER'S UNION	T10000006233	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	131 NOPAL STREET (NORTH)	SANTA BARBARA	017-083-001
CARRILLO CASTILLO COMMUTER LOT - SANTA BARBARA	T10000019826	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	400 W CARRILLO ST	SANTA BARBARA	039-261-009
CARRILLO PLAZA (FORMER NORVELL-BASS DRY CLEANING)	SLT3S0241288	CLEANUP PROGRAM SITE	OPEN - REMEDIATION	1015 DE LA VINA	SANTA BARBARA	039-271-025
CARRILLO REC CENTER	T0608343605	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	100 CARRILLO ST E	SANTA BARBARA	029-291-020
CASTAGNOLA TRUSTS	T10000006146	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	205 ANACAPA STREET	SANTA BARBARA	033-052-017
CHANNEL CITY LUMBER	T0608300240	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	211 YANONALI ST E	SANTA BARBARA	ROW
CHANNEL ISLAND CIRCUITS	T10000006281	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	529 GUTIERREZ EAST	SANTA BARBARA	031-292-008
CHASE PALM PARK EXTENSION PROJECT	T10000005202	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	321 E. CABRILLO BLVD.	SANTA BARBARA	017-680-011
CHESS MOTORS INC	T0608300488	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	110 STATE ST	SANTA BARBARA	033-081-017
CHEVRON #9-0421	T0608300713	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1800 STATE ST	SANTA BARBARA	027-032-019
CHEVRON #9-1572	T0608300102	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1085 COAST VILLAGE RD	SANTA BARBARA	009-281-003
CHEVRON #9-1799/EDUCATED CAR WASH	T0608300609	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	401 MONTECITO ST W	SANTA BARBARA	033-022-018
CHEVRON #9-1843	T0608300025	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	2980 STATE ST	SANTA BARBARA	053-351-001
CHEVRON #9-2444	T0608300233	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	803 MILPAS ST N	SANTA BARBARA	031-042-028
CHEVRON PRODUCTS USA	T0608300623	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	631 CARRILLO ST W	SANTA BARBARA	039-291-036
CHEVRON SS #9-3443	T0608300533	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	115 LA CUMBRE RD S	SANTA BARBARA	051-010-015
CHEVRON SS# 9-1572	T0608300529	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1085 COAST VILLAGE RD	SANTA BARBARA	009-281-003
CHEVRON SS#9-1789	T0608300530	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1476 EAST VALLEY RD	SANTA BARBARA	011-200-074
CHEVRON SS#9-3443	T060839200	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	115 LA CUMBRE RD S	SANTA BARBARA	051-010-015
CHIINA PAVILLION	T0608333031	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1070 COAST VILLAGE RD	SANTA BARBARA	009-211-035
CIRCLE K STORE #2211281 (FORMER EXXONMOBIL SS#)	T0608300593	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	4801 HOLLISTER AVE	SANTA BARBARA	065-180-068
CITO CORP	T0608300115	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	520 MONTECITO ST E	SANTA BARBARA	017-030-002
CITY DESALINATION PLANT	T10000007943	CLEANUP PROGRAM SITE	OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION	525 YANONALI STREET E	SANTA BARBARA	017-540-007
CITY OF SANTA BARBARA (SIDEWALK UST)	T10000014272	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	601 MONTECITO ST, E	SANTA BARBARA	ROW
CITY OF SANTA BARBARA CONSTRUCTION	T10000014584	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	CARPINTERIA STREET / QUARANTINA	SANTA BARBARA	ROW
CITY OF SANTA BARBARA DE SAL PLANT	T10000006118	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	420 QUIENIENTOS ST	SANTA BARBARA	017-113-012
CITY OF SANTA BARBARA FIRE STATION 7	T10000000248	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	2411 STANWOOD DRIVE	SANTA BARBARA	021-120-012
CITY OF SANTA BARBARA FORMER PARKING LOT 6	T10000005625	CLEANUP PROGRAM SITE	OPEN - INACTIVE	1221 ANACAPA ST	SANTA BARBARA	039-183-054
CITY OF SANTA BARBARA HARBOR	T0608300055	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	117 HARBOR WAY	SANTA BARBARA	045-250-004
CITY OF SANTA BARBARA PARKING LOT #11	SLT3S1691330	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	19 HALEY ST E	SANTA BARBARA	037-173-055
CITY OF SANTA BARBARA PARKING LOT #2	SLT3S1701331	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	914 CHAPALA STREET	SANTA BARBARA	039-321-047
CITY PARKING LOT #6	T0608329413	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1221 ANACAPA STREET	SANTA BARBARA	039-183-054
COASTLINE PAINTING	T10000006193	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	213 GUTIERREZ STREET (WEST)	SANTA BARBARA	037-243-013
COMMERCIAL BUILDING	T10000006184	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	11 FIGUEROA STREET (WEST)	SANTA BARBARA	039-281-008
COMMERCIAL PROPERTIES	T10000006197	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	602-610 HALEY STREET (EAST)	SANTA BARBARA	031-293-028
COMMERCIAL PROPERTY	T10000014837	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	209 ANACAPA	SANTA BARBARA	033-052-015
COMMERCIAL PROPERTY	T10000006109	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	16 HELENA AVENUE	SANTA BARBARA	ROW
COMMERCIAL PROPERTY	T10000006175	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	1401 CHAPALA STREET	SANTA BARBARA	ROW
COONEY PROPERTY	T060838786	LUST CLEANUP SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	321 HALEY ST E	SANTA BARBARA	031-211-030

COTA STREET LLC	T10000009113	CLEANUP PROGRAM SITE	OPEN - REMEDIATION	110-116 COTA STREET E	SANTA BARBARA	031-201-032
COTTAGE HOSPITAL	T0608300036	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	2315 BATH ST	SANTA BARBARA	025-100-001
COTTAGE HOSPITAL	T0608318632	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	2315 BATH ST	SANTA BARBARA	025-100-001
COUNTY LUMBER	T0608300665	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	332 HALEY ST E	SANTA BARBARA	031-282-004
COURTESY MOTORS	T0608300610	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	527 CHAPALA ST	SANTA BARBARA	ROW
CPV PARTNERS	T10000020195	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	335 SOUTH MILPAS STREET	SANTA BARBARA	017-285-003
CPV PARTNERS LP TANK	T10000020915	LUST CLEANUP SITE	OPEN - SITE ASSESSMENT	335 S MILPAS STREET	SANTA BARBARA	017-285-003
CRAVIOTTO ELECTRIC	T0608300371	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	520 HALEY ST E	SANTA BARBARA	031-291-006
CULLIGAN SOFT WATER OF SB	T0608300226	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1026 SANTA BARBARA ST	SANTA BARBARA	029-212-026
DALZELL PROPERTY	T10000006163	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	122 CANON PERDIDO STREET (WEST)	SANTA BARBARA	039-313-014
DEGASPARIS TRUST	T0608300664	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	634 MILPAS ST N	SANTA BARBARA	031-182-018
DELMONTE MANAGEMENT	T0608300140	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1233 DE LA VINA ST	SANTA BARBARA	039-171-006
DISCOUNT TIRE CENTER	T0608311554	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	4267 STATE ST	SANTA BARBARA	061-100-002
DIVING SYSTEMS INTERNATIONAL	T0608300675	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	425 GARDEN ST	SANTA BARBARA	031-272-006
DOUGS BOUG'S	T0608300489	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	735 MILPAS ST N	SANTA BARBARA	031-121-018
DUTCH MAID CLEANERS	SLT3S0511299	CLEANUP PROGRAM SITE	OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION	3323 STATE ST	SANTA BARBARA	051-100-002
DWIGHT MURPHY PARK	T10000020802	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	501 NINOS DRIVE	SANTA BARBARA	017-362-005
EARL WARREN SHOWGROUNDS	T0608300077	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	3400 CALLE REAL	SANTA BARBARA	051-230-017
EDUCATED CAR WASH	T0608316772	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	3735 STATE ST	SANTA BARBARA	051-590-033
EL ESTERO DIESEL TANK	T10000002229	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	520 YANONALI ST	SANTA BARBARA	017-540-005
EL ESTERO TURTLE POND (A.K.A. EL ESTERO DRAIN)	T10000005551	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	YANONALI STREET	SANTA BARBARA	017-113-019
EL ESTERO WASTE WATER TREATMENT PLANT	T10000008989	CLEANUP PROGRAM SITE	OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION	520 YANONALI, EAST	SANTA BARBARA	017-113-016
ELLIS PROPERTY	T0608300247	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	12 MONTECITO ST E	SANTA BARBARA	033-051-019
ENTERPRISE FISH CO	T0608300050	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	225 STATE ST	SANTA BARBARA	033-042-021
ENTERPRISE FISH COMPANY	T0608318381	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	225 STATE ST	SANTA BARBARA	033-042-024
EQUILON ENTERPRISES LLC/SHELL	T0608300630	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1000 COAST VILLAGE RD	SANTA BARBARA	009-211-038
EQUILON ENTERPRISES LLC/SHELL SERVICE STATION	T0608300632	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	3060 STATE ST	SANTA BARBARA	053-342-032
EXXON RABADI	T0608300022	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	3956 STATE ST	SANTA BARBARA	057-233-018
EXXONMOBIL OIL CORP SS#18-KFK	T0608300588	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	100 LA CUMBRE RD S	SANTA BARBARA	051-022-027
FESS PARKER WATERFRONT HOTEL - FESS PARKER W	SL0608309049	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	433 EAST CABRILLO BLVD	SANTA BARBARA	017-680-009
FESS PARKER WATERFRONT HOTEL - FESS PARKER W	T10000012973	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	433 EAST CABRILLO BLVD	SANTA BARBARA	017-113-036
FIRE TRAINING FACILITY	T10000007909	CLEANUP PROGRAM SITE	OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION	4 CALLE CESAR CHAVEZ S.	SANTA BARBARA	017-113-023
FIRESTONE TIRE	T0608300710	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	506 CHAPALA ST	SANTA BARBARA	037-171-008
FIRST INTERSTATE BANK	T0608300069	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	901 STATE ST	SANTA BARBARA	039-321-048
FIVE POINTS SHOPPING CENTER	SL0608378294	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	3985 (3943) STATE STREET	SANTA BARBARA	051-010-021
FORMER 7-UP BOTTLING PLANT	T0608300101	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	203 CHAPALA ST	SANTA BARBARA	033-220-CA1
FORMER A-1 DRY CLEANERS	SLT3S1441322	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	324 N. MILPAS ST.	SANTA BARBARA	031-371-020
FORMER AGRICHIP FACILITY	T10000010104	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	301 EAST YANONALI	SANTA BARBARA	017-630-005
FORMER AKIRA MOTORS WASTE OIL TANK	T10000006440	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	401 HALEY ST. E	SANTA BARBARA	031-212-018
FORMER AMERICAN SAVINGS BANK	T10000006232	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	1330 STATE STREET	SANTA BARBARA	039-132-001
FORMER ARCO #1884	T0608300048	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	34 MONTECITO ST E	SANTA BARBARA	033-052-004
FORMER AUTO DEALER	T0608300161	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	410 STATE ST	SANTA BARBARA	037-212-022
FORMER AUTO REPAIR SHOP	T10000009094	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	418 STATE STREET	SANTA BARBARA	037-212-024
FORMER AUTO SERVICE FACILITY	T10000011876	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	630 CHAPALA STREET	SANTA BARBARA	037-131-024
FORMER AUTOMOTIVE SHOP	T0608300497	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	315 CHAPALA ST	SANTA BARBARA	037-245-019
FORMER BLACKSMITH / MACHINE SHOP	T10000006147	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	528 ANACAPA STREET	SANTA BARBARA	031-201-029
FORMER CALAVO WAREHOUSE	T0608300671	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	130 GARDEN ST	SANTA BARBARA	017-630-016
FORMER CALIFORNIA CLEANERS	T10000010355	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	835 CANON PERDIDO	SANTA BARBARA	029-312-009
FORMER CARRILLO HOTEL	T10000005826	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	31 W. CARRILLO STREET	SANTA BARBARA	039-321-001
FORMER CHEVRON SS# 206699	T0608344098	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	101 VICTORIA ST E	SANTA BARBARA	029-071-013
FORMER CHEVRON STATION	T0608368725	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	902 ANACAPA ST	SANTA BARBARA	029-291-022
FORMER CINCO DE MAYO CLEANERS	SL0608345866	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	434 OLIVE ST	SANTA BARBARA	031-291-015
FORMER COLE SUMP	T10000011484	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	1402 SANTA ROSA AVE	SANTA BARBARA	045-132-037
FORMER FENN DRY CLEANERS	SLT3S0381291	CLEANUP PROGRAM SITE	OPEN - REMEDIATION	201 FIGUEROA ST E	SANTA BARBARA	029-162-028
FORMER FIRE STATION	T0608300042	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1486 EAST VALLEY RD	MONTECITO	011-200-080
FORMER FIRESTONE TIRES (SMU 22)	T10000006165	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	506 CHAPALA STREET	SANTA BARBARA	ROW
FORMER FIRESTONE TIRES (SMU 31)	T10000006167	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	506 CHAPALA STREET	SANTA BARBARA	ROW
FORMER GAS STATION	T0608300051	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	201 CARRILLO ST W	SANTA BARBARA	039-312-015
FORMER GAS STATION	T0608330380	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	636 SANTA BARBARA ST	SANTA BARBARA	ROW
FORMER GOODYEAR TIRE CENTER	T10000006227	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	523 MILPAS STREET (NORTH)	SANTA BARBARA	031-233-023
FORMER HONDA MOTORCYCLE SHOWROOM AND REP.	T10000017038	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	408 CHAPALA STREET	SANTA BARBARA	037-211-022
FORMER IN & OUT PAINT AND COLLISION CENTER	T10000001599	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	314 STATE ST	SANTA BARBARA	037-254-019
FORMER IRON WORKS AND AUTO SERVICE	T10000010494	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	634 ANACAPA	SANTA BARBARA	031-151-020
FORMER KELLY'S AUTO REPAIR	T0608328235	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	915 ST. VINCENT	SANTA BARBARA	039-311-005
FORMER MOBIL SERVICE STATION	T10000006143	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	4791 CALLE REAL	SANTA BARBARA	067-230-032
FORMER MOBIL STATION #11-ERG	T0608300049	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	314 SANTA BARBARA ST	SANTA BARBARA	031-333-021
FORMER MONTECITO FIRE STATION	T0608366064	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1486 EAST VALLEY RD	MONTECITO	011-200-080
FORMER MUSGROVE PEST CONTROL	T10000006038	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	915 DE LA VINA STREET	SANTA BARBARA	039-312-005
FORMER ORCHID FARM	T10000021371	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	651 STODDARD LANE	SANTA BARBARA	013-090-001
FORMER PACIFIC SCIENTIFIC SITE	SL203501296	CLEANUP PROGRAM SITE	OPEN - REMEDIATION	402 GUTIERREZ ST E	SANTA BARBARA	031-343-009
FORMER PEP BOYS STORE #623	T0608374992	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT - LAND USE RESTRICTIONS	424 STATE ST.	SANTA BARBARA	037-212-036
FORMER PHILLIPS STATION	T0608300224	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	331 MONTECITO ST W	SANTA BARBARA	033-031-001
FORMER POWER UP STATION	T0608300700	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	4085 STATE ST	SANTA BARBARA	061-110-014
FORMER PRINTING IMPRESSIONS	SL0608371607	CLEANUP PROGRAM SITE	OPEN - REMEDIATION	526 LAGUNA ST	SANTA BARBARA	031-212-025
FORMER SANTA BARBARA NISSAN	T10000005935	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	36 STATE ST	SANTA BARBARA	033-111-013
FORMER SCHAUER PRINTING	SL0608395538	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	1126 SANTA BARBARA STREET	SANTA BARBARA	029-162-040
FORMER SERVICE STATION - MIRATTI TRUST (DERF'S)	T10000009116	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	2000 DE LA VINA	SANTA BARBARA	025-302-016
FORMER SHELL SERVICE STATION	T0608300628	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	636 CARRILLO ST W	SANTA BARBARA	039-250-016
FORMER SHELL STATION	T10000002779	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	3925 STATE ST	SANTA BARBARA	051-010-021
FORMER ST. ANTHONY'S INCINERATOR	T10000006189	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	2300 GARDEN STREET	SANTA BARBARA	ROW

FORMER STANDARD OIL BULK PLANT	T10000006235	CLEANUP PROGRAM SITE	OPEN - LONG TERM MANAGEMENT - LAND USE RESTRICTION	35 N CALLE CESAR CHAVEZ	SANTA BARBARA	017-113-004
FORMER TIDEWATER SERVICE STATION	T060835888	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	21 CARRILLO ST W	SANTA BARBARA	ROW
FORMER U-NEAT CLEANERS	SL0608380879	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	212 EAST ANAPAMU STREET	SANTA BARBARA	029-162-039
FORMER UNOCAL #0957	T0608374511	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	825 ANACAPA ST	SANTA BARBARA	037-052-006
FORMER UNOCAL #4537	T0608300615	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	4299 STATE ST	SANTA BARBARA	061-093-005
FOUR SEASONS BILTMORE HOTEL	SL0608301061	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	1260 CHANNEL DR	SANTA BARBARA	009-352-009
FRAZEE PAINT & WALLCOVERING	T0608300057	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	701 STATE ST	SANTA BARBARA	037-400-002
FREEMAN & WOOD PROPERTIES	T10000004141	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	236 STATE ST	SANTA BARBARA	ROW
FREMONT HALL US ARMY RESERVE CENTER	T10000006241	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	3227 STATE STREET	SANTA BARBARA	051-112-026
FUNK ZONE WATER MAIN REPLACEMENT	T10000013239	CLEANUP PROGRAM SITE	OPEN - INACTIVE	SANTA BARBARA STREET	SANTA BARBARA	ROW
GARDEN PALMS PROPERTY	T10000012868	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	101 GARDEN STREET	SANTA BARBARA	017-630-018
GARDEN STREET EXTENSION PROJECT	SL0608397896	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	GARDEN ST	SANTA BARBARA	ROW
GAS COMPANY	T0608320271	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	630 MONTECITO ST E	SANTA BARBARA	017-030-010
GOLD'S GYM	T0608348535	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	21 CARRILLO ST W	SANTA BARBARA	039-321-002
GOLDBERG/GOSS-JEWETT	SLT3S0491297	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	220 GUTIERREZ ST W	SANTA BARBARA	037-202-006
GOLETA WATER DISTRICT	T0608300400	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	4699 HOLLISTER AVE	GOLETA	061-051-032
GRANADA THEATER	T0608304527	LUST CLEANUP SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	1216 STATE STREET	SANTA BARBARA	ROW
GREYHOUND BUS TERMINAL	T10000005208	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	32-36 W. CARRILLO STREET	SANTA BARBARA	039-281-028
GTE - GOLETA CENTRAL OFFICE	T0608300585	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	4990 HOLLISTER AVE	GOLETA	065-040-040
GTE CALIFORNIA	T0608300646	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	101 CANON PERDIDO W	SANTA BARBARA	037-042-033
GTE MAIN YARD	T10000004138	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	221 E. GUTIERREZ STREET	SANTA BARBARA	ROW
HALEY/STATE STREET SIDEWALK	T0608336799	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	436 STATE ST	SANTA BARBARA	ROW
HANNA PROPERTY	T060833156	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1080 COAST VILLAGE RD	SANTA BARBARA	009-212-012
HANSON-SNEDDON PROPERTY	T10000013117	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	421 EAST HALEY	SANTA BARBARA	031-212-014
HAVIK/JENSEN RESIDENCE	T10000005631	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	1734 CASTILLO STREET	SANTA BARBARA	027-590-CA1
HAZARD ESTATE	T0608348523	LUST CLEANUP SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	115/117 DE LA GUERRA ST E	SANTA BARBARA	037-530-043
HEALTH CARE SERVICES	T0608300076	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	315 CAMINO DEL REMEDIO	SANTA BARBARA	059-140-029
HIETE PROPERTY	T0608300253	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	414 CHAPALA ST	SANTA BARBARA	037-211-033
HILTON HOTEL EXPANSION	T10000021516	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	633 E. CARBIRLO BLVD	SANTA BARBARA	017-680-013
HOFFMAN PROPERTY	T0608310378	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	601 CHAPALA ST	SANTA BARBARA	037-123-018
HWY 101 & SHEFFIELD TRUCK SPILL	T10000005979	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	100 ARROQUI ST	MONTECITO	007-350-039
HWY 101 EXPANSION PROJECT	T10000006225	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	MILPAS ST. TO CABRILLO/HOT SPRING	SANTA BARBARA	017-393-002
HWY 101/SALSIPUEDES	T0608300647	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	42 CALLE CESAR CHAVEZ N	SANTA BARBARA	ROW
HYDREX PEST CONTROL	T0608300645	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	2940 DE LA VINA ST	SANTA BARBARA	051-122-007
HYDREX PEST CONTROL	T0608300142	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	3028 DE LA VINA ST	SANTA BARBARA	051-121-012
IMPORTED AUTO SERVICE	T0608300157	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	424 QUARANTINA N	SANTA BARBARA	031-301-017
INGRAM PAPER	T0608300216	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	416 SALSIPUEDES ST N	SANTA BARBARA	ROW
INTERNATIONAL AUTO HAUS	T0608300255	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	403 DE LA VINA ST	SANTA BARBARA	037-202-011
JARAMILLO PROPERTY	T0608300231	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	517 GUTIERREZ ST E	SANTA BARBARA	031-292-009
JOE'S PLATING SHOP	T10000012008	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	429 STATE ST	SANTA BARBARA	037-211-009
JOSE'S MARINE SERVICE	T10000001043	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	623 E. HALEY STREET	SANTA BARBARA	031-222-012
JOSTENS	T10000011980	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	2111 ORTEGA HILL ROAD	SUMMERLAND	
JUSTO THE TAILOR AND CLEANERS	T10000001052	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	2275-2279 LAS POSITAS ROAD	SANTA BARBARA	049-080-010
KELLY'S AUTO	T0608367034	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	915 ST. VINCENT	SANTA BARBARA	039-311-005
KLAUS BRAUN AUTOMOTIVE	T0608300256	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	4235 STATE ST	SANTA BARBARA	061-100-006
LA CUMBRE COUNTRY CLUB	T0608364659	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	4015 VIA LAGUNA	SANTA BARBARA	049-030-057
LA CUMBRE MINI MART	T0608300553	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	3905 STATE ST	SANTA BARBARA	051-021-005
LA CUMBRE TEXACO	T0608348115	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	150 LA CUMBRE RD S	SANTA BARBARA	051-032-002
LAGO/SANTA BARBARA CITY	T0608300104	LUST CLEANUP SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	201 CARRILLO ST W	SANTA BARBARA	ROW
LASH CONSTRUCTION INC	T0608300709	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	721 CARPINTERIA AVE	SANTA BARBARA	017-162-018
LIVE OAK DAIRY	T10000010331	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	900 PHILINDA AVE.	SANTA BARBARA	029-313-018
LOWER MISSION CREEK REACH 3 PROJECT	T10000017100	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	324 DE LA VINA STREET	SANTA BARBARA	037-245-018
LYON MOVING & STORAGE	T0608300605	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	27 COTA ST E	SANTA BARBARA	ROW
MACDONALD TRUST/SHELL OIL	T0608300649	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	2034 CLIFF DR	SANTA BARBARA	ROW
MACKENZIE MARKET	T0608300225	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	3102 STATE ST	SANTA BARBARA	053-332-014
MARBORG	T0608324640	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	136 QUARANTINA ST N	SANTA BARBARA	017-081-021
MARBORG FACILITY AT FORMER CITY RDA PROPERTY	T10000010937	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT - LAND USE RESTRICTIONS	125 SOUTH CALLE CESAR CHAVEZ	SANTA BARBARA	ROW
MARK OLIVERAS BAKERY	T0608300109	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	134 NOPALITOS WY	SANTA BARBARA	ROW
MASTER DRY CLEANERS	SL0608388367	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	4425 HOLLISTER AVE	GOLETA	061-091-012
MCCORMIX - 3RD PARCEL LOT SPLIT	T10000006158	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	32 CALLE CESAR CHAVEZ N	SANTA BARBARA	017-030-016
MCCORMIX CORPORATION	SL0608336671	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	336 CALLE CESAR CHAVEZ N	SANTA BARBARA	031-352-001
MCCORMIX CORPORATION	T0608300554	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	22 CALLE CESAR CHAVEZ N	SANTA BARBARA	017-030-015
MCCORMIX DIESEL SPILL	T10000006153	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	22 CALLE CESAR CHAVEZ N.	SANTA BARBARA	017-030-015
MCCORMIX LOT SPLIT - GROUNDWATER	T10000006154	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	2 CALLE CESAR CHAVEZ N	SANTA BARBARA	ROW
MCCORMIX LOT SPLIT - SOIL	T10000006156	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	2 CALLE CESAR CHAVEZ N	SANTA BARBARA	ROW
MCNALL'S BUILDING SUPPLIES	T0608300715	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	208 SALSIPUEDES N	SANTA BARBARA	017-030-004
MELNI BUS TERMINAL SITE MITIGATION	T10000006145	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	622 ANACAPA	SANTA BARBARA	031-540-012
MENTAL HEALTH ASSOCIATION IN SANTA BARBARA	T10000006188	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	617 GARDEN STREET	SANTA BARBARA	031-560-CA1
MERRITT RESIDENCE	T10000008117	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	4545 VIA VISTOSA	SANTA BARBARA	063-010-033
METROPOLITAN TRANSIT DISTRICT	T0608300539	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	550 COTA ST E	SANTA BARBARA	031-221-020
MIKE'S TEXACO	T0608300114	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	134 MILPAS ST S	SANTA BARBARA	017-203-013
MILPAS ARCO	T0608300113	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	302 MILPAS ST N	SANTA BARBARA	031-371-023
MILPAS RENTAL	T10000006280	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	4321 STATE ST	SANTA BARBARA	061-093-006
MILPAS RENTAL	T0608300177	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	6 MILPAS ST N	SANTA BARBARA	017-131-012
MIRATTI TRUST PROPERTY (DAILY GRIND)	T10000007248	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	2001 DE LA VINA	SANTA BARBARA	025-301-022
MISSION INDUSTRIES/AMBASSADOR LAUNDRY	SL203061244	CLEANUP PROGRAM SITE	OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION	201 EAST HALEY ST	SANTA BARBARA	031-202-016
MISSION LAUNDRY	SLT3S0631303	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	725 MONTECITO E	SANTA BARBARA	017-041-004
MISSION LINEN SUPPLY	SLT3S0521300	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	619 MONTECITO E	SANTA BARBARA	031-352-012
MISSION LINEN SUPPLY	T0608300513	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	712 MONTECITO ST E	SANTA BARBARA	017-041-002
MISSION LINEN SUPPLY	T0608300558	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	725 MONTECITO ST E	SANTA BARBARA	031-362-012

MISSION LINEN SUPPLY	T0608300556	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	702 MONTECITO ST E	SANTA BARBARA	017-041-001
MISSION LINEN SUPPLY	T0608300525	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	619 MONTECITO ST E	SANTA BARBARA	031-352-012
MOBIL OIL	T0608300594	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1936 STATE ST	SANTA BARBARA	025-372-001
MOBIL OIL # 11 KQV	T0608393230	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	4791 CALLE REAL	SANTA BARBARA	067-230-032
MOBIL OIL #11-EP9	T0608386520	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1936 STATE ST	SANTA BARBARA	025-372-001
MOBIL OIL #11-EP9	T0608397114	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1936 STATE ST	SANTA BARBARA	025-372-001
MOBIL OIL #11-ERG	T0608350238	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	314 SANTA BARBARA ST	SANTA BARBARA	031-333-021
MOBIL OIL #11-KQV	T0608300100	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	4791 CALLE REAL	SANTA BARBARA	067-230-032
MOBIL OIL NO 11-KLC	T0608300168	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	402 MISSION ST W	SANTA BARBARA	025-291-015
MOBIL OIL SS#18-LBT	T0608300183	LUST CLEANUP SITE	OPEN - REMEDIATION	4151 FOOTHILL RD	SANTA BARBARA	059-160-024
MOBIL OIL STATION #11-KDR	T0608300590	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	3791 STATE ST	SANTA BARBARA	051-620-CA1
MOBIL OIL STATION #11-KRA	T0608300587	LUST CLEANUP SITE	OPEN - ELIGIBLE FOR CLOSURE	2299 LAS POSITAS RD	SANTA BARBARA	049-080-003
MOBIL OIL STATION 18-J7Y	T0608300644	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	311 CASTILLO ST	SANTA BARBARA	037-231-024
MONTECITO VALLEY CLUB	T0608300162	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	500 SHEFFIELD DR	SANTA BARBARA	
MONTECITO WATER DISTRICT	T0608300090	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	583 SAN YSIDRO RD	MONTECITO	011-200-033
MTD - CALLE REAL	T10000006293	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	4678 CALLE REAL	SANTA BARBARA	059-140-005
MTD FACILITY	T10000006273	CLEANUP PROGRAM SITE	OPEN - VERIFICATION MONITORING - LAND USE RESTRICTION	550 COTA STREET (EAST)	SANTA BARBARA	031-221-020
MTD TANK #2	T0608305658	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	550 OLIVE ST	SANTA BARBARA	031-221-020
MUZAK MUSIC	T0608394259	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	735 MONTECITO ST E	SANTA BARBARA	031-362-010
NANCO ENTERPRISES	T0608300657	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	121 MASON ST E	SANTA BARBARA	033-084-005
NATIONAL GUARD	T0608300019	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	700 CANON PERDIDO E	SANTA BARBARA	031-041-001
NAVAL RESERVE CENTER	T0608300148	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	113 HARBOR WAY	SANTA BARBARA	045-250-004
NEAL HOTEL	T0608300666	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	217 STATE ST	SANTA BARBARA	033-042-012
OFFERMAN TRUST	SL0608321214	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	535 E. MONTECITO	SANTA BARBARA	031-580-013
OLD MISSION CREEK AT ANAPAMU BRIDGE	T10000011159	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	645 W. ANAPAMU STREET	SANTA BARBARA	ROW
OLIVE COURT	T10000005634	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	512 E. GUTIERREZ STREET	SANTA BARBARA	031-351-013
ONE HOUR MARTINIZING	SL0608323599	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	1024-B COAST VILLAGE ROAD	SANTA BARBARA	ROW
ONE HOUR MARTINIZING	SL0608329736	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	3351 STATE STREET	SANTA BARBARA	ROW
ONE HOUR MARTINIZING LEASE DUE DILIGENCE (SEE T10000005943)	T10000005943	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	1024 COAST VILLAGE RD #B	SANTA BARBARA	009-211-043
ORTEGA PARK	T10000014371	CLEANUP PROGRAM SITE	OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION	604 ORTEGA ST, E	SANTA BARBARA	031-172-002
PACIFIC SCIENTIFIC	T0608300110	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	402 GUTIERREZ ST E	SANTA BARBARA	031-343-009
PARK'S TEXACO MARKET	T0608300026	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1502 SAN ANDRES ST	SANTA BARBARA	043-251-017
PARKING LOT	T10000000467	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	217 HELENA AVE	SANTA BARBARA	033-051-020
PASEO CHAPALA	T10000006173	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	735 CHAPALA STREET	SANTA BARBARA	ROW
PASEO NUEVO MALL	SL0608378642	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	651 PASEO NUEVO	SANTA BARBARA	037-400-012
PEP BOYS	T0608300586	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	424 STATE ST	SANTA BARBARA	037-212-036
PEPPARD SIDEWALK TANK	T10000002403	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	800 MILPAS ST N	SANTA BARBARA	ROW
PEPPARD/CLARK PROPERTY	T0608300674	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	800 MILPAS ST N	SANTA BARBARA	031-051-023
PETRE INDUSTRIES	T0608323816	LUST CLEANUP SITE	OPEN - SITE ASSESSMENT	428 HALEY ST E	SANTA BARBARA	031-283-015
PLANNED PARENTHOOD WAREHOUSE	T10000006194	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	721 GUTIERREZ STREET (EAST)	SANTA BARBARA	031-302-012
POLYCARP	T0608318950	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	923 ST. VINCENT ST	SANTA BARBARA	039-311-004
PORTER AUCTION COMPANY	T0608300695	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	813 GARDEN ST	SANTA BARBARA	ROW
POZZATTO PROPERTY	T10000003506	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1301 CHAPALA ST	SANTA BARBARA	039-122-007
POZZEBON BACKHOE INCIDENT	T10000009476	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	1421 WYANT ROAD	SANTA BARBARA	009-140-046
PREMIER FUEL TANKER GASOLINE RELEASE	T10000011645	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	US HWY 101 AT TURNPIKE	GOLETA	
PRIVATE RESIDENCE	T0608365695	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SANTA BARBARA	023-222-025
PRIVATE RESIDENCE	SL0608378605	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	PRIVATE RESIDENCE	SANTA BARBARA	035-160-011
PRIVATE RESIDENCE	T0608300668	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SANTA BARBARA	025-363-003
PRIVATE RESIDENCE	T10000010624	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SANTA BARBARA	045-185-003
PRIVATE RESIDENCE	T10000006164	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SANTA BARBARA	039-291-016
PRIVATE RESIDENCE	T10000003938	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SANTA BARBARA	025-291-006
PRIVATE RESIDENCE	T0608300631	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SANTA BARBARA	045-015-007
PRIVATE RESIDENCE	T10000002421	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SANTA BARBARA	027-780-069
PRIVATE RESIDENCE	T0608300660	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SANTA BARBARA	053-332-001
PRIVATE RESIDENCE	T0608309358	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SANTA BARBARA	047-010-057
PRIVATE RESIDENCE	T0608300672	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SANTA BARBARA	ROW
PRIVATE RESIDENCE	T10000003726	CLEANUP PROGRAM SITE	OPEN - REMEDIATION	PRIVATE RESIDENCE	SANTA BARBARA	ROW
PRIVATE RESIDENCE	T0608300500	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SANTA BARBARA	031-151-017
PRIVATE RESIDENCE	T0608341343	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SANTA BARBARA	037-600-054
PRIVATE RESIDENCE	T0608334834	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SANTA BARBARA	027-590-CA1
PRIVATE RESIDENCE	T0608300663	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SANTA BARBARA	009-203-001
PRIVATE RESIDENCE	T0608343162	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	S B COUNTY	063-192-010
PRIVATE RESIDENCE	T0608300498	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SANTA BARBARA	017-700-018
PRIVATE RESIDENCE	T0608353773	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SANTA BARBARA	059-490-CA3
PRIVATE RESIDENCE	T0608300137	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SANTA BARBARA	031-222-025
PRIVATE RESIDENCE	T0608300741	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SANTA BARBARA	059-490-CA3
PRIVATE RESIDENCE	T0608360446	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SANTA BARBARA	061-380-026
PRIVATE RESIDENCE	T0608352778	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SANTA BARBARA	063-062-019
PRIVATE RESIDENCE	T10000006161	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SANTA BARBARA	031-053-027
PRIVATE RESIDENCE	T0608300654	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	MONTECITO	
PRIVATE RESIDENCE	T0608300215	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SANTA BARBARA	031-372-006
PRIVATE RESIDENCE	T0608319598	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	S B COUNTY	009-283-021
PRIVATE RESIDENCE	T0608377703	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SBCOUNTY	011-120-029
PRIVATE RESIDENCE	T0608359625	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	MONTECITO	011-040-049
PRIVATE RESIDENCE	T0608300213	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SANTA BARBARA	011-120-082
PRIVATE RESIDENCE	T0608300662	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	MONTECITO	009-640-015
PRIVATE RESIDENCE	T0608362240	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	SBCOUNTY	011-140-015
PRIVATE RESIDENCE	T0608300141	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	PRIVATE RESIDENCE	GOLETA	065-472-008
PROTOTYPE SOURCE FACILITY	T0608320691	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	120 SANTA BARBARA ST	SANTA BARBARA	017-022-003
PRUDENTIAL REAL ESTATE	T0608300658	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	3938 STATE ST	SANTA BARBARA	057-233-016

R.J. CARROLL & SONS PLUMBING	T0608300712	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	625 SALSIPUEDES ST N	SANTA BARBARA	031-171-024
R.M. LIGHT	T0608300656	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1144 MOUNTAIN RD E	MONTECITO	011-250-020
RANCHO FRANCISCAN SENIOR APARTMENTS	T10000016827	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	221 HITCHCOCK WAY	SANTA BARBARA	051-240-010
RAND TRUST	T10000003884	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	35 ANACAPA STREET	SANTA BARBARA	033-112-002
REAGAN RANCH VISITOR'S CENTER	T0608336719	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	217 STATE ST	SANTA BARBARA	033-042-012
REGAL DRY CLEANERS	T10000000578	CLEANUP PROGRAM SITE	OPEN - REMEDIATION	2830 DE LA VINA ST.	SANTA BARBARA	051-220-024
REHAB. INST. AT S.B.	T0608300283	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	427 CAMINO DEL REMEDIO	SANTA BARBARA	059-140-029
RICHARDS ACCURATE IMPORT SER	T0608300541	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	401 SANTA BARBARA ST	SANTA BARBARA	031-271-027
RIVIERA PARK	T0608300209	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	2030 ALAMEDA PADRE SERRA	SANTA BARBARA	019-163-004
ROTH PROPERTY	T0608300673	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	335 MILPAS ST N	SANTA BARBARA	031-363-033
S. B. BOTANICAL GARDENS	T0608300024	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1212 MISSION CANYON RD	SANTA BARBARA	023-060-038
S. B. CITY/IMPERIAL MUFFLER	T0608300655	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	927 CHAPALA ST	SANTA BARBARA	ROW
S.B. CITY FIRE STATION #1	T0608300682	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	121 CARRILLO ST W	SANTA BARBARA	039-313-028
S.B. CITY FIRE STATION #1 - DIESEL	T0608344522	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	121 CARRILLO ST W	SANTA BARBARA	039-313-028
S.B. CITY FIRE STATION #5	T0608300159	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	2505 MODOC RD	SANTA BARBARA	049-170-015
S.B. CITY FIRE STATION #6	T0608300136	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1802 CLIFF DR	SANTA BARBARA	035-142-013
S.B. CITY FIRE STATION #7	T0608300711	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	2411 STANWOOD	SANTA BARBARA	021-120-012
S.B. CITY MARINA #2	T0608300120	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	311 CABRILLO BLVD W	SANTA BARBARA	033-120-018
S.B. CITY MARINA #4	T0608300106	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	307 CABRILLO BLVD W	SANTA BARBARA	033-120-018
S.B. CITY MOTOR POOL	T0608317182	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	625 LAGUNA ST	SANTA BARBARA	031-160-015
S.B. CITY MOTOR POOL	T0608300681	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	630 GARDEN ST	SANTA BARBARA	031-160-015
S.B. CITY POLICE STATION	T0608300020	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	215 FIGUEROA ST E	SANTA BARBARA	029-162-037
S.B. CITY RECYCLING CENTER	T0608300251	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	631 GARDEN ST	SANTA BARBARA	031-560-CA1
S.B. CITY, CABRILLO ARTS CTR	T0608300642	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1118 CABRILLO BLVD	SANTA BARBARA	017-353-001
S.B. CO CORPORATION YARD	T0608326510	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	4568 CALLE REAL	SANTA BARBARA	059-140-023
S.B. CO CORPORATION YARD	T0608300606	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	4568 CALLE REAL	SANTA BARBARA	059-140-023
S.B. COUNTY ADMIN PARKING LOT	T0608394346	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	130 VICTORIA ST E	SANTA BARBARA	029-121-004
S.B. COUNTY COURTHOUSE	T0608300402	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1120 ANACAPA ST	SANTA BARBARA	029-161-001
S.B. COUNTY FIRE STATION #13	T0608300147	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	4570 HOLLISTER AVE	SBCOUNTY	061-040-048
S.B. MAZDA/VAN WYKS	T0608300264	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	630 CHAPALA ST	SANTA BARBARA	037-131-024
SAFETY KLEEN	T0608300694	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	232 MONTECITO ST E	SANTA BARBARA	ROW
SAN MARCOS HIGH SCHOOL	T10000006616	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	4750 HOLLISTER AVE	GOLETA	065-040-017
SAN MARCOS HIGH SCHOOL	T10000001054	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	4750 HOLLISTER AVENUE	SANTA BARBARA	065-040-017
SAN MARCOS PLAZA BOILER TANK	T0608306432	LUST CLEANUP SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	1129 STATE ST	SANTA BARBARA	039-231-037
SAN ROQUE SCHOOL - GARDEN STREET CAMPUS (FOF)	T10000006191	CLEANUP PROGRAM SITE	OPEN - ELIGIBLE FOR CLOSURE	2300 GARDEN STREET	SANTA BARBARA	025-140-024
SANCHEZ PROPERTY	T0608340674	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	526 ANACAPA ST	SANTA BARBARA	031-201-026
SANTA BARBARA SZ-MW (SHALLOW ZONE MONITORIN	SLT3S0531301	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	DOWNTOWN SANTA BARBARA	SANTA BARBARA	027-021-028
SANTA BARBARA AMERICAN FUEL & GAS	T0608324329	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	2234 DE LA VINA ST	SANTA BARBARA	025-183-001
SANTA BARBARA CITY HALL	T0608300146	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	735 ANACAPA ST	SANTA BARBARA	037-092-037
SANTA BARBARA CITY PARKING LOT #10	SLT3S0421293	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	615 ANACAPA	SANTA BARBARA	031-201-029
SANTA BARBARA CITY PARKING LOT #12	SLT3S2371349	CLEANUP PROGRAM SITE	OPEN - VERIFICATION MONITORING	321-327 STATE ST	SANTA BARBARA	037-252-011
SANTA BARBARA CITY SITE	T0608300218	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	101 STATE ST	SANTA BARBARA	033-075-017
SANTA BARBARA CLUB	T0608300152	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1105 CHAPALA ST	SANTA BARBARA	039-222-024
SANTA BARBARA COUNTY SHERIFF'S SHOOTING RANG	T10000005807	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	605 CAMINO DEL REMEDIO ROAD	SANTA BARBARA	ROW
SANTA BARBARA DISTRIBUTION BASE	SL0608328911	CLEANUP PROGRAM SITE	OPEN - VERIFICATION MONITORING	630 MONTECITO ST E	SANTA BARBARA	ROW
SANTA BARBARA HARBOR DRY DOCK	SL0608336723	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	117 HARBOR WAY	SANTA BARBARA	ROW
SANTA BARBARA HIGH SCHOOL	T0608369096	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	700 ANAPAMU ST E	SANTA BARBARA	029-240-010
SANTA BARBARA HOMELESS SHELTER	T10000006152	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	816 CACIQUE STREET	SANTA BARBARA	017-240-021
SANTA BARBARA INN - HYDRAULIC OIL RELEASE	T10000005736	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	901 E CABRILLO ST	SANTA BARBARA	017-313-018
SANTA BARBARA INVESTMENT CENTER	T10000006179	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	2613 DE LA VINA	SANTA BARBARA	051-292-002
SANTA BARBARA MANUFACTURED GAS PLANT	SL203341272	CLEANUP PROGRAM SITE	OPEN - REMEDIATION	136 DE LA GUERA ST E	SANTA BARBARA	027-021-028
SANTA BARBARA NISSAN	T0608300107	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	36 STATE ST	SANTA BARBARA	033-111-013
SANTA BARBARA PLATING WORKS	SL0608300255	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	623 E. HALEY ST	SANTA BARBARA	031-222-012
SANTA BARBARA REFRIGERATION	T0608300241	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	302 COTA ST W	SANTA BARBARA	031-211-001
SANTA BARBARA SCHOOL DISTRIC	T0608300616	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	724 SANTA BARBARA ST	SANTA BARBARA	031-082-019
SANTA BARBARA UPZ-MW (UPPER PRODUCING ZONE)	SLT3S0541302	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	DOWNTOWN SANTA BARBARA	SANTA BARBARA	027-021-028
SB CITY COMMUNITY GOLF COURSE	T0608300559	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	3500 MCCAWE AVE	SANTA BARBARA	051-230-005
SB COUNTY GENERAL SERVICES / COURTHOUSE	T0608300608	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	118 FIGUEROA ST E	SANTA BARBARA	029-211-028
SB COUNTY ROAD YARD	T0608300071	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	4415 CATHEDRAL OAKS RD	SBCOUNTY	059-140-023
SB COUNTY ROAD YARD 2	T10000004402	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	4415 CATHEDRAL OAKS RD	SANTA BARBARA	059-140-023
SBC ROAD YARD	T0608300618	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	4415 CATHEDRAL OAKS RD	SANTA BARBARA	059-140-023
SEARS SERVICE CENTER	T0608300740	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	3845 STATE ST	SANTA BARBARA	051-010-008
SEASIDE SHELL (DISPENSER ISLANDS)	T0608357759	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	101 CARRILLO ST W	SANTA BARBARA	039-313-006
SEASIDE SHELL - UST SPILL	T0608300749	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	101 CARRILLO ST W	SANTA BARBARA	039-313-006
SHELL - TURNPIKE	T0608300624	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	175 TURNPIKE RD N	GOLETA	067-230-037
SHELL EL DORADO	T0608300066	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1835 STATE ST	SANTA BARBARA	027-031-026
SHELL STATION HYDRAULIC HOIST	T10000003811	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	3060 STATE STREET	SANTA BARBARA	ROW
SHELL, BUCZKOWSKI, LTD.	T0608300179	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	33 MONTECITO ST W	SANTA BARBARA	033-042-003
SHELL/AMERICAN OIL	T0608300186	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	3535 STATE ST	SANTA BARBARA	051-053-001
SLOAN/LAMBDA PROPERTY	SL0608384065	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	602 MONTECITO ST E	SANTA BARBARA	017-030-003
SO PACIFIC/H AND H ROOFING	T0608300714	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	303 MILPAS ST S	SANTA BARBARA	017-285-003
SOUTHERN CALIFORNIA EDISON	SLT3S1911336	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	701 MONTECITO ST E	SANTA BARBARA	031-361-005
SOUTHERN CALIFORNIA EDISON	T0608300217	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	107 NOPALITOS WY N	SANTA BARBARA	017-203-020
SOUTHERN CALIFORNIA EDISON	T10000006240	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	520 YANONALIE STREET (EAST)	SANTA BARBARA	017-540-005
SOUTHERN CALIFORNIA GAS CO.	T10000009407	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	630 MONTECITO	SANTA BARBARA	017-030-010
SOUTHERN CALIFORNIA GAS CO	T0608300053	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	630 MONTECITO ST E	SANTA BARBARA	017-030-010
SOUTHERN PACIFIC RAILROAD	T0608300038	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	209 STATE ST	SANTA BARBARA	033-042-012
SOUTHERN PACIFIC RIGHT OF WAY - EMERGENCY REST	T10000006208	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	3 CALLE CESAR CHAVEZ (SOUTH) USE	SANTA BARBARA	017-113-038
SRI PADMA LLC (FORMERLY KNOWN AS CITY BLOCK A)	T10000003790	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	121 EAST MASON STREET	SANTA BARBARA	033-084-005
ST. ANTHONY'S SEMINARY	T0608362640	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	2300 GARDEN ST	SANTA BARBARA	025-140-024

ST. FRANCIS MEDICAL CENTER	T0608301135	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	601 MICHELTORRENA ST E	SANTA BARBARA	027-780-069
ST. PAUL'S CLEANERS	SLT3S1401321	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	407 BATH ST.	SANTA BARBARA	037-192-014
ST. VINCENT'S MERCY HOUSING	T10000005708	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	4200 CALLE REAL	SANTA BARBARA	ROW
STREET ADJACENT TO GREYHOUND STATION SITE	T10000005843	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	32 W. CARRILLO ST	SANTA BARBARA	ROW
SUMMERLAND TEXACO	T0608369061	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	2285 LILLIE AVE	SUMMERLAND	
SUNSHOWER CLEANERS	SL0608358741	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	8 BROADMOOR PLAZA	SANTA BARBARA	051-061-014
TECKNIT/ TUBE HOLDING COMPANY	SLT3S0391292	CLEANUP PROGRAM SITE	OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION	312/ 320 N. NOPAL ST.	SANTA BARBARA	031-363-039
TEXACO INC	T0608300518	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	150 LA CUMBRE RD S	SANTA BARBARA	051-032-002
TEXACO STATION	T0608300697	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	150 LA CUMBRE RD S	SANTA BARBARA	051-032-002
THE ENGINE COMPANY	T10000018628	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	810 BOND AVE	SANTA BARBARA	031-234-022
THE OPPORTUNITY SHOP	T0608300248	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	127 CANON PERDIDO W	SANTA BARBARA	037-042-001
THIELICKE TRANSMISSION	T0608300031	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	227 GRAY AVE	SANTA BARBARA	033-053-021
THRIFTY OIL #204	T0608300566	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	33 MISSION ST W	SANTA BARBARA	025-371-019
THRIFTY OIL #206	T0608300562	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	231 MILPAS ST N	SANTA BARBARA	017-042-018
THRIFTY OIL/CIRCLE K	T0608300549	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	4069 STATE ST	SANTA BARBARA	061-110-018
TIDEWATER MARINE FACILITY	SL0608341270	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	104 E. HALEY STREET	SANTA BARBARA	031-271-002
TIRE PRO'S	T0608300736	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	401 CARRILLO ST W	SANTA BARBARA	039-301-021
TONY'S BODY & FENDER	T0608375544	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	18 COTA ST W	SANTA BARBARA	ROW
TONY'S BODY AND FENDER	T0608307642	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	18 COTA ST W	SANTA BARBARA	ROW
TOSCO - 76 SS #3801	T0608300189	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	3052 DE LA VINA ST	SANTA BARBARA	051-121-001
TOSCO - 76 SS #4081	T0608300600	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	303 W CARRILLO ST W	SANTA BARBARA	039-302-008
TOSCO - 76 SS#0265	T0608300254	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	236 MILPAS ST N	SANTA BARBARA	017-051-001
TOSCO - 76 SS#4974	T0608300601	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1929 CLIFF DR	SANTA BARBARA	045-015-016
TOSCO - 76 STATION #0535	T0608300545	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1298 COAST VILLAGE RD	SANTA BARBARA	009-760-010
TOSCO - 76 STATION #6005	T0608300599	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	250 TURNPIKE RD N	GOLETA	067-230-029
TPG CHAPALA TANKS	T10000006339	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	530 CHAPALA ST	SANTA BARBARA	037-171-001
TRANSITION HOUSE PROJECT	T10000006176	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	421 COTA STREET (EAST)	SANTA BARBARA	031-160-010
TUNNEL ROAD RESERVOIR	T10000006051	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1501 TUNNEL RD	SANTA BARBARA	153-270-009
TURNPIKE ONE HOUR MARTINIZING	T10000014283	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	155 SOUTH TURNPIKE ROAD	SANTA BARBARA	065-040-047
U-HAUL	T0608314442	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	4417 HOLLISTER	SANTA BARBARA	061-091-011
U.S. MARSHAL	T10000009053	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	348 PALISADES DR.	SANTA BARBARA	041-305-013
UNION OIL CO SS# 216	T0608300578	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1316 STATE ST	SANTA BARBARA	039-133-001
UNION OIL STATION #216	T0608300698	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1316 STATE ST	SANTA BARBARA	039-133-001
UNION PACIFIC RR/FIESTA CARWASH	T0608300670	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	240 MONTECITO ST W	SANTA BARBARA	037-244-004
UNOCAL	T0608300103	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1504 EAST VALLEY RD	MONTECITO	011-200-053
UNOCAL BREAKWATER FACILITY	T0608300171	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	HARBOR WAY/BREAKWATER	SANTA BARBARA	045-250-013
UNOCAL SS#4605	T0608300602	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	3898 STATE ST	SANTA BARBARA	057-240-044
UNOCAL SS#5877	T0608300252	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	200 MILPAS ST S	SANTA BARBARA	017-240-014
UNOCAL/GREAT WESTERN BANK	T0608300643	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1302 STATE ST	SANTA BARBARA	039-133-011
UPRR SOUTH PROPERTY	T10000005137	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	110 S. CALLE CESAR CHAVEZ	SANTA BARBARA	017-113-027
US POST OFFICE	T0608300707	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	3345 STATE ST	SANTA BARBARA	051-063-004
USPS MILPAS ANNEX	T0608300522	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	107 NOPALITOS WY S	SANTA BARBARA	017-203-020
VACANT LOT	T10000014921	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	200 HELENA STREET	SANTA BARBARA	033-052-018
VACANT LOT	T10000014538	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	123 GRAY AVE.	SANTA BARBARA	033-083-007
VACANT LOT	T10000004770	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	128 ANACAPA STREET	SANTA BARBARA	033-230-003
VALLEY CLUB OF MONTECITO	T0608355258	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	500 SHEFFIELD DR	SANTA BARBARA	
VARIANT PARCEL	T0608300151	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	932 DE LA VINA ST	SANTA BARBARA	039-313-001
VERIZON BUILDING LOT #2	T10000005801	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	101 W. CANON PERDIDO STREET	SANTA BARBARA	ROW
VIRGINIA HOTEL LTD	T0608300667	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	17 HALEY ST W	SANTA BARBARA	037-211-002
WALL ELECTRIC	T0608300237	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	512 GUTIERREZ ST E	SANTA BARBARA	031-351-016
WOLFGANG'S MESA TEXACO	T0608343274	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	2036 CLIFF DR	SANTA BARBARA	041-252-018
WORK INC	T0608300239	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	330 STATE ST	SANTA BARBARA	037-254-016
WORLD OIL SS #56	T0608300041	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	2837 DE LA VINA ST	SANTA BARBARA	051-212-001
YEH RESIDENCE	T10000006224	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTION	1632 CLIFF DRIVE	SANTA BARBARA	035-160-011
AG RX GOLETA FACILITY	T10000006622	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	700 BOTELLO RD	GOLETA	ROW-3073
ATLANTIC AVIATION (FORMERLY MERCURY AIR CENTER)	T0608300082	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	404 MOFFETT PL	SANTA BARBARA	073-450-003
CITY OF SANTA BARBARA AIRPORT	T10000011989	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED - LAND USE RESTRICTIONS	25 DAVID LOVE PLACE	SANTA BARBARA	073-080-050
CITY OF SANTA BARBARA AIRPORT	T0608300580	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1301 FIRESTONE RD	SANTA BARBARA	073-450-003
FAA SANTA BARBARA REMOTE TRANSMITTER/RECEIVER	T10000005841	CLEANUP PROGRAM SITE	OPEN - ELIGIBLE FOR CLOSURE	6551 HOLLISTER AVE	SANTA BARBARA	073-450-003
GOLETA WEST SANITARY DISTRICT - UCSB	T0608369320	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	LOT 32 MESA RD - UCSB	GOLETA	073-450-003
HOT LINE CONSTRUCTION, INC. POLE YARD	T10000016906	CLEANUP PROGRAM SITE	OPEN - ASSESSMENT & INTERIM REMEDIAL ACTION	701 ROBERT KESTER DRIVE	GOLETA	073-080-060
HYDROCARBON IMPACTED SOIL CLEANUP AT SB CITY PROPERT	T10000006954	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	6100 HOLLISTER AVE	SANTA BARBARA	073-080-076
ROBERT KESTER PLACE	T0608366986	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	834 ROBERT KESTER PL	SANTA BARBARA	ROW-3064
S.B. CITY, AIRPORT MAINT	T0608300073	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	1699 FIRESTONE RD	GOLETA	073-450-003
SANTA BARBARA AIRPORT	T10000006623	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	691 BOTELLO RD	SANTA BARBARA	ROW-3073
SANTA BARBARA AIRPORT	T0608348137	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	691 BOTELLO	SANTA BARBARA	073-080-076
SANTA BARBARA AIRPORT	T0608300211	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	DAVID LOVE PL	SANTA BARBARA	ROW-3064
SANTA BARBARA AIRPORT TERMINAL	T0608302757	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	500 FOWLER RD	GOLETA	073-450-003
SANTA BARBARA AVIATION	T0608300617	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	610 MARXMILLER RD	SANTA BARBARA	ROW-4022
SANTA BARBARA AVIATION	T0608300108	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	619 MARXMILLER RD	SANTA BARBARA	ROW-4022
SANTA BARBARA AVIATION	T0608300150	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	20 ARNOLD PL	SANTA BARBARA	073-450-003
SANTA BARBARA CHRYSLER JEEP DEALERSHIP	T0608311510	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	6290 HOLLISTER AVENUE	GOLETA	073-080-041
SANTA BARBARA CITY AIRPORT	T100000005982	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	800 BECKNELL RD	GOLETA	ROW-4038
SANTA BARBARA MUNICIPAL AIRPORT - C-130 CRASH SITE (SANT	T10000014952	CLEANUP PROGRAM SITE	OPEN - VERIFICATION MONITORING	601 FIRESTONE ROAD	SANTA BARBARA	073-450-003
SANTA BARBARA MUNICIPAL AIRPORT - SANTA BARBARA MUNI	T10000012769	CLEANUP PROGRAM SITE	OPEN - SITE ASSESSMENT	601 FIRESTONE RD	SANTA BARBARA	073-450-003
SBA AIRFIELD SAFETY PROJECT	T10000020104	CLEANUP PROGRAM SITE	COMPLETED - CASE CLOSED	601 FIRESTONE ROAD	GOLETA	073-450-003

SOUTHERN CALIFORNIA EDISON	T0608388955	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	103 DAVID LOVE PL	SANTA BARBARA	073-080-045
TIERRA CONSTRUCTION	T0608300013	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	110 DAVID LOVE PL	GOLETA	073-080-064
UCSB NAVAL AIR STATION (GOLETA) - UCSB NAVAL AIR STATION	T10000008999	MILITARY PRIVATIZED SITE	COMPLETED - CASE CLOSED	25 25 DAVID LOVE PLACE (NE OF INTERSEC	SANTA BARBARA	073-080-054
UCSB NAVAL AIR STATION (GOLETA) - UCSB NAVAL AIR STATION	T10000008998	MILITARY PRIVATIZED SITE	COMPLETED - CASE CLOSED	25 DAVID LOVE PLACE	SANTA BARBARA	073-080-050
UCSB NAVAL AIR STATION (GOLETA) - UCSB NAVAL AIR STATION	T10000008987	MILITARY PRIVATIZED SITE	COMPLETED - CASE CLOSED	800 BECKNELL RD	SANTA BARBARA	ROW-4038
UCSB NAVAL AIR STATION (GOLETA) - UCSB NAVAL AIR STATION	T10000008959	MILITARY PRIVATIZED SITE	COMPLETED - CASE CLOSED	NORTH OF ROBERT MARXMILLER PLACE, SC	SANTA BARBARA	073-450-003
UCSB NAVAL AIR STATION (GOLETA) - UCSB NAVAL AIR STATION	T10000008958	MILITARY PRIVATIZED SITE	COMPLETED - CASE CLOSED	SE OF INTERSECTION OF FIRESTONE ROAD	SANTA BARBARA	073-450-003
UCSB NAVAL AIR STATION (GOLETA) - UCSB NAVAL AIR STATION	T10000008960	MILITARY PRIVATIZED SITE	COMPLETED - CASE CLOSED	E, SE OF INTERSECTION OF MARXMILLER PL	SANTA BARBARA	073-450-003
UCSB NAVAL AIR STATION (GOLETA) - UCSB NAVAL AIR STATION	T10000008961	MILITARY PRIVATIZED SITE	COMPLETED - CASE CLOSED	1301 FIRESTONE RD; BUILDING 301 EAST U	SANTA BARBARA	073-450-003
UCSB NAVAL AIR STATION (GOLETA) - UCSB NAVAL AIR STATION	T10000008963	MILITARY PRIVATIZED SITE	COMPLETED - CASE CLOSED	20 ARNOLD PLACE: BLDG/UST-305	SANTA BARBARA	073-450-003
UCSB NAVAL AIR STATION (GOLETA) - USCOC-TANK #114	T0608300653	MILITARY UST SITE	COMPLETED - CASE CLOSED	150 PERES RD	SANTA BARBARA	073-080-061
UCSB NAVAL AIR STATION (GOLETA) - USCOC-TANK #239	T0608300652	MILITARY UST SITE	COMPLETED - CASE CLOSED	640 MOLLENHAVER RD	SANTA BARBARA	073-080-076
UCSB NAVAL AIR STATION (GOLETA) - USCOC/ARITOR-TANK #3	T0608300651	MILITARY UST SITE	COMPLETED - CASE CLOSED	1401 FIRESTONE RD	SANTA BARBARA	073-450-003
UCSB NAVAL AIR STATION (GOLETA) - USCOC/MARI PRO SAIC-T	T0608300650	MILITARY UST SITE	COMPLETED - CASE CLOSED	1522 COOK PL	SANTA BARBARA	073-450-003
UCSB NAVAL AIR STATION (GOLETA) - UST NO. 24 - FORMER BA	T10000008288	MILITARY UST SITE	COMPLETED - CASE CLOSED	N/A A PRIVATE DIRT ROAD JUST NORTH OF I	SANTA BARBARA	073-450-003
VISTA STEEL COMPANY	T0608300692	LUST CLEANUP SITE	COMPLETED - CASE CLOSED	103 PERES RD	GOLETA	073-080-060

Place_addr	FACILITY NAME	AGENCY NAME	SIC DESC 1	TITLE	DESCRIPTION	APN
220 W Gutierrez St, Santa Barbara, California, 93101	Goldberg/Goss-Jewett	Goldberg, Goss-Jewett	Drycleaning Plants, Except Rug Cleaning	Enforcement - 3 420000N50	CAO TO ESTABLISH CUL'S. DUE DATES UNDEFINABLE.	037-202-006
Channel Islands 4151 Foothill Rd, Santa Barbara, California, 93110	Channel Islands National Park SS #11-LBT, Santa Barbara	US Dept of the Interior Park Service Mobil Oil Corporation Burbank	Automotive Services, Except Repair and Carwashes	Enforcement - 3 420000N57	MUST ABATE RANGELAND AND ROAD MANAGEMENT PRACTICES WHICH DEGRADE RIPARIAN HABITAT, WATER QUALITY.	
4085 State St, Santa Barbara, California, 93110	Power UP Station (Former)	MacElhenry Group	Automotive Services, Except Repair and Carwashes	Enforcement - 3 420000N09	NONE	059-160-024
4085 State St, Santa Barbara, California, 93110	Power UP Station (Former)	MacElhenry Group	Automotive Services, Except Repair and Carwashes	Enforcement - 3 420000N09	THIS ORDER ESTABLISHES A REVISED WORK SCHEDULE AND RATIFIES CLEANUP LEVELS	061-110-014
2184 Thornberry Rd, Nipomo, California, 93444	Former Guadalupe Oil Field	Unocal Corporation San Luis Obispo	Crude Petroleum and Natural Gas	Enforcement - 3 400000N55	DISCHARGE PETROLEUM INTO WATERS OF STATE AT THE GUADALUPE OIL FIELD	
1015 De La Vina St, Santa Barbara, California, 93101	former Norvell-Bass Dry Cleaners (now Carrillo Plaza)	Norvell-Bass Dry Cleaners		CAO No. R3-2005-0033	Dischargers discharged or permitted the discharge of tetrachloroethylene (PCE) to waters of the state underlying a dry-cleaning facility located at the property.	039-271-025
222 E Ocean Ave, Lompoc, California, 93436	Hampton Radiator	Hampton, Kenneth & Margaret	Petroleum and Petroleum Products Wholesalers, Except Bulk Stations and Terminals	Enforcement - 3 420000N40	INVESTIGATE PCE CONTAMINATED GROUND WATER. ORDER SENT OUT AS 91-113.	
5335 Debbie Rd, Santa Barbara, California, 93111	Granite Const. Indio 03-004	Granite Construction Company Indio	Refuse Systems	Enforcement - 7A330301011	10/09/2002 CAO No. R7-2002-0206 issued for remedial action to abate the effects of discharges of waste, including radioactive waste, which threaten to cause a condition of pollution or nuisance	071-220-030
5675 Carpinteria Ave, Carpinteria, California, 93013	Carpinteria O&G Facility	Venoco inc		Enforcement - 3 420001N91 CAO for R3-2008-0033 for the City of Guadalupe	Discharger required to complete all tasks specified in revised workplan and submit report detailing results of implementation.	
5125 W Main St, Guadalupe, California, 93434	Guadalupe WWTP	Guadalupe City	Sewerage Systems			
300 E Clark Ave, Santa Maria, California, 93455	Haddad, Ronald	Haddad, Ronald	Petroleum and Petroleum Products Wholesalers, Except Bulk Stations and Terminals	Enforcement - 3 420000N46	RELEASE OF PETRO INTO GROUND. PER RCB THIS DISCHARGER HAS NO \$\$\$.	
327 State St, Santa Barbara, California, 93101	Redevelopment Agency Property	CA Dept of Trans D5 - San Luis Obispo		Enforcement - 3 420000N31	TETRACHLOROETHYLENE (PCE) IN ELEVATED CONCENTRATIONS WERE DETECTED IN SOIL AND GROUND WATER	037-252-011
6338 Lindmar Dr, Goleta, California, 93117	Bardex Corporation	Bardex Corporation		CAO R3-2007-0087 for Bardex Corporation	Outlines responsibilities for preventing and mitigating contaminated groundwater originating from 6338 Lindmar Drive, Goleta and other locations near the property from discharging to the street or other conveyances to surface waters.	073-050-030
6338 Lindmar Dr, Goleta, California, 93117	Bardex Corporation	Bardex Corporation		CAO R3-2004-0063 for Bardex Corporation	Order directs discharger to clean up trichloroethylene (TCE) and related hazardous compounds discharged to soil and groundwater.	073-050-030
Dump Rd, Carpinteria, California, 93013	Carpinteria Burn Dump	Venoco inc	Refuse Systems	Enforcement - 3 420001N73	Cleanup and Abatement Order issued for DDT/DDE/DDD discharge to surface waters of the State.	
535 E Montecito St, Santa Barbara, California, 93103	Offerman Santa Maria Regional Waste Management Facility (Santa Maria SWDS)	Veeco/Lambda	Electronic Components, NEC	Enforcement - 3 420000N53	CAO TO ESTABLISH CUL'S - DUE DATE UNDEFINABLE.	031-580-001
2065 E Main St, Santa Maria, California, 93454		City of Santa Maria	Refuse Systems	Enforcement - 3 420304001	ORDER REQUIRES COMPLIANCE WITH WDR 94-63.	
3323 State St, Santa Barbara, California, 93105	Dutch Maid Dry Cleaners	Dutch Maid Cleaners (Richard Zell, David Zell, Jerry McKearnan, dba)	Drycleaning Plants, Except Rug Cleaning	CAO R3-1997-0021 for Dutch Maid Dry Cleaners Site Cleanup Project	As of 9/24/19, technical staff is Daniel Pelikan, supv Greg Bishop. Prior technical staff was Dean Thomas. Note that amendments other than those listed below are referenced in letters to the responsible parties.	051-100-002
320 N Nopal St, Santa Barbara, California, 93103	Former Tecknit and Tube Holding	TWP Inc	Air and Water Resource and Solid Waste Management	Enforcement - 3 420000N56	VIOLATION OF MRP #93-112. CAO ADOPTED TO ESTABLISH CUL'S- DUE DATE UNDEFINABLE.	031-363-039
3905 State St, Santa Barbara, California, 93105	LME Investment Company	LME Investment Company	Gasoline Service Stations	Enforcement - 3 420000N32	PETROLEUM PRODUCTS LEAKED FROM UNDERGROUND STORAGE SYSTEM POLLUTING WATERS OF THE STATE	051-021-005
3898 State St, Santa Barbara, California, 93105	Unocal SS #4605		Gasoline Service Stations	Enforcement - 3 422011005	CAO ESTABLISHES NEW CMLPNC SCHEDULE & REQUIRES DOCUMENTATION OF DELAYS CAUSED BY LOCAL AGENCY REQMTS	057-240-044

SITE / FACILITY NAME	ENVIROSTOR ID	PROGRAM TYPE	STATUS	STATUS DATE	ADDRESS DESCRIPTION	CITY	CALENVIROSCREEN SCORE	SITE CODE
SO CAL GAS/SANTA BARBARA (QUARANTINA MGP	42490036	STATE RESPONSE	CERTIFIED / OPERATION & MAINTENANCE - LAND USE RESTRICTIONS	7/18/1994	630 EAST MONTECITO STREET	SANTA BARBARA	70-75%	300174

Appendix E

Noise and Vibration Calculations

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 10/26/2021
Case Description: West Hollywood Housing Element Update

**** Receptor #1 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Typical Level at 50 Feet	Residential	65.0	65.0	65.0

Description	Impact Device	Usage (%)	Equipment			
			Spec	Actual	Receptor Distance (feet)	Estimated Shielding (dBA)
			Lmax (dBA)	Lmax (dBA)		
-----	-----	-----	-----	-----	-----	-----
Dozer	No	40		81.7	50.0	0.0
Jackhammer	Yes	20		88.9	50.0	0.0
Excavator	No	40		80.7	50.0	0.0

Results

Noise Limit Exceedance (dBA)							Noise Limits (dBA)		
		Calculated (dBA)			Day		Evening		
Night	Day		Evening		Night				
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Dozer	N/A	N/A	81.7	77.7	N/A	N/A	N/A	N/A	N/A
Jackhammer	N/A	N/A	88.9	81.9	N/A	N/A	N/A	N/A	N/A
Excavator	N/A	N/A	80.7	76.7	N/A	N/A	N/A	N/A	N/A
Total	N/A	N/A	88.9	84.2	N/A	N/A	N/A	N/A	N/A

Groundborne Noise and Vibration Modeling

Notes

The reference distance is measured from the nearest anticipated point of construction equipment to the nearest structure. Last Updated: 09/29/2021

Equipment	Reference Level Inputs			
	PPV _{ref} (in/sec)	Lv _{ref} (VdB)	RMS _{ref} (in/sec)	Reference Distance
Impact Pile Driver	0.644	112	0.398	25
Sonic Pile Driver	0.17	105	0.178	25
Vibratory Roller	0.21	94	0.050	25
Hoe Ram	0.089	87	0.022	25
Large bulldozer	0.089	87	0.022	25
Caisson drilling	0.089	87	0.022	25
Loaded trucks	0.076	83	0.014	25
Jack hammer	0.035	79	0.009	25
Small bulldozer	0.003	58	0.001	25

Equipment	Vibration Level at Receiver			
	Distance (feet)	PPV _x (in/sec)	Lv _x (VdB)	RMS _x (in/sec)
Impact Pile Driver	25	0.6440	112	0.398
Sonic Pile Driver	25	0.1700	105	0.178
Vibratory Roller	25	0.2100	94	0.050
Hoe Ram	25	0.0890	87	0.022
Large bulldozer	25	0.0890	87	0.022
Caisson drilling	25	0.0890	87	0.022
Loaded trucks	25	0.0760	83	0.014
Jack hammer	25	0.0350	79	0.009
Small bulldozer	25	0.0030	58	0.001

Equipment	Vibration Contours		
	Distance to (feet)		
	0.100 PPV	72.0 VdB	0.0080 RMS
Impact Pile Driver	136	1645	872
Sonic Pile Driver	40	791	419
Vibratory Roller	49	250	133
Hoe Ram	22	120	64
Large bulldozer	22	120	64
Caisson drilling	22	120	64
Loaded trucks	19	79	42
Jack hammer	10	52	28
Small bulldozer	1	6	3

Sources

California Department of Transportation (Caltrans). 2020. Transportation and Construction Vibration Guidance Manual. April 2020. Available at: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>
 Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. September 2018. Available at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

Groundborne Noise and Vibration Modeling

Notes

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Equipment	Reference Level Inputs			
	PPV _{ref} (in/sec)	Lv _{ref} (VdB)	RMS _{ref} (in/sec)	Reference Distance
Impact Pile Driver	0.644	112	0.398	25
Sonic Pile Driver	0.17	105	0.178	25
Vibratory Roller	0.21	94	0.050	25
Hoe Ram	0.089	87	0.022	25
Large bulldozer	0.089	87	0.022	25
Caisson drilling	0.089	87	0.022	25
Loaded trucks	0.076	83	0.014	25
Jack hammer	0.035	79	0.009	25
Small bulldozer	0.003	58	0.001	25

Equipment	Vibration Level at Receiver			
	Distance (feet)	PPV _x (in/sec)	Lv _x (VdB)	RMS _x (in/sec)
Impact Pile Driver	50	0.3004	105	0.186
Sonic Pile Driver	50	0.0793	98	0.083
Vibratory Roller	50	0.0980	87	0.023
Hoe Ram	50	0.0415	80	0.010
Large bulldozer	50	0.0415	80	0.010
Caisson drilling	50	0.0415	80	0.010
Loaded trucks	50	0.0355	76	0.007
Jack hammer	50	0.0163	72	0.004
Small bulldozer	50	0.0014	51	0.000

Equipment	Vibration Contours		
	Distance to (feet)		
	0.100 PPV	72.0 VdB	0.0080 RMS
Impact Pile Driver	136	1645	872
Sonic Pile Driver	40	791	419
Vibratory Roller	49	250	133
Hoe Ram	22	120	64
Large bulldozer	22	120	64
Caisson drilling	22	120	64
Loaded trucks	19	79	42
Jack hammer	10	52	28
Small bulldozer	1	6	3

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 Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. September 2018. Available at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

Groundborne Noise and Vibration Modeling

Notes

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Equipment	Reference Level Inputs			
	PPV _{ref} (in/sec)	Lv _{ref} (VdB)	RMS _{ref} (in/sec)	Reference Distance
Impact Pile Driver	0.644	112	0.398	25
Sonic Pile Driver	0.17	105	0.178	25
Vibratory Roller	0.21	94	0.050	25
Hoe Ram	0.089	87	0.022	25
Large bulldozer	0.089	87	0.022	25
Caisson drilling	0.089	87	0.022	25
Loaded trucks	0.076	83	0.014	25
Jack hammer	0.035	79	0.009	25
Small bulldozer	0.003	58	0.001	25

Equipment	Vibration Level at Receiver			
	Distance (feet)	PPV _x (in/sec)	Lv _x (VdB)	RMS _x (in/sec)
Impact Pile Driver	60	0.2458	104	0.152
Sonic Pile Driver	60	0.0649	97	0.068
Vibratory Roller	60	0.0802	86	0.019
Hoe Ram	60	0.0340	79	0.009
Large bulldozer	60	0.0340	79	0.009
Caisson drilling	60	0.0340	79	0.009
Loaded trucks	60	0.0290	75	0.005
Jack hammer	60	0.0134	71	0.003
Small bulldozer	60	0.0011	50	0.000

Equipment	Vibration Contours		
	Distance to (feet)		
	0.100 PPV	72.0 VdB	0.0080 RMS
Impact Pile Driver	136	1645	872
Sonic Pile Driver	40	791	419
Vibratory Roller	49	250	133
Hoe Ram	22	120	64
Large bulldozer	22	120	64
Caisson drilling	22	120	64
Loaded trucks	19	79	42
Jack hammer	10	52	28
Small bulldozer	1	6	3

Sources

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Groundborne Noise and Vibration Modeling

Notes

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Equipment	Reference Level Inputs			
	PPV _{ref} (in/sec)	Lv _{ref} (VdB)	RMS _{ref} (in/sec)	Reference Distance
Impact Pile Driver	0.644	112	0.398	25
Sonic Pile Driver	0.17	105	0.178	25
Vibratory Roller	0.21	94	0.050	25
Hoe Ram	0.089	87	0.022	25
Large bulldozer	0.089	87	0.022	25
Caisson drilling	0.089	87	0.022	25
Loaded trucks	0.076	83	0.014	25
Jack hammer	0.035	79	0.009	25
Small bulldozer	0.003	58	0.001	25

Equipment	Vibration Level at Receiver			
	Distance (feet)	PPV _x (in/sec)	Lv _x (VdB)	RMS _x (in/sec)
Impact Pile Driver	75	0.1923	102	0.119
Sonic Pile Driver	75	0.0508	95	0.053
Vibratory Roller	75	0.0627	84	0.015
Hoe Ram	75	0.0266	77	0.007
Large bulldozer	75	0.0266	77	0.007
Caisson drilling	75	0.0266	77	0.007
Loaded trucks	75	0.0227	73	0.004
Jack hammer	75	0.0105	69	0.003
Small bulldozer	75	0.0009	48	0.000

Equipment	Vibration Contours		
	Distance to (feet)		
	0.100 PPV	72.0 VdB	0.0080 RMS
Impact Pile Driver	136	1645	872
Sonic Pile Driver	40	791	419
Vibratory Roller	49	250	133
Hoe Ram	22	120	64
Large bulldozer	22	120	64
Caisson drilling	22	120	64
Loaded trucks	19	79	42
Jack hammer	10	52	28
Small bulldozer	1	6	3

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Groundborne Noise and Vibration Modeling

Notes

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Equipment	Reference Level Inputs			
	PPV _{ref} (in/sec)	Lv _{ref} (VdB)	RMS _{ref} (in/sec)	Reference Distance
Impact Pile Driver	0.644	112	0.398	25
Sonic Pile Driver	0.17	105	0.178	25
Vibratory Roller	0.21	94	0.050	25
Hoe Ram	0.089	87	0.022	25
Large bulldozer	0.089	87	0.022	25
Caisson drilling	0.089	87	0.022	25
Loaded trucks	0.076	83	0.014	25
Jack hammer	0.035	79	0.009	25
Small bulldozer	0.003	58	0.001	25

Equipment	Vibration Level at Receiver			
	Distance (feet)	PPV _x (in/sec)	Lv _x (VdB)	RMS _x (in/sec)
Impact Pile Driver	100	0.1402	99	0.087
Sonic Pile Driver	100	0.0370	92	0.039
Vibratory Roller	100	0.0457	81	0.011
Hoe Ram	100	0.0194	74	0.005
Large bulldozer	100	0.0194	74	0.005
Caisson drilling	100	0.0194	74	0.005
Loaded trucks	100	0.0165	70	0.003
Jack hammer	100	0.0076	66	0.002
Small bulldozer	100	0.0007	45	0.000

Equipment	Vibration Contours		
	Distance to (feet)		
	0.100 PPV	72.0 VdB	0.0080 RMS
Impact Pile Driver	136	1645	872
Sonic Pile Driver	40	791	419
Vibratory Roller	49	250	133
Hoe Ram	22	120	64
Large bulldozer	22	120	64
Caisson drilling	22	120	64
Loaded trucks	19	79	42
Jack hammer	10	52	28
Small bulldozer	1	6	3

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Groundborne Noise and Vibration Modeling

Notes

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Equipment	Reference Level Inputs			
	PPV _{ref} (in/sec)	Lv _{ref} (VdB)	RMS _{ref} (in/sec)	Reference Distance
Impact Pile Driver	0.644	112	0.398	25
Sonic Pile Driver	0.17	105	0.178	25
Vibratory Roller	0.21	94	0.050	25
Hoe Ram	0.089	87	0.022	25
Large bulldozer	0.089	87	0.022	25
Caisson drilling	0.089	87	0.022	25
Loaded trucks	0.076	83	0.014	25
Jack hammer	0.035	79	0.009	25
Small bulldozer	0.003	58	0.001	25

Equipment	Vibration Level at Receiver			
	Distance (feet)	PPV _x (in/sec)	Lv _x (VdB)	RMS _x (in/sec)
Impact Pile Driver	125	0.1097	97	0.068
Sonic Pile Driver	125	0.0289	90	0.030
Vibratory Roller	125	0.0358	79	0.009
Hoe Ram	125	0.0152	72	0.004
Large bulldozer	125	0.0152	72	0.004
Caisson drilling	125	0.0152	72	0.004
Loaded trucks	125	0.0129	68	0.002
Jack hammer	125	0.0060	64	0.002
Small bulldozer	125	0.0005	43	0.000

Equipment	Vibration Contours		
	Distance to (feet)		
	0.100 PPV	72.0 VdB	0.0080 RMS
Impact Pile Driver	136	1645	872
Sonic Pile Driver	40	791	419
Vibratory Roller	49	250	133
Hoe Ram	22	120	64
Large bulldozer	22	120	64
Caisson drilling	22	120	64
Loaded trucks	19	79	42
Jack hammer	10	52	28
Small bulldozer	1	6	3

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 Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. September 2018. Available at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf

Appendix F

Transportation Memorandum

DRAFT MEMORANDUM

To: City of Santa Barbara

From: Iteris, Inc.

Date: December 22, 2022

RE: Santa Barbara Housing Element Update – **Draft** CEQA Transportation Impact Analysis

INTRODUCTION

This memorandum describes the California Environmental Quality Act (CEQA) transportation impact analysis for the City of Santa Barbara Housing Element Update. The evaluation is consistent with CEQA Guidelines effective December 28, 2018. The Housing Element Update’s impacts are evaluated per Appendix G Environmental Checklist Form of the current CEQA guidelines, which assesses projects by the four criteria listed below:

T-1 *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

T-2 *Would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

T-3 *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

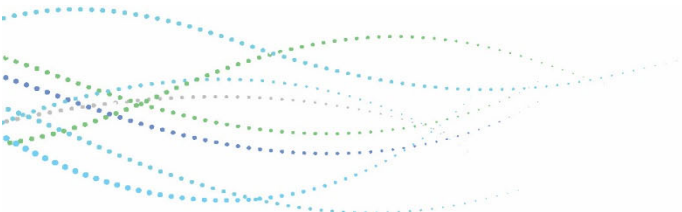
T-4 *Would the project result in inadequate emergency access?*

METHODOLOGY

For impact criteria T-1, T-3, and T-4, relevant plans were reviewed to determine if any potential significant impacts would occur as a result of the Housing Element Update project. Thus, a qualitative assessment was performed.

For impact criteria T-2, a technical analysis was performed using the Santa Barbara Travel-Demand Forecasting Model (SBTDFM). This land-use based model was developed by Iteris, as a subarea model of the Santa Barbara Council of Government’s (SBCAG) travel demand model. Iteris utilized the SBTDFM to generate the Vehicle Miles Traveled (VMT) statistics. The model consists of a 2020 base year scenario (validated to 2020 conditions, pre-COVID) and 2035 future year scenario. The model consists of a detailed traffic analysis zone (TAZ) structure in the City of Santa Barbara, including 353 TAZ’s within the City.

For the impact criteria T-2 analysis, all VMT for trips beginning or ending in the City were accounted for, consistent with the Governor’s Office of Planning and Research (OPR) Technical Advisory on Evaluating



Transportation Impacts in CEQA. While other methodologies measure only the amount of VMT traveling on streets within the City, or only half the distance of trips from outside of the City (as in SB 375 Regional Plan Climate Target analysis), the Housing Element Update analyzes the full extent of vehicle travel from the Project (per SB 743).

In order to determine the Housing Element Update project's potential level of impact, a new scenario was prepared, incorporating the 2035 land use projections (within the City of Santa Barbara). For land use plans which include only residential uses, the appropriate analysis metric is VMT per capita. **Table 1** summarizes the Housing Element Update's proposed net changes in land use, which were incorporated into the TAZ's based on location.

Table 1: Proposed Housing Element Update Net Land Use Changes

Land Use Type	Existing (2020)	Housing Element Update (2035)	Net Change
Residential			
Residential Units	37,626 units	43,082 units	+5,456 units
Population	88,485 residents	100,713 residents	+12,228 residents

As shown, the Housing Element Update's is anticipated to result in 5,456 additional dwelling units and approximately 12,228 additional residents.

IMPACT ANALYSIS

This section presents the CEQA impact evaluation for each of the four criteria.

T-1 Impact Evaluation

The Housing Element Update includes growth in residential uses only, and does not consist of any modifications to the circulation network. The Housing Element Update would result in additional residential density, which would result in increased multimodal trips (vehicle, bicycle, pedestrian, transit) onto the circulation network. This increase in multiple modes of travel would be in conformance with the goals and policies contained in the following plans affecting the City's circulation network:

- Plan Santa Barbara General Plan Update - Circulation Element
- SBCAG Connected 2050: Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)

As such, the Housing Element Update would not be in conflict with any programs, plans, ordinances and policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, making the impact **less-than-significant**.

T-2 Impact Evaluation

Under criteria T-2, the proposed Housing Element Update's effects on Vehicle Miles Traveled (VMT) are evaluated, as described in the following sub-sections.

VMT Impact Analysis

The thresholds of significance, for use in this analysis, are defined as:

- **Land Use Plans:** A project's impact shall be considered less than significant if future year with project scenario VMT/Service Pop (or per Capita if residential-only) of the project area is below 15% below the existing/base year SBCAG region average VMT/Service Population or VMT/Capita. The Origin/Destination method for VMT calculation should be used for this evaluation.

Applying the described land use and modifications, citywide VMT outputs were developed using the SBTfDM. **Table 2** summarizes the daily citywide VMT per capita for the existing and future year 2035 with Housing Element Update scenarios. Detailed VMT calculations are provided in **Appendix A**.

Table 2: VMT Summary

Area	Scenario	Total Home based Daily VMT	Residents	Employees	Home Based VMT / Capita
SBCAG Region	Existing (2020)	8,886,744	450,325	222,514	19.73
City of Santa Barbara	Future Year 2035 With Housing Element Update	1,146,262	100,713	77,153	11.38

As shown in **Table 2**, the future year 2035 with Housing Element Update citywide VMT per capita is forecast to be 11.38, while the existing (2020) SBCAG VMT per capita is currently 19.73. As such, the threshold VMT per capita, which is 15% below existing, is 16.77. Therefore, the future year 2035 with Housing Element Update citywide VMT per capita is forecast to be below the threshold.

Thus, this impact is considered **less than significant**.

T-3 Impact Evaluation

The objective of the Housing Element Update is to address housing needs of the City of Santa Barbara. As a zoning program, the Housing Element Update does not prescribe any modifications to the circulation network, such that roadway design would be affected. As individual residential projects build out, applicants would be required to follow the appropriate City design guidelines in implementing roadway improvements that are necessary to alleviate traffic impacts.

Therefore, as a policy document, the Housing Element Update would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Thus, this impact is considered **less than significant**.

T-4 Impact Evaluation

The Housing Element Update does not include elements that would impede emergency vehicle access. New residential development is anticipated to consist of primarily multifamily and mixed-use development, which would not result in the altering of any existing transportation facilities/infrastructure. In addition, future residential development would be built in conformance to applicable City and/or County Fire Department standards for emergency vehicle access. Thus, this impact is considered **less than significant**.

APPENDIX A – VMT Calculations

Socioeconomic Data									
Scenario	DU	SF DU	MF DU	Population	Total EMP	Commercial EMP	Non-Retail EMP	Population/HH	
2020 Existing	37,626	14,897	22,729	88,485	77,153	28,829	48,325	2.35	
2035 GP Update	43,082	14,925	28,157	100,713	82,867	29,272	53,595	2.34	HH Growth 2020-2035 5,456
2035 NoBuild (2030 GP)	38,947	15,098	23,849	92,304	84,640	31,703	52,937	2.37	Pop Growth 2020-2035 12,228 (Note that our # for the pop increase was 12,872, based on an increase of 5,418 units at 2.38 PPH)
2035 Housing Element Update (Residential Only, No HOV)									
	43,082	14,925	28,157	100,713	77,153	28,829	48,325	2.34	

Link-Based VMT Methodology

VMT - Total - City of Santa Barbara										Average Daily VMT/Service Population
Scenario	AM 7 AM to 9 AM	Late AM 9 AM to 12 PM	Lunch 12 PM to 2 PM	Early PM 2 PM to 4 PM	PM 4 PM to 6 PM	Evening 6 PM to 8 PM	Late Evening 8 PM to 12 AM	Night 12 AM to 7 AM	Average Daily	
2020 Existing	187,250	193,475	151,538	176,695	243,189	129,482	83,354	97,255	1,262,238	7.62
2035 GP Update	204,949	221,422	172,163	201,568	266,976	148,766	99,814	115,307	1,430,965	7.79
2035 NoBuild (2030 GP)	204,868	218,111	169,878	199,094	265,647	147,270	98,843	114,999	1,418,710	8.02
2035 Housing Element Update (Residential Only, No HOV)	203,173	217,565	169,951	199,130	264,470	146,405	97,973	113,640	1,412,307	7.94

113% 102% Increase in daily VMT of 13%, and increase in daily VMT/SP of 2%.

112% 105% Increase in daily VMT of 12% and small increase in daily VMT/SP of 5%. Similar to Updated GP, but slightly higher increase in VMT/SP.

112% 104% Increase in daily VMT of 12%, and increase in daily VMT/SP of 4%, similar to General Plan.

VHT - Total - City of Santa Barbara										Average Daily VHT/Service Population
Scenario	AM 7 AM to 9 AM	Late AM 9 AM to 12 PM	Lunch 12 PM to 2 PM	Early PM 2 PM to 4 PM	PM 4 PM to 6 PM	Evening 6 PM to 8 PM	Late Evening 8 PM to 12 AM	Night 12 AM to 7 AM	Average Daily	
2020 Existing	3,836	3,905	3,060	3,620	5,323	2,574	1,657	1,849	25,823	0.16
2035 GP Update	4,253	4,483	3,482	4,207	6,067	2,951	1,971	2,178	29,593	0.16
2035 NoBuild (2030 GP)	4,249	4,397	3,429	4,140	6,026	2,913	1,949	2,169	29,272	0.17
2035 Housing Element Update (Residential Only, No HOV)	4,199	4,392	3,430	4,146	5,987	2,898	1,933	2,144	29,130	0.16

115% 103% Increase in daily VHT of 15%, and increase in daily VHT/SP of 3%.

113% 106% Increase in daily VHT of 13% and small increase in daily VHT/SP of 6%. Similar to Updated GP, but slightly higher in VHT/SP.

113% 105% Increase in daily VHT of 13%, and increase in daily VHT/SP of 5%. Similar to Updated General Plan

VHD - Total - City of Santa Barbara										Average Daily VHD/Service Population
Scenario	AM 7 AM to 9 AM	Late AM 9 AM to 12 PM	Lunch 12 PM to 2 PM	Early PM 2 PM to 4 PM	PM 4 PM to 6 PM	Evening 6 PM to 8 PM	Late Evening 8 PM to 12 AM	Night 12 AM to 7 AM	Average Daily	
2020 Existing	146	33	25	110	492	13	0	0	820	0.00
2035 GP Update	201	64	45	211	748	22	1	1	1,294	0.01
2035 NoBuild (2030 GP)	208	56	44	204	745	21	1	1	1,279	0.01
2035 Housing Element Update (Residential Only, No HOV)	187	57	42	206	727	20	1	1	1,241	0.01

NOTE: Does not include delay due to signals

158% 142% Increase in daily VHD of 58%, and increase in daily VHD/SP of 42%.

156% 146% Increase in daily VHD of 56%, and increase in daily VHD/SP of 46%.

151% 141% Increase in daily VHD of 51%, and increase in daily VHD/SP of 41%. Similar to Updated General Plan

SB 375 - Vehicle Origin-Destination Methodology

Trips (Auto + Truck)			
Scenario	Internal-Internal	Internal to External	External to Internal
2020 Existing	185,310	111,505	111,728
2035 GP Update	214,391	126,592	126,881
2035 NoBuild (2030 GP)	197,417	128,399	128,730
2035 Housing Element Update (Residential Only, No HOV)	206,310	125,620	125,888

Auto Trips (Drive Alone + Shared Ride)			
Scenario	Internal-Internal	Internal to External	External to Internal
2020 Existing	179,379	110,151	110,373
2035 GP Update	208,033	125,183	125,471
2035 NoBuild (2030 GP)	190,967	126,923	127,254
2035 Housing Element Update (Residential Only, No HOV)	200,123	124,224	124,492

Truck Trips			
Scenario	Internal-Internal	Internal to External	External to Internal
2020 Existing	5,930	1,354	1,354
2035 GP Update	6,358	1,410	1,410
2035 NoBuild (2030 GP)	6,450	1,476	1,476
2035 Housing Element Update (Residential Only, No HOV)	6,188	1,396	1,396

Daily Trips			
Scenario	Auto Trips/Person	Truck Trips/Employee	
2020 Existing	4.52	0.11	
2035 GP Update	4.55	0.11	
2035 NoBuild (2030 GP)	4.82	0.11	
2035 Housing Element Update (Residential Only, No HOV)	4.46	0.12	

Lower II and IE/EI than 10/31 set. Lower Auto Trips/Person

Slight increase in Trips/Person, when compared with 2020.

Decrease in Trips/Person when compared with 2020 and Updated 2035 General Plan.

Decrease in Trips/Person when compared with 2020.

VMT			
Scenario	Internal-Internal	Internal to External	External to Internal
2020 Existing	428,147	1,651,440	1,656,894
2035 GP Update	481,847	2,144,933	2,157,145
2035 NoBuild (2030 GP)	442,684	2,197,014	2,188,480
2035 Housing Element Update (Residential Only, No HOV)	466,446	2,105,847	2,118,224

Auto VMT			
Scenario	Internal-Internal	Internal to External	External to Internal
2020 Existing	419,144	1,636,238	1,641,715
2035 GP Update	472,183	2,128,651	2,140,895
2035 NoBuild (2030 GP)	432,886	2,180,168	2,171,823
2035 Housing Element Update (Residential Only, No HOV)	457,007	2,089,807	2,102,207

Truck VMT			
Scenario	Internal-Internal	Internal to External	External to Internal
2020 Existing	9,003	15,202	15,179
2035 GP Update	9,664	16,283	16,250
2035 NoBuild (2030 GP)	9,798	16,846	16,657
2035 Housing Element Update (Residential Only, No HOV)	9,439	16,040	16,018

Daily VMT			
Scenario	Auto VMT/Person	Truck VMT/Employee	
2020 Existing	41.78	0.51	
2035 GP Update	47.08	0.51	
2035 NoBuild (2030 GP)	51.84	0.51	
2035 Housing Element Update (Residential Only, No HOV)	46.16	0.54	

Increase in Auto VMT/Person

Greater Auto VMT/Person - Likely due to mix of housing/employment

Decrease in VMT/Person when compared to 2035 GP.

Average Length (Miles)			
Scenario	Internal-Internal	Internal to External	External to Internal
2020 Existing	2.3	14.8	14.8
2035 GP Update	2.2	16.9	17.0
2035 NoBuild (2030 GP)	2.2	17.1	17.0
2035 Housing Element Update (Residential Only, No HOV)	2.3	16.8	16.8

Average Auto Length (Miles)			
Scenario	Internal-Internal	Internal to External	External to Internal
2020 Existing	2.3	14.9	14.9
2035 GP Update	2.3	17.0	17.1
2035 NoBuild (2030 GP)	2.3	17.2	17.1
2035 Housing Element Update (Residential Only, No HOV)	2.3	16.8	16.9

Average Truck Length (Miles)			
Scenario	Internal-Internal	Internal to External	External to Internal
2020 Existing	1.5	11.2	11.2
2035 GP Update	1.5	11.6	11.5
2035 NoBuild (2030 GP)	1.5	11.4	11.3
2035 Housing Element Update (Residential Only, No HOV)	1.5	11.5	11.5

Average Trip Length			
Scenario	Auto	Truck	
2020 Existing	9.1	4.6	
2035 GP Update	10.2	4.6	
2035 NoBuild (2030 GP)	10.6	4.6	
2035 Housing Element Update (Residential Only, No HOV)	10.2	4.6	

Slightly longer average trip length than 10/31 set.

Decrease in internal trip length, but overall increase in average trip length, consistent with Auto VMT/Person.

Higher trip length than other scenarios, likely due to jobs/housing balance.

Similar trip lengths to updated general plan.

SB 743 - CEQA VMT Methodology

Scenario	City	Home-based VMT/Capita	Work-based VMT/Employee	Total VMT/Service Population
2020 Existing	Santa Barbara	11.08	22.72	27.69
2035 GP Update		11.39	23.59	30.45
2035 NoBuild (2030 GP)		11.06	23.96	31.08
2035 Housing Element Update (Residential Only, No HOV)		11.38	24.32	30.59

County	Home-based VMT/Capita	Work-based VMT/Employee	Total VMT/Service Population
Overall Santa Barbara County	19.73	22.30	36.07
	20.67	22.95	39.01
	21.09	23.13	39.92
	20.69	23.21	39.19

Comparison	Home-based VMT/Capita	Work-based VMT/Employee	Total VMT/Service Population
City/County	56%	102%	77%
	55%	103%	78%
	52%	104%	78%
	55%	105%	78%

HB VMT/Capita and VMT/SP is lower than County, WB VMT/Employee is higher than County

HB VMT/Capita and VMT/SP is lower than County, WB VMT/Employee is higher than County

HB VMT/Capita and VMT/SP is lower than County, WB VMT/Employee is higher than County

HB VMT/Capita and VMT/SP is lower than County, WB VMT/Employee is higher than CountySanta Barbara HB/Capita VMT increases slightly, and WB/Employe VMT increases a large amount, this is because trips are being forced to go OUT of Santa Barbara.

Socioeconomic Data								
Scenario	DU	SF DU	MF DU	Population	Total EMP	Commercial EMP	Non-Retail EMP	Population/HH
2020 Existing	48,255	24,241	24,014	123,928	79,253	29,519	49,734	2.57
2035 GP Update	51,838	24,728	27,110	134,616	84,867	30,139	54,728	2.60
2035 NoBuild (2030 GP)	50,246	24,957	25,289	130,298	86,924	32,410	54,514	2.59
2035 Housing Element Update (Residential Only, No HOV)	51,838	24,728	27,110	134,616	79,253	29,519	49,734	2.60

HH Growth 2020-2035 3,583

Link-Based VMT Methodology

VMT - Total - City of Santa Barbara										Average Daily VMT/Service Population
Scenario	AM 7 AM to 9 AM	Late AM 9 AM to 12 PM	Lunch 12 PM to 2 PM	Early PM 2 PM to 4 PM	PM 4 PM to 6 PM	Evening 6 PM to 8 PM	Late Evening 8 PM to 12 AM	Night 12 AM to 7 AM	Average Daily	
2020 Existing	238,101	248,633	194,770	228,577	315,155	171,346	113,067	125,439	1,635,088	9.87
2035 GP Update	274,649	296,214	231,218	272,474	363,266	203,246	137,836	155,494	1,934,398	10.54
2035 NoBuild (2030 GP)	260,610	281,336	219,293	257,944	345,309	194,244	132,390	149,863	1,840,988	10.40
2035 Housing Element Update (Residential Only, No HOV)	235,207	254,579	197,977	233,873	313,157	175,479	119,597	136,477	1,666,348	9.37

118% 107% Increase in daily VMT of 18%, and increase in daily VMT/SP of 7%.

113% 105% Increase in daily VMT of 13% and small increase in daily VMT/SP of 5%. Similar to Updated GP, but slightly higher increase in VMT/SP.

102% 95% Increase in daily VMT of 2%, and reduction in daily VMT/SP of 5%.

VHT - Total - City of Santa Barbara										Average Daily VHT/Service Population
Scenario	AM 7 AM to 9 AM	Late AM 9 AM to 12 PM	Lunch 12 PM to 2 PM	Early PM 2 PM to 4 PM	PM 4 PM to 6 PM	Evening 6 PM to 8 PM	Late Evening 8 PM to 12 AM	Night 12 AM to 7 AM	Average Daily	
2020 Existing	4,864	4,915	3,873	4,569	7,135	3,358	2,209	2,355	33,277	0.20
2035 GP Update	5,834	5,877	4,648	5,662	8,858	4,000	2,683	2,905	40,466	0.22
2035 NoBuild (2030 GP)	5,446	5,551	4,373	5,248	8,146	3,799	2,568	2,788	37,920	0.21
2035 Housing Element Update (Residential Only, No HOV)	4,760	4,993	3,910	4,651	6,950	3,407	2,311	2,527	33,508	0.19

122% 110% Increase in daily VHT of 22%, and increase in daily VHT/SP of 10%.

114% 107% Increase in daily VHT of 14% and small increase in daily VHT/SP of 7%. Similar to Updated GP, but slightly higher in VHT/SP.

101% 94% Increase in daily VHT of 1%, and increase in daily VHT/SP of 6%.

VHD - Total - City of Santa Barbara										Average Daily VHD/Service Population
Scenario	AM 7 AM to 9 AM	Late AM 9 AM to 12 PM	Lunch 12 PM to 2 PM	Early PM 2 PM to 4 PM	PM 4 PM to 6 PM	Evening 6 PM to 8 PM	Late Evening 8 PM to 12 AM	Night 12 AM to 7 AM	Average Daily	
2020 Existing	231	18	31	97	946	18	0	0	1,343	0.01
2035 GP Update	447	50	88	324	1,629	48	1	1	2,587	0.01
2035 NoBuild (2030 GP)	361	35	62	219	1,322	37	1	1	2,038	0.01
2035 Housing Element Update (Residential Only, No HOV)	206	21	35	116	832	21	1	1	1,232	0.01

NOTE: Does not include delay due to signals
193% 174% Increase in daily VHD of 93%, and increase in daily VHD/SP of 74%.

152% 142% Increase in daily VHD of 52%, and increase in daily VHD/SP of 42%.

92% 85% Decrease in daily VHD of 8%, and decrease in daily VHD/SP of 15%.

SB 375 - Vehicle Origin-Destination Methodology

Trips (Auto + Truck)				
Scenario	Internal-Internal	Internal to External	External to Internal	Pass Through
2020 Existing	216,220	116,651	116,862	31,257
2035 GP Update	251,358	141,912	142,211	41,026
2035 NoBuild (2030 GP)	222,883	135,538	135,878	40,811
2035 Housing Element Update (Residential Only, No HOV)	193,500	121,182	121,412	39,410

Auto Trips (Drive Alone + Shared Ride)			
Internal-Internal	Internal to External	External to Internal	Pass Through
209,840	115,134	115,345	30,850
244,977	140,395	140,694	40,618
216,725	134,040	134,380	40,403
187,738	119,746	119,977	38,998

Truck Trips			
Internal-Internal	Internal to External	External to Internal	Pass Through
6,381	1,517	1,517	407
6,381	1,517	1,517	408
6,158	1,498	1,498	408
5,762	1,436	1,436	412

Daily Trips					
All Vehicles	Drive Alone	Shared Ride	Trucks	Auto Trips/Person	Truck Trips/Employee
449,733	328,684	111,635	9,414	4.98	0.12
535,480	391,607	134,460	9,414	5.22	0.11
494,299	361,059	124,086	9,155	5.26	0.11
436,094	317,829	109,632	8,633	4.24	0.11

Lower II and IE/EI than 10/31 set. Lower Auto Trips/Person
Slight increase in Trips/Person, when compared with 2020.

Increase in Trips/Person when compared with 2020 and Updated 2035 General Plan.

Decrease in Trips/Person when compared with 2020.

VMT				
Scenario	Internal-Internal	Internal to External	External to Internal	Pass Through
2020 Existing	480,819	1,774,071	1,785,105	1,263,799
2035 GP Update	553,827	2,293,432	2,296,351	1,738,862
2035 NoBuild (2030 GP)	496,202	2,251,539	2,241,893	1,745,188
2035 Housing Element Update (Residential Only, No HOV)	436,075	2,008,439	2,012,705	1,709,456

Auto VMT			
Internal-Internal	Internal to External	External to Internal	Pass Through
470,841	1,757,244	1,768,302	1,256,895
543,845	2,276,524	2,279,564	1,731,935
486,523	2,234,696	2,225,249	1,738,253
427,042	1,992,452	1,996,746	1,702,490

Truck VMT			
Internal-Internal	Internal to External	External to Internal	Pass Through
9,978	16,827	16,803	6,905
9,981	16,908	16,787	6,926
9,679	16,843	16,644	6,935
9,033	15,988	15,960	6,966

Daily VMT					
All Vehicles	Drive Alone	Shared Ride	Trucks	Auto VMT/Person	Truck VMT/Employee
4,039,995	3,055,110	941,277	43,607	45.16	0.57
5,143,610	3,869,721	1,230,212	43,676	50.64	0.53
4,989,634	3,762,872	1,183,595	43,166	53.59	0.51
4,457,219	3,346,248	1,069,992	40,980	43.85	0.53

Increase in Auto VMT/Person

Greater Auto VMT/Person - Likely due to mix of housing/employment

Decrease in VMT/Person when compared to 2035 GP.

Average Length (Miles)				
Scenario	Internal-Internal	Internal to External	External to Internal	Pass Through
2020 Existing	2.2	15.2	15.3	40.4
2035 GP Update	2.2	16.2	16.1	42.4
2035 NoBuild (2030 GP)	2.2	16.6	16.5	42.8
2035 Housing Element Update (Residential Only, No HOV)	2.3	16.6	16.6	43.4

Average Auto Length (Miles)				
Internal-Internal	Internal to External	External to Internal	Pass Through	
2.2	15.3	15.3	40.7	
2.2	16.2	16.2	42.6	
2.2	16.7	16.6	43.0	
2.3	16.6	16.6	43.7	

Average Truck Length (Miles)				
Internal-Internal	Internal to External	External to Internal	Pass Through	
1.6	11.1	11.1	17.0	
1.6	11.1	11.1	17.0	
1.6	11.2	11.1	17.0	
1.6	11.1	11.1	16.9	

Average Trip Length				
All Vehicles	Drive Alone	Shared Ride	Trucks	
9.0	9.3	8.4	4.6	
9.6	9.9	9.1	4.6	
10.1	10.4	9.5	4.7	
10.2	10.5	9.8	4.7	

Slightly longer average trip length than 10/31 set.
Decrease in internal trip length, but overall increase in average trip length, consistent with Auto VMT/Person.

Higher trip length than updated general plan, likely due to jobs/housing balance.

Similar trip lengths to updated general plan.

SB 743 - CEQA VMT Methodology

Scenario	City	Home-based VMT/Capita	Work-based VMT/Employee	Total VMT/Service Population
2020 Existing	Santa Barbara	9.49	21.18	23.53
2035 GP Update		11.50	24.80	27.71
2035 NoBuild (2030 GP)		11.46	25.64	28.82
2035 Housing Element Update (Residential Only, No HOV)		10.48	24.45	26.45

County	Home-based VMT/Capita	Work-based VMT/Employee	Total VMT/Service Population
Overall Santa Barbara County	17.01	20.22	32.65
	20.93	23.97	39.62
	21.71	23.91	40.81
	18.97	22.02	36.20

Comparison	Home-based VMT/Capita	Work-based VMT/Employee	Total VMT/Service Population
City/County	56%	105%	72%
	55%	103%	70%
	53%	107%	71%
	55%	111%	73%

HB VMT/Capita and VMT/SP is lower than County, WB VMT/Employee is higher than County

HB VMT/Capita and VMT/SP is lower than County, WB VMT/Employee is higher than County

HB VMT/Capita and VMT/SP is lower than County, WB VMT/Employee is higher than County

HB VMT/Capita and VMT/SP is lower than County, WB VMT/Employee is higher than CountySanta Barbara HB/Capita VMT increases slightly, and WB/Employee VMT increases a large amount, this is because trips are being forced to go OUT of Santa Barbara.

Link-Based VMT Methodology

Total Vehicle Travel										
Units	AM 7 AM to 9 AM	Late AM 9 AM to 12 PM	Lunch 12 PM to 2 PM	Early PM 2 PM to 4 PM	PM 4 PM to 6 PM	Evening 6 PM to 8 PM	Late Evening 8 PM to 12 AM	Night 12 AM to 7 AM	Average Daily	
VMT - Total	187,250	193,475	151,538	176,695	243,189	129,482	83,354	97,255	1,262,238	
VHT - Total	3,836	3,905	3,060	3,620	5,323	2,574	1,657	1,849	25,823	
VHD - Total	146	33	25	110	492	13	0	0	820	

*Note: Travel statistics do not include travel on centrols or local roads which are not included in the model.

SB 743 - CEQA VMT Methodology

City	Home-based VMT/Capita	Work-based VMT/Employee	Total VMT/Service Population
Santa Barbara	11.08	22.72	27.69
Overall Santa B	19.73	22.30	36.07

SB 375 - Vehicle Origin-Destination Methodology

Socioeconomic Data							
	DU	SF DU	MF DU	Population	Total EMP	Commercial EMP	Non-Retail EMP
2020	37,626	14,897	22,729	88,485	77,153	28,829	48,325
			Population/HH	2.35			
			Auto Trips per Person	4.52			
			Truck Trips per Employee	0.11			

Zone based VMT for four different categories:
1. Travel wholly within the City boundaries (Internal to Internal)
2. Trips originating within the City but ending outside the City (Internal to External)
3. Trips originating outside the City and ending inside the City (External to Internal)
4. Trips with origins and destinations outside the City (Pass Through)
Note: Pass through trips include trips between Carpinteria and Ventura County with Goleta, Santa Maria, Lompoc, Solvang, Buellton, Guadalupe, Uniincorporated Santa Barbara County, and San Luis Obispo County.

Trips (Auto + Truck)					CHECK:	CHECK:
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2020	185,310	111,505	111,728	31,405		
VMT					4,986,339	4,986,339
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2020	428,147	1,651,440	1,656,894	1,249,858		
Average Length (Miles)					11.3	11.3
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2020	2.3	14.8	14.8	39.8		

Auto (Passenger Cars) and Trucks
for each category of trip (INT-INT, INT-EXT, EXT-INT, EXT-EXT). Please include the weighted average trip length for each category of trip (Internal-Internal, Internal-External, External-Internal, External-External).
Note: Pass through trips include trips between Carpinteria and Ventura County with Goleta, Santa Maria, Lompoc, Solvang, Buellton, Guadalupe, Uniincorporated Santa Barbara County, and San Luis Obispo County.

Auto Trips (Drive Alone + Shared Ride)					TOTAL:	CHECK:
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2020	179,379	110,151	110,373	31,021		
Auto VMT					4,940,682	4,986,339
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2020	419,144	1,636,238	1,641,715	1,243,585		
Average Auto Length (Miles)					11.5	11.3
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2020	2.3	14.9	14.9	40.1		
Truck Trips					9,023	45,657
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2020	5,930	1,354	1,354	384		
Truck VMT					5.1	
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2020	9,003	15,202	15,179	6,273		
Average Truck Length (Miles)					5.1	
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2020	1.5	11.2	11.2	16.3		

Daily VMT attributable to the City of Santa Barbara
This should be provided in the following Vehicle classes: Auto (Passenger Cars), and Trucks
Please include the weighted average trip length for each year.

Daily Trips					REMOVE PASS THROUGH	
	All Vehicles	Drive Alone	Shared Ride	Trucks	CHECK:	CHECK:
2020	408,543	299,347	100,556	8,639	399,904	399,904
Daily VMT					3,697,097	3,697,097
	All Vehicles	Drive Alone	Shared Ride	Trucks		
2020	3,736,481	2,870,642	826,455	39,384		
Average Trip Length					9.2	9.2
	All Vehicles	Drive Alone	Shared Ride	Trucks		
2020	9.1	9.6	8.2	4.6		

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Link-Based VMT Methodology

Total Vehicle Travel										
Units	AM 7 AM to 9 AM	Late AM 9 AM to 12 PM	Lunch 12 PM to 2 PM	Early PM 2 PM to 4 PM	PM 4 PM to 6 PM	Evening 6 PM to 8 PM	Late Evening 8 PM to 12 AM	Night 12 AM to 7 AM	Average Daily	
VMT - Total	204,949	221,422	172,163	201,568	266,976	148,766	99,814	115,307	1,430,965	
VHT - Total	4,253	4,483	3,482	4,207	6,067	2,951	1,971	2,178	29,593	
VHD - Total	201	64	45	211	748	22	1	1	1,294	

*Note: Travel statistics do not include travel on centrolids or local roads which are not included in the model.

SB 743 - CEQA VMT Methodology

City	Home-based VMT/Capita	Work-based VMT/Employee	Total VMT/Service Population
Santa Barbara	11.39	23.59	30.45
Overall Santa B	20.67	22.95	39.01

SB 375 - Vehicle Origin-Destination Methodology

Socioeconomic Data								
	DU	SF DU	MF DU	Population	Total EMP	Commercial EMP	Non-Retail EMP	
2035	43,082	14,925	28,157	100,713	82,867	29,272	53,595	
Growth:	5,456		Population/HH	2.34				
			Auto Trips per Person	4.55				
			Truck Trips per Employee	0.11				

Zone based VMT for four different categories:

- Travel wholly within the City boundaries (Internal to Internal)
- Trips originating within the City but ending outside the City (Internal to External)
- Trips originating outside the City and ending inside the City (External to Internal)
- Trips with origins and destinations outside the City (Pass Through)

Note: Pass through trips include trips between Carpinteria and Ventura County with Goleta, Santa Maria, Lompoc, Solvang, Buellton, Guadalupe, Unincorporated Santa Barbara County, and San Luis Obispo County.

Trips (Auto + Truck)					CHECK:	CHECK:
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	214,391	126,592	126,881	39,697	507,562	507,562
VMT					6,483,268	6,483,268
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	481,847	2,144,933	2,157,145	1,699,342		
Average Length (Miles)					12.8	12.8
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	2.2	16.9	17.0	42.8		

Average trip length (in miles) by vehicle class.

Auto (Passenger Cars) and Trucks

for each category of trip (INT-INT, INT-EXT, EXT-INT, EXT-EXT). Please include the weighted average trip length for each year

Average trip length (in miles) and total number of daily trips for the City of Santa Barbara

for each category of trip (Internal-Internal, Internal-External, External-Internal, External-External).

Note: Pass through trips include trips between Carpinteria and Ventura County with Goleta, Santa Maria, Lompoc, Solvang, Buellton, Guadalupe, Unincorporated Santa Barbara County, and San Luis Obispo County.

Auto Trips (Drive Alone + Shared Ride)					TOTAL:	CHECK:
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	208,033	125,183	125,471	39,288	497,975	507,562
Auto VMT					6,434,156	6,483,268
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	472,183	2,128,651	2,140,895	1,692,428		
Average Auto Length (Miles)					12.9	12.8
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	2.3	17.0	17.1	43.1		
Truck Trips					9,587	
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	6,358	1,410	1,410	410		
Truck VMT					49,111	
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	9,664	16,283	16,250	6,914		
Average Truck Length (Miles)					5.1	
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	1.5	11.6	11.5	16.9		

Daily VMT attributable to the City of Santa Barbara

This should be provided in the following Vehicle classes: Auto (Passenger Cars), and Trucks

Average trip length (in miles) by vehicle class

Please include the weighted average trip length for each year.

Daily Trips					CHECK:	CHECK:
	All Vehicles	Drive Alone	Shared Ride	Trucks		
2035	467,865	342,774	115,914	9,177	458,688	458,688
Daily VMT					Check	4,741,729
	All Vehicles	Drive Alone	Shared Ride	Trucks		
2035	4,783,926	3,600,906	1,140,822	42,197	4,741,729	4,741,729
Average Trip Length					10.3	10.3
	All Vehicles	Drive Alone	Shared Ride	Trucks		
2035	10.2	10.5	9.8	4.6	10.3	10.3

Socioeconomic Data							
	DU	SF DU	MF DU	Population	Total EMP	Commercial EMP	Non-Retail EMP
Growth 2022 to 2035	14%	0%	24%	14%	7%	2%	11%

Trips (Auto + Truck)						69%	92%
	Internal-Internal	Internal to External	External to Internal	Pass Through			
2035	16%	14%	14%	26%			

VMT						109%	141%
	Internal-Internal	Internal to External	External to Internal	Pass Through			
2035	13%	30%	30%	36%			

Average Length (Miles)						157%	153%
	Internal-Internal	Internal to External	External to Internal	Pass Through			
2035	-3%	14%	15%	8%			

Auto Trips (Drive Alone + Shared Ride)						70%	15%
	Internal-Internal	Internal to External	External to Internal	Pass Through			
2035	16%	14%	14%	27%			
Auto VMT						109%	30%
	Internal-Internal	Internal to External	External to Internal	Pass Through			
2035	13%	30%	30%	36%			
Average Auto Length (Miles)						156%	13%
	Internal-Internal	Internal to External	External to Internal	Pass Through			
2035	-3%	14%	15%	7%			
Truck Trips						22%	#DIV/0!
	Internal-Internal	Internal to External	External to Internal	Pass Through			
2035	7%	4%	4%	7%			
Truck VMT						32%	#DIV/0!
	Internal-Internal	Internal to External	External to Internal	Pass Through			
2035	7%	7%	7%	10%			
Average Truck Length (Miles)						145%	#DIV/0!
	Internal-Internal	Internal to External	External to Internal	Pass Through			
2035	0%	3%	3%	3%			

Daily Trips				
	All Vehicles	Drive Alone	Shared Ride	Trucks
2035	15%	15%	15%	6%

Daily VMT				
	All Vehicles	Drive Alone	Shared Ride	Trucks
2035	28%	25%	38%	7%

Average Trip Length				
	All Vehicles	Drive Alone	Shared Ride	Trucks
2035	12%	10%	20%	1%

Link-Based VMT Methodology

Total Vehicle Travel										
Units	AM 7 AM to 9 AM	Late AM 9 AM to 12 PM	Lunch 12 PM to 2 PM	Early PM 2 PM to 4 PM	PM 4 PM to 6 PM	Evening 6 PM to 8 PM	Late Evening 8 PM to 12 AM	Night 12 AM to 7 AM	Average Daily	
VMT - Total	204,868	218,111	169,878	199,094	265,647	147,270	98,843	114,999	1,418,710	
VHT - Total	4,249	4,397	3,429	4,140	6,026	2,913	1,949	2,169	29,272	
VHD - Total	208	56	44	204	745	21	1	1	1,279	

*Note: Travel statistics do not include travel on centrolids or local roads which are not included in the model.

SB 743 - CEQA VMT Methodology

City	Home-based VMT/Capita	Work-based VMT/Employee	Total VMT/Service Population
Santa Barbara	11.06	23.96	31.08
Overall Santa B	21.09	23.13	39.92

SB 375 - Vehicle Origin-Destination Methodology

Socioeconomic Data								
	DU	SF DU	MF DU	Population	Total EMP	Commercial EMP	Non-Retail EMP	
2035	38,947	15,098	23,849	92,304	84,640	31,703	52,937	
			Population/HH	2.37				
			Auto Trips per Person	4.82				
			Truck Trips per Employee	0.11				

Zone based VMT for four different categories:
1. Travel wholly within the City boundaries (Internal to Internal)
2. Trips originating within the City but ending outside the City (Internal to External)
3. Trips originating outside the City and ending inside the City (External to Internal)
4. Trips with origins and destinations outside the City (Pass Through)
Note: Pass through trips include trips between Carpinteria and Ventura County with Goleta, Santa Maria, Lompoc, Solvang, Buellton, Guadalupe, Unincorporated Santa Barbara County, and San Luis Obispo County.

Trips (Auto + Truck)					CHECK:	CHECK:
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	197,417	128,399	128,730	39,537		
VMT					6,549,068	6,549,068
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	442,684	2,197,014	2,188,480	1,720,889		
Average Length (Miles)					13.3	13.3
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	2.2	17.1	17.0	43.5		

Auto (Passenger Cars) and Trucks
Average trip length (in miles) by vehicle class.
This should be provided in the following Vehicle classes: Auto (Passenger Cars), and Trucks
Please include the weighted average trip length for each year
Average trip length (in miles) and total number of daily trips for the City of Santa Barbara
for each category of trip (Internal-Internal, Internal-External, External-Internal, External-External).
Note: Pass through trips include trips between Carpinteria and Ventura County with Goleta, Santa Maria, Lompoc, Solvang, Buellton, Guadalupe, Unincorporated Santa Barbara County, and San Luis Obispo County.

Auto Trips (Drive Alone + Shared Ride)					TOTAL:	CHECK:
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	190,967	126,923	127,254	39,127		
Auto VMT					6,498,815	6,549,068
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	432,886	2,180,168	2,171,823	1,713,938		
Average Auto Length (Miles)					13.4	13.3
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	2.3	17.2	17.1	43.8		
Truck Trips					9,812	50,253
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	6,450	1,476	1,476	410		
Truck VMT					50,253	5.1
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	9,798	16,846	16,657	6,951		
Average Truck Length (Miles)					5.1	
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	1.5	11.4	11.3	16.9		

Daily VMT attributable to the City of Santa Barbara
This should be provided in the following Vehicle classes: Auto (Passenger Cars), and Trucks
Please include the weighted average trip length for each year.
Average trip length (in miles) by vehicle class

Daily Trips					CHECK:	CHECK:
	All Vehicles	Drive Alone	Shared Ride	Trucks		
2035	454,546	332,073	113,072	9,402		
Daily VMT					4,784,877	4,784,877
	All Vehicles	Drive Alone	Shared Ride	Trucks		
2035	4,828,179	3,643,438	1,141,440	43,301		
Average Trip Length					10.7	10.7
	All Vehicles	Drive Alone	Shared Ride	Trucks		
2035	10.6	11.0	10.1	4.6		

Growth 2020 to 2035									
Socioeconomic Data									
	DU	SF DU	MF DU	Population	Total EMP	Commercial EMP	Non-Retail EMP		
Growth 2022 to 2035	4%	1%	5%	4%	10%	10%	10%		
Trips (Auto + Truck)									
	Internal-Internal	Internal to External	External to Internal	Pass Through					
2035	7%	15%	15%	26%	63%	97%			
VMT									
	Internal-Internal	Internal to External	External to Internal	Pass Through					
2035	3%	33%	32%	38%	106%	147%			
Average Length (Miles)									
	Internal-Internal	Internal to External	External to Internal	Pass Through					
2035	-3%	16%	15%	9%	169%	152%			
Auto Trips (Drive Alone + Shared Ride)									
	Internal-Internal	Internal to External	External to Internal	Pass Through			Growth 2020 to 'Growth 2022 to 2035		
2035	6%	15%	15%	26%	63%	12%			
Daily Trips									
	All Vehicles	Drive Alone	Shared Ride	Trucks					
2035	11%	11%	12%	9%					
Auto VMT									
	Internal-Internal	Internal to External	External to Internal	Pass Through					
2035	3%	33%	32%	38%	107%	31%			
Daily VMT									
	All Vehicles	Drive Alone	Shared Ride	Trucks					
2035	29%	27%	38%	10%					
Average Auto Length (Miles)									
	Internal-Internal	Internal to External	External to Internal	Pass Through					
2035	-3%	16%	15%	9%	169%	17%			
Truck Trips									
	Internal-Internal	Internal to External	External to Internal	Pass Through			Growth 2020 to 2035		
2035	9%	9%	9%	7%	33%	#DIV/0!			
Truck VMT									
	Internal-Internal	Internal to External	External to Internal	Pass Through					
2035	9%	11%	10%	11%	40%	#DIV/0!			
Average Truck Length (Miles)									
	Internal-Internal	Internal to External	External to Internal	Pass Through					
2035	0%	2%	1%	4%	120%	#DIV/0!			

Link-Based VMT Methodology

Total Vehicle Travel										
Units	AM 7 AM to 9 AM	Late AM 9 AM to 12 PM	Lunch 12 PM to 2 PM	Early PM 2 PM to 4 PM	PM 4 PM to 6 PM	Evening 6 PM to 8 PM	Late Evening 8 PM to 12 AM	Night 12 AM to 7 AM	Average Daily	
VMT - Total	203,173	217,565	169,951	199,130	264,470	146,405	97,973	113,640	1,412,307	
VHT - Total	4,199	4,392	3,430	4,146	5,987	2,898	1,933	2,144	29,130	
VHD - Total	187	57	42	206	727	20	1	1	1,241	

*Note: Travel statistics do not include travel on centrolids or local roads which are not included in the model.

SB 743 - CEQA VMT Methodology

City	Home-based VMT/Capita	Work-based VMT/Employee	Total VMT/Service Population
Santa Barbara	11.38	24.32	30.59
Overall Santa B	20.69	23.21	39.19

SB 375 - Vehicle Origin-Destination Methodology

Socioeconomic Data								
	DU	SF DU	MF DU	Population	Total EMP	Commercial EMP	Non-Retail EMP	
2035	43,082	14,925	28,157	100,713	77,153	28,829	48,325	
			Population/HH	2.34				
			Auto Trips per Person	4.46				
			Truck Trips per Employee	0.12				

Zone based VMT for four different categories:
1. Travel wholly within the City boundaries (Internal to Internal)
2. Trips originating within the City but ending outside the City (Internal to External)
3. Trips originating outside the City and ending inside the City (External to Internal)
4. Trips with origins and destinations outside the City (Pass Through)
Note: Pass through trips include trips between Carpinteria and Ventura County with Goleta, Santa Maria, Lompoc, Solvang, Buellton, Guadalupe, Unincorporated Santa Barbara County, and San Luis Obispo County.

Trips (Auto + Truck)					CHECK:	CHECK:
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	206,310	125,620	125,888	39,917	497,734	497,734
VMT					6,390,161	6,390,161
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	466,446	2,105,847	2,118,224	1,699,644		
Average Length (Miles)					12.8	12.8
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	2.3	16.8	16.8	42.6		

Auto (Passenger Cars) and Trucks
for each category of trip (INT-INT, INT-EXT, EXT-INT, EXT-EXT). Please include the weighted average trip length for each year.
Average trip length (in miles) and total number of daily trips for the City of Santa Barbara
for each category of trip (Internal-Internal, Internal-External, External-Internal, External-External).
Note: Pass through trips include trips between Carpinteria and Ventura County with Goleta, Santa Maria, Lompoc, Solvang, Buellton, Guadalupe, Unincorporated Santa Barbara County, and San Luis Obispo County.

Auto Trips (Drive Alone + Shared Ride)					TOTAL:	CHECK:
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	200,123	124,224	124,492	39,506	488,344	497,734
Auto VMT					6,341,726	6,390,161
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	457,007	2,089,807	2,102,207	1,692,706		
Average Auto Length (Miles)					13.0	12.8
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	2.3	16.8	16.9	42.8		
Truck Trips					9,390	
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	6,188	1,396	1,396	411		
Truck VMT					48,435	
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	9,439	16,040	16,018	6,939		
Average Truck Length (Miles)					5.2	
	Internal-Internal	Internal to External	External to Internal	Pass Through		
2035	1.5	11.5	11.5	16.9		

Daily VMT attributable to the City of Santa Barbara
This should be provided in the following Vehicle classes: Auto (Passenger Cars), and Trucks
Average trip length (in miles) by vehicle class
Please include the weighted average trip length for each year.

Daily Trips					CHECK:	CHECK:
	All Vehicles	Drive Alone	Shared Ride	Trucks		
2035	457,817	334,281	114,557	8,979	448,838	448,838
Daily VMT					4,649,020	4,649,020
	All Vehicles	Drive Alone	Shared Ride	Trucks		
2035	4,690,516	3,524,102	1,124,918	41,496		
Average Trip Length					10.4	10.4
	All Vehicles	Drive Alone	Shared Ride	Trucks		
2035	10.2	10.5	9.8	4.6		

Socioeconomic Data								Growth 2020 to 2035																
	DU	SF DU	MF DU	Population	Total EMP	Commercial EMP	Non-Retail EMP	Trips (Auto + Truck)					Auto Trips (Drive Alone + Shared Ride)					Growth 2020 to 'Growth 2022 to 2035		Daily Trips				
								Internal-Internal	Internal to External	External to Internal	Pass Through	Internal-Internal	Internal to External	External to Internal	Pass Through	All Vehicles	Drive Alone			Shared Ride	Trucks			
Growth 2022 to 2035	14%	0%	24%	14%	0%	0%	0%	2035	11%	13%	13%	27%	2035	12%	13%	13%	27%	64%	13%	2035	12%	12%	14%	4%
VMT								Auto VMT					101% <th colspan="2" rowspan="2">28%<th colspan="5">Daily VMT</th></th>		28% <th colspan="5">Daily VMT</th>		Daily VMT							
							Internal-Internal	Internal to External	External to Internal	Pass Through	Internal-Internal	Internal to External					External to Internal	Pass Through	All Vehicles	Drive Alone	Shared Ride	Trucks		
							2035	9%	28%	28%	36%	2035	9%	28%	28%	36%			2035	26%	23%	36%	5%	
Average Length (Miles)								Average Auto Length (Miles)					156% <th colspan="2" rowspan="2">13%<th colspan="5">Average Trip Length</th></th>		13% <th colspan="5">Average Trip Length</th>		Average Trip Length							
							Internal-Internal	Internal to External	External to Internal	Pass Through	Internal-Internal	Internal to External					External to Internal	Pass Through	All Vehicles	Drive Alone	Shared Ride	Trucks		
							2035	-2%	13%	13%	7%	2035	-2%	13%	14%	7%			2035	12%	10%	19%	1%	
								Truck Trips					17% <th colspan="2" rowspan="2">#DIV/0!<th colspan="5"></th></th>		#DIV/0! <th colspan="5"></th>									
							Internal-Internal	Internal to External	External to Internal	Pass Through	Internal-Internal	Internal to External					External to Internal	Pass Through	All Vehicles	Drive Alone	Shared Ride	Trucks		
							2035	4%	3%	3%	7%	2035	4%	3%	3%	7%								
								Truck VMT					26% <th colspan="2" rowspan="2">#DIV/0!<th colspan="5"></th></th>		#DIV/0! <th colspan="5"></th>									
							Internal-Internal	Internal to External	External to Internal	Pass Through	Internal-Internal	Internal to External					External to Internal	Pass Through	All Vehicles	Drive Alone	Shared Ride	Trucks		
							2035	5%	6%	6%	11%	2035	5%	6%	6%	11%								
								Average Truck Length (Miles)					153% <th colspan="2" rowspan="2">#DIV/0!<th colspan="5"></th></th>		#DIV/0! <th colspan="5"></th>									
							Internal-Internal	Internal to External	External to Internal	Pass Through	Internal-Internal	Internal to External					External to Internal	Pass Through	All Vehicles	Drive Alone	Shared Ride	Trucks		
							2035	0%	2%	2%	3%	2035	0%	2%	2%	3%								

Appendix G

Errata Memorandum

Final EIR Errata Memorandum

Final Housing Plan Program Environmental Impact Report

SCH No. 2022040209

Purpose

This Errata Memorandum accompanies the Final Environmental Impact Report (Final EIR) prepared for the City of Santa Barbara Housing Plan Program. The purpose of this memorandum is to identify and describe revisions made to the text of the Draft Environmental Impact Report (Draft EIR) in response to public agency and community comments received during the 45-day public review period, which extended from January 30, 2026 through March 17, 2026.

All written and oral comments received on the Draft EIR, as well as the City's responses to those comments, are provided in full in Section 8, Responses to Comment on the Draft EIR, of the Final EIR. The revisions documented in this Errata Memorandum reflect the City's consideration of those comments and include clarifications, corrections, and other modifications to improve the accuracy and completeness of the environmental analysis.

The following list of changes presents specific changes made to the Draft EIR text in response to comments received on the Draft EIR. For each change, the relevant section of the document is identified, the change and reason for the change is described, and the updated language is provided, as applicable. These revisions do not alter the overall conclusions of the environmental analysis presented in the Draft EIR but serve to further clarify and refine the analysis in response to public and agency input.

Executive Summary

Page: ES-2

Subsection: Alternatives

Change:

Deleted: ~~three~~. Replaced with: two.

Reason for Change: Minor Correction

Description of Change: Corrected typographical error.

Page: ES-3

Subsection: Alternative 2 (Additional Housing)

Change:

Added: This alternative provides an analysis of a higher-growth scenario in which housing production exceeds RHNA assumptions. It is intended to illustrate potential environmental effects associated with greater housing capacity.

Reason for Change: Response to Comment 5.2

Description of Change: Provided expanded description in Executive Summary.

Page: ES-3

Subsection: Alternative 2 (Additional Housing)

Change:

Deleted: ~~450~~. Replaced with: 807.

Deleted: ~~8,640~~. Replaced with: 8,808.

Deleted: ~~8~~. Replaced with: 11.

Reason for Change: Minor Corrections

Description of Change: Corrected numbers in Executive Summary to match numbers used Section 6, Alternatives.

Page: ES-3

Subsection: Alternative 2 (Additional Housing)

Change:

Added: and assumes additional policy actions to further increase density

Reason for Change: Clarification

Description of Change: Clarified assumptions.

Page: ES-3

Subsection: Alternative 2 (Additional Housing)

Change:

Added: Compared to the proposed project, this alternative would result in similar types of environmental impacts, but potentially greater in magnitude due to increased development intensity and population growth. While most impacts would be addressed through the same mitigation measures identified for the proposed project, increased growth could contribute to potentially significant and unavoidable cumulative impacts related to air quality and greenhouse gas emissions, depending on regional thresholds and attainment assumptions. At the same time, higher-density development could reduce per-capita vehicle miles traveled. All mitigation measures applicable to the proposed Housing Plan would also apply to this alternative, and future projects would remain subject to site-specific CEQA review as required.

Reason for Change: Response to Comment 5.2

Description of Change: Provided expanded description in Executive Summary.

Page: ES-3

Subsection: Areas of Known Controversy

Change:

Added: and Draft EIR public comment period.

Added: Biological Resources: Potential impacts to sensitive habitat and wildlife connectivity.

Added: Schools: Potential impacts related to school facilities.

Added: Section 4.3, Biological Resources,

Added: Section 4.8, Schools,

Reason for Change: Updated Information

Description of Change: Included additional areas of controversy based on comments received on the Draft EIR.

Page: ES-4

Subsection: Areas of Known Controversy

Change:

Added: Responses to public comments on the Draft EIR and copies of comment letters received are provided in Section 8, Responses to Comments on the Draft EIR.

Reason for Change: Updated Information

Description of Change: Referenced Response to Comments section of the Final EIR.

Page: ES-4

Subsection: Mitigation Monitoring and Reporting Program Summary

Change:

Added: Mitigation Monitoring and Reporting Program Summary

A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the Final Housing Plan Program EIR pursuant to Public Resources Code Section 21081.6 and CEQA Guidelines Section 15097. The MMRP includes 13 mitigation measures across five topic areas: Air Quality (1), Biological Resources (4), Cultural and Tribal Cultural Resources (3), Hazards and Hazardous Materials (3), and Noise (3). No mitigation is required for other resource areas determined to have less-than-significant impacts. The Community Development Department is primarily responsible for implementing mitigation measures, which generally entail amendments to the municipal code and application of standard

conditions to individual development projects. Project applicants are responsible for implementing applicable measures as conditions of approval. Compliance is verified through plan check, inspections, reporting, and City recordkeeping. Overall, the MMRP provides a structured framework to ensure that environmental impacts identified in the EIR are effectively reduced to less-than-significant levels through enforceable, monitored mitigation measures implemented over the Housing Plan planning horizon.

Reason for Change: Response to Comment 5.1

Description of Change: Summarized MMRP for the Executive Summary.

Page: ES-6

Subsection: Table ES-1, Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Change:

Added: of Santa Barbara

Added: California Air Resources Board (

~~Deleted: Tier 3 or higher emission standards or employ CARB-certified Level 3 diesel particulate filters.~~ Replaced with: Tier 4 emission standards, or zero-emission off-road equipment.

~~Deleted: documentation shall be provided by the project applicant to the City stating that Tier 3 equipment is not commercially available with supporting evidence from the contractor.~~ Replaced with: construction contractors shall use equipment meeting CARB Tier 3 standards or higher and shall employ CARB-certified Level 3 diesel particulate filters, or other equivalent emissions control technologies achieving comparable reductions in diesel particulate matter and NOx emissions.

~~Deleted: will be conditioned to.~~ Replaced with: shall.

~~Deleted: Quality Control.~~ Replaced with: CARB

Added: Santa Barbara County Air Pollution Control District.

~~Deleted: If CARB-certified Level 3 diesel particulate filters are utilized, they.~~ Replaced with: All equipment

Reason for Change: Response to Comment 3.2

Description of Change: Updated mitigation measure per APCD recommendation. Updated mitigation measure clarifies requirements and would result in equal or greater emissions reductions.

Page: ES-6

Subsection: Table ES-1, Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Change:

Deleted: ~~Creeks Division~~. Replaced with: Sustainability and Resilience Department.

Reason for Change: Minor Correction

Description of Change: Updated the responsible City department.

Page: ES-6

Subsection: Table ES-1, Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Change:

Added: of Santa Barbara. Deleted: ~~guidelines~~. Replaced with: standards. Deleted: ~~City's~~
Deleted: ~~guidelines~~. Replaced with: standards.
Deleted: ~~guidelines~~. Replaced with: standards.
Added: developed in consultation with the California Department of Fish and Wildlife (CDFW). The MEA Guidelines.
Added: riparian vegetation and.
Deleted: ~~and~~.
Added: , and habitat functions associated with riparian corridors.
Deleted: ~~and~~. Added: and avoiding non-native invasive species.
Deleted: ~~and oak woodland~~.
Deleted: ~~;~~ Replaced with: ,
Added: Require projects to ensure no net loss of riparian habitat acreage, connectivity, function, or value through avoidance or onsite restoration, where feasible; and
Require preparation of a Habitat Mitigation and Monitoring Plan for projects with potentially significant impacts to sensitive habitat, detailing buffer implementation, restoration/enhancement techniques, performance criteria, and post-construction monitoring.

Reason for Change: Response to Comment 6.2

Description of Change: Updated mitigation measure per CDFW recommendations. Updated mitigation measure expands performance measures, includes agency coordination, and would result in equal or fewer impacts.

Page: ES-7

Subsection: Table ES-1, Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Change:

Deleted: guidelines. Replaced with: standards. Deleted: City's.
Deleted: measures. Replaced with: requirements.
Deleted: guidelines. Replaced with: standards.
Added: and developed in consultation with the California Department of Fish and Wildlife (CDFW). The MEA Guidelines.
Deleted: guidelines. Replaced with: standards.
Deleted: September 15. Replaced with: August 30.

Reason for Change: Response to Comment 6.2

Description of Change: Updated mitigation measure to include agency coordination and include consistent dates. Updated mitigation measure would result in equal or fewer impacts.

Page: ES-7

Subsection: Table ES-1, Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Change:

Added: of Santa Barbara. Deleted: guidelines. Replaced with: standards. Deleted: City's.
Deleted: guidelines. Replaced with: standards.
Deleted: guidelines. Replaced with: standards.
Added: and avoiding non-native invasive species.
Added: and developed in consultation with the California Department of Fish and Wildlife (CDFW). The MEA Guidelines .
Deleted: ordinance. Replaced with: regulatory standards.

Reason for Change: Response to Comment 6.3

Description of Change: Updated mitigation measure to include agency coordination. Updated mitigation measure would result in equal or fewer impacts.

Page: ES-10

Subsection: Table ES-1, Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Change:

Deleted: ~~to AB 130 Projects~~. Replaced with: Completeness Requirement.

Deleted: ~~Projects processed under California AB 130 (2025)~~. Replaced with: Planning applications.

Reason for Change: Clarification

Description of Change: Expanded and clarified applicability. Updated mitigation measure would result in equal or fewer impacts.

Page: ES-11

Subsection: Table ES-1, Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Change:

Deleted: ~~Data Recovery Program or other appropriate actions to be determined by a qualified archaeologist~~.

Reason for Change: Minor Correction

Description of Change: Deleted repeat text that was included in error. No change to mitigation measure.

Page: ES-12

Subsection: Table ES-1, Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Change:

Deleted: ~~guidelines~~. Replaced with: standards

Deleted: ~~City's~~. Added: most current. Deleted: ~~E-1527-13~~. Added: Resources Control. Added: Clean Up Program

Reason for Change: Clarification

Description of Change: Updated for clarity. Updated mitigation measure would result in equal or fewer impacts.

Page: ES-13

Subsection: Table ES-1, Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Change:

Deleted: ~~guidelines~~. Replaced with: standards

Reason for Change: Minor Correction

Description of Change: Updated mitigation measure would result in equal or fewer impacts.

Page: ES-13

Subsection: Table ES-1, Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Change:

Deleted: ~~guidelines~~. Replaced with: standards

Added: Santa Barbara County Public Health Department. Added: Department of Conservation Geologic Energy Management Division

Added: The property owner shall be responsible for ensuring all r.

Deleted: ~~shall be~~. Replaced with: are.

Deleted: ~~by the developer and construction contractor~~.

~~If former well facilities and/or oil and gas pipelines are identified, compliance with the procedures and regulations of CalGEM developed pursuant to PRC Section 3208.1 would be required. Remedial plugging operations may be required.~~

Reason for Change: Clarification

Description of Change: Updated mitigation measure to clarify responsible entities. Revised mitigation measure would result in equal or fewer impacts.

Page: ES-15

Subsection: Table ES-1, Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Change:

Deleted: ~~Residential development facilitated by the Housing Plan would result in new students entering the City's school districts. However, capacity exists to accommodate the anticipated increase, such that new or physically altered school facilities would not be required.~~ Replaced with: Residential development facilitated by the Housing Plan would result in additional student enrollment across school districts serving the city. Based on available information regarding districtwide facility capacity, enrollment trends, and the incremental nature of development, implementation of the Housing Plan would not result in significant environmental impacts associated with new or physically altered school facilities.

Reason for Change: Response to Comment 5.5

Description of Change: Updated impact statement to better reflect impact discussion.

Introduction

Page: 1-4

Subsection: 1.4, EIR Scope and Content

Change:

Added: Final.
Deleted: ~~seven.~~ Replaced with: eight.
Added: 8. Response to Comments on the Draft EIR. Includes copies of comment letters received on the Draft EIR during the Draft EIR public comment period, and detailed responses to comments.

Reason for Change: Updated Information

Description of Change: Updated to reflect Final EIR phase.

Page: 1-6

Subsection: 1.6, Environmental Review Process

Change:

Deleted: ~~must file~~. Replaced with: filed.
Deleted: ~~must be~~. Replaced with: was.
Deleted: ~~for a period of 45 days~~. Replaced with: between January 30, 2026 and March 17, 2026.
Deleted: ~~will be~~. Replaced with: was.
Deleted: ~~regarding adoption of the EIR~~. Replaced with: to receive public comments on March 12, 2026.
Deleted: ~~will~~. Replaced with: were.
Deleted: ~~will be made accessible~~. Replaced with: were available.
Deleted: ~~https://santabarbaraca.gov/services/construction-land-development/development-activity/environmental-documents~~.
Added: No copies of availability of the Draft EIR were sent to interested parties, and responsible and trustee agencies.
Deleted: ~~A~~. Replaced with: The.
Deleted: ~~must include~~. Replaced with: includes.
Deleted: ~~will~~. Replaced with: is.

Reason for Change: Updated Information

Description of Change: Updated to reflect Final EIR phase.

Environmental Setting

Page: 2-6

Subsection: 2.2.2, Legislation Related to Housing and Growth

Change:

Added: The implementation of the Housing Plan occurs within a broader State housing policy framework that includes legislation streamlining housing approvals, limiting local discretion over certain development standards, and modifying requirements related to density, parking, and objective design criteria. These laws may affect the City's ability to regulate aspects of transportation demand, school enrollment distribution, and building form, including size, bulk, and scale. While the City retains authority over objective health, safety, and design standards, certain aspects of project approval and conditioning are governed by State law and may limit local discretion.

Reason for Change: Response to Comment 4.5

Description of Change: Included general acknowledgement of policy limitations due to state law.

Page: 2-9

Subsection: 2.3, Existing Land Uses

Change:

Added: The City's zoning code organizes land uses based on primary residential, commercial, and industrial designations, with accessory uses such as ADUs permitted within the underlying residential category in accordance with applicable regulations.

Reason for Change: Response to Comment 4.18

Description of Change: Clarified structure of base zone districts.

Project Description

Page: 3-14

Subsection: Program HE-14, Evaluate Inclusionary Housing Ordinances

Change:

Deleted: ~~rental IHO was~~. Replaced with: IHOs were. Added: 2004 and

Deleted: ~~12~~. Replaced with: 21 ownership and 13

Deleted: ~~moderate income~~. Replaced with: affordable

Deleted: ~~approved~~. Replaced with: constructed

Deleted: ~~rental housing IHO. It is unknown at this time how the IHO will be amended.~~

Deleted: ~~Strategies that will be studied~~. Replaced with: IHOs. Strategies for the ordinance amendment.

Added: payment. Added: increased in-lieu fee rates and updates to calculation methods,

Deleted: ~~, similar to City of San Diego's Affordable Homes Bonus Program.~~

Reason for Change: Updated Information

Description of Change: Provided updated affordable unit construction numbers and clarified nature of potential ordinance amendments under Program HE-13.

Aesthetics and Visual Resources

Page: 4.1-2

Subsection: Important Visual Resources and Views

Change:

~~Deleted: Views from downtown Santa Barbara are characterized by foreground views of the urban environment, including buildings, roads, sidewalks, street trees, and parking areas. The downtown streetscape includes a street grid with short blocks and active transportation facilities (sidewalks/bicycle lanes). The architecture, scattered parks, and surface parking lots provide a sense of openness through the downtown area. Views of the Santa Ynez Mountains, hillsides, and the Riviera occur intermittently throughout the downtown urban core, primarily along roadways, intersections, and across larger parking lots and lower buildings. These views are interrupted by taller buildings and street trees. Open spaces, such as Plaza De la Guerra and Alameda Park, provide public mountain views. Surrounding views can also be seen from the upper stories of buildings such as the County Courthouse and on top of parking garages. Notable structures, such as the County Courthouse and Main Post Office, contribute to the visual character of downtown Santa Barbara.~~

Replaced with: Views from downtown Santa Barbara are characterized by foreground views of the urban environment, including buildings, roads, sidewalks, street trees, and parking areas. The downtown streetscape includes a street grid with short blocks and active transportation facilities (sidewalks/bicycle lanes). The architecture, scattered parks, street corridors, and underdeveloped lots contribute to varying degrees of openness through the downtown area. Views of the Santa Ynez Mountains, hillsides, and the Riviera occur intermittently throughout the downtown urban core, primarily along roadways, intersections, and across areas with smaller-scale development. These views are often interrupted by taller buildings and street trees. Open spaces, such as Plaza De la Guerra and Alameda Park, provide public views of the mountains and hillside. Surrounding views can also be seen from the upper stories of buildings such as the County Courthouse; but these do not replace views available from ground-level open space. Notable structures, such as the County Courthouse and Main Post Office, contribute to the visual character of downtown Santa Barbara.

Reason for Change: Response to Comments 4.8 and 5.7

Description of Change: Clarified the nature of visual openness.

Page: 4.1-4

Subsection: d. Light and Glare Conditions

Change:

Added: Although certain lighting improvements may not require discretionary permits or project-level review, applicable Municipal Code standards and City code enforcement procedures to apply to lighting installations that create nuisance conditions or conflict with adopted development standards.

Reason for Change: Response to Comments 4.10 and 5.9

Description of Change: Provided additional information on standards that apply to light and glare.

Page: 4.1-8

Subsection: City of Santa Barbara General Plan

Change:

Added: The potential designation of Shoreline Drive as a scenic route and any associated enhancements remain under separate consideration and are not part of the Housing Plan analyzed in this EIR.

Reason for Change: Response to Comments 4.12 and 5.11

Description of Change: Clarified policy regarding Shoreline Drive.

Page: 4.1-9

Subsection: City Charter

Change:

Deleted: ~~contains~~. Replaced with: establishes.

Added: Application of local height standards and Charter provisions occurs within the context of applicable State law, which may modify or limit local authority over development standards for certain qualifying housing projects.

Reason for Change: Response to Comment 5.12

Description of Change: Included general acknowledgement of policy limitations due to state law.

Page: 4.1-12

Subsection: 4.1.3 Impact Analysis

Change:

Added: Recent state housing legislation has, in some circumstances, reduced the level of discretionary review available to local agencies and may limit the City's ability to apply certain aspects of traditional project-by-project review processes. As a result, some qualifying housing developments may proceed through streamlined approval processes with fewer opportunities for discretionary modifications. Although development would continue to be subject to applicable objective standards and state requirements, future development may not always reflect the same degree of local design discretion historically applied through project review processes. The visual appropriateness of development scale and massing may vary based on individual perceptions; therefore, this Program EIR evaluates aesthetic impacts using CEQA criteria and applicable development standards.

Reason for Change: Response to Comments 4.11 and 5.10

Description of Change: Included acknowledgement of limitations of local design review due to recent state law.

Page: 4.1-15

Subsection: Impact AES-3

Change:

Added: Height standards and limitations are implemented through the City's Zoning Ordinance and applicable objective development standards, which are subject to state housing laws that may limit or preempt certain discretionary height controls in qualifying projects.

Reason for Change: Response to Comment 4.13

Description of Change: Clarified interplay between state requirements and local development regulations.

Page: 4.1-15

Subsection: Impact AES-3

Change:

Added: The City's General Plan includes policies intended to maintain and enhance community character through building design, scale, and neighborhood compatibility. However, implementation of these policies occurs within the context of applicable State laws, which may limit local discretion over certain development standards and approval processes for qualifying housing projects.

Reason for Change: Response to Comment 5.10

Description of Change: Clarified interplay between state requirements and local development regulations.

Air Quality

Page: 4.2-2

Subsection: b. Sources of Air Pollution

Change:

Added: Additionally, the Permitted Facilities Map maintained by the SBCAPCD, identifies existing sources of air emissions regulated by SBCAPCD, such as dry cleaners, diesel engines, and gas stations (SBCAPCD 2026).

Reason for Change: Response to Comment 3.3

Description of Change: Included reference to APCD Permitted Facilities Map.

Page: 4.2-17

Subsection: Impact AQ-2

Change:

Added: During project-level review, the City considers guidance from the California Air Resources Board (CARB), including the Air Quality and Land Use Handbook, when evaluating the siting of sensitive receptors relative to sources of toxic air contaminants. Where appropriate, the City may require project design features, buffers, or other measures to avoid or minimize potential health risks associated with exposure to air pollution.

Reason for Change: Response to Comment 3.4

Description of Change: Included reference to CARB Guidance.

Page: 4.2-17

Subsection: Mi g a on Measure AQ-1

Change:

Added: of Santa Barbara

Added: California Air Resources Board (

Deleted: ~~Tier 3 or higher emission standards or employ CARB-certified Level 3 diesel particulate filters.~~ Replaced with: Tier 4 emission standards, or zero-emission off-road equipment.

Deleted: ~~documenta on shall be provided by the project applicant to the City sta ng that Tier 3 equipment is not commercially available with support ng evidence from the contractor.~~ Replaced with: construc on contractors shall use equipment mee ng CARB Tier 3 standards or higher and shall employ CARB-certified Level 3 diesel particulate filters, or other equivalent emissions control technologies achieving comparable reduc ons in diesel particulate ma er and NOx emissions.

Deleted: ~~will be condi oned to.~~ Replaced with: shall.

Deleted: ~~Quality Control.~~ Replaced with: CARB

Added: Santa Barbara County Air Pollu on Control District.

Deleted: ~~If CARB-certified Level 3 diesel particulate filters are u lized, they.~~ Replaced with: All equipment

Reason for Change: Response to Comment 3.2

Description of Change: Updated mi g a on measure per APCD recommenda on. Updated mi g a on measure clarifies requirements and would result in equal or greater emissions reductions.

Biological Resources

Page: 4.3-1

Subsection: 4.3.1 Upland Habitats

Change:

Added: Urban, suburban, and open space areas provide habitat and movement corridors for wildlife that have adapted to human-modified environments.

Reason for Change: Response to Comment 5.4

Description of Change: Added background information on common urban wildlife.

Page: 4.3-7

Subsection: Nearshore Marine

Change:

Added: The health of the nearshore marine environment is monitored through regional and state monitoring programs, including water quality monitoring, watershed management planning, creek monitoring programs, and marine habitat assessments conducted by local, state, and federal agencies. The City participates in watershed protection and stormwater management programs intended to reduce pollutant runoff to coastal waters. Conditions are monitored using a combination of remote sensing data and field surveys; these data sources document changes in habitat extent and condition over time.

Reason for Change: Response to Comments 4.13 and 5.15

Description of Change: Added background information on nearshore marine habitat.

Page: 4.3-8

Subsection: Special Status Species

Change:

Added: In addition to special-status species, the City supports a variety of common urban wildlife species associated with riparian corridors, open space areas, residential neighborhoods, and nearshore habitats. Common urban wildlife observed or expected within the City includes raccoons (*Procyon lotor*), Virginia opossums (*Didelphis virginiana*), coyotes (*Canis latrans*), skunks, bats, and other urban-adapted mammals. Riparian corridors and creek systems also function as important wildlife movement corridors connecting upland habitats to coastal and estuarine environments.

Reason for Change: Response to Comments 5.4, 5.14, and 6.1

Description of Change: Added background information on common urban wildlife.

Page: 4.3-9

Subsection: wildlife Movement Areas

Change:

Deleted: ~~Arroyo Burro, Mission, Cieneguitas, San Roque, Arroyo Honda, Laguna, Lighthouse, and Sycamore Creeks.~~ Added: In the City, riparian systems associated with Arroyo Burro Creek, Arroyo Honda Creek, Mesa Creek, Goleta Slough, Lighthouse Creek, Mission Creek, Laguna Creek, and Sycamore Creek, as well as ephemeral drainages in inland and foothill regions, constitute critical habitat and linkages for these species. In addition to stream corridors, upland habitat areas and open space linkages may serve as important movement corridors, refugia, and foraging habitat for terrestrial wildlife within the urban environment.

Reason for Change: Response to Comment 6.2

Description of Change: Added background information on wildland connectivity and upland habitat linkages.

Page: 4.3-19

Subsection: Impact BIO-1

Change:

Deleted: ~~Environmental~~

Reason for Change: Minor Correction

Description of Change: Deleted repeat work.

Page: 4.3-19

Subsection: Impact BIO-1

Change:

Added: Creeks also protect important wildlife corridors and habitat. Development sited too close to creeks may impact riparian vegetation and canopies that provide shade to creeks, affect aquatic temperatures, and decrease habitat conditions for fish and wildlife, including the state and federally endangered southern steelhead trout. Further, development placed too close to a creek bank can destabilize the channel by removing vegetation, compacting

soils, and altering natural flow patterns, which accelerates bank erosion and disrupts the creek's ability to transport sediment naturally.

Reason for Change: Response to Comment 6.2

Description of Change: Expanded discussion regarding impacts to wildlife linkages.

Page: 4.3-20

Subsection: Impact BIO-1

Change:

Added: Development projects facilitated by implementation of the Housing Plan may be subject to additional review and permitting requirements by resource agencies, including the California Department of Fish and Wildlife (CDFW), Regional Water Quality Control Board, U.S. Fish and Wildlife Service, National Marine Fisheries Service, and California Coastal Commission, depending on project location and resource conditions. Activities affecting streams, riparian habitat, or associated resources may require compliance with Fish and Game Code Section 1600 et seq. (Lake and Streambed Alteration Program). Projects with the potential to affect special-status species may also require consultation, avoidance measures, or authorizations pursuant to the California Endangered Species Act and other applicable regulations. Added: continue to

Reason for Change: Response to Comment 6.2

Description of Change: Expanded discussion regarding jurisdictional agency review and permitting.

Page: 4.3-20

Subsection: Mitigation Measure BIO-1

Change:

Deleted: ~~Creeks Division~~. Replaced with: Sustainability and Resilience Department.

Reason for Change: Minor Correction

Description of Change: Updated the responsible City department.

Page: 4.3-20

Subsection: Mi ga on Measure BIO-2

Change:

Added: of Santa Barbara. Deleted: guidelines. Replaced with: standards. Deleted: City's
Deleted: guidelines. Replaced with: standards.
Deleted: guidelines. Replaced with: standards.
Added: developed in consulta on with the California Department of Fish and Wildlife
(CDFW). The MEA Guidelines.
Added: riparian vegeta on and.
Deleted: and.
Added: , and habitat func ons associated with riparian corridors.
Deleted: and. Added: and avoiding non-na ve invasive species.
Deleted: and oak woodland.
Deleted: ; Replaced with: ,
Added: Require projects to ensure no net loss of riparian habitat acreage, connec vity,
func on, or value through avoidance or onsite restora on, where feasible; and
Require prepara on of a Habitat Mi ga on and Monitoring Plan for projects with
poten ally significant impacts to sensi ve habitat, detailing buffer implementa on,
restora on/enhancement techniques, performance criteria, and post-construction
monitoring.

Reason for Change: Response to Comment 6.2

Description of Change: Updated mi ga on measure per CDFW recommenda ons. Updated
mi ga on measure expands performance measures, includes agency coordina on, and would
result in equal or fewer impacts.

Page: 4.3-20

Subsection: Mi ga on Measure BIO-3

Change:

Deleted: guidelines. Replaced with: standards. Deleted: City's.
Deleted: measures. Replaced with: requirements.
Deleted: guidelines. Replaced with: standards.
Added: and developed in consulta on with the California Department of Fish and Wildlife
(CDFW). The MEA Guidelines.

Deleted: guidelines. Replaced with: standards.
Deleted: September 15. Replaced with: August 30.

Reason for Change: Response to Comment 6.2

Description of Change: Updated mitigation measure to include agency coordination and include consistent dates. Updated mitigation measure would result in equal or fewer impacts.

Page: 4.3-23

Subsection: Mitigation Measure BIO-4

Change:

Added: of Santa Barbara. Deleted: guidelines. Replaced with: standards. Deleted: City's.
Deleted: guidelines. Replaced with: standards.
Deleted: guidelines. Replaced with: standards.
Added: and avoiding non-native invasive species.
Added: and developed in consultation with the California Department of Fish and Wildlife (CDFW). The MEA Guidelines.
Deleted: ordinance. Replaced with: regulatory standards.

Reason for Change: Response to Comment 6.3

Description of Change: Updated mitigation measure to include agency coordination. Updated mitigation measure would result in equal or fewer impacts.

Page: 4.3-25

Subsection: Impact BIO-4

Change:

Deleted: generally result in. Replaced with: primarily facilitate.
Added: Parcels containing known significant biological resources were excluded from the 6th Cycle Housing Element Suitable Sites Inventory and most future development facilitated by the Housing Plan is anticipated to occur within urbanized and previously developed site (see Figure 4.3-2). However, because development under Housing Plan may also occur on residentially zoned parcels outside of the Suitable Sites Inventory, the EIR analysis conservatively assumes development could occur on parcels containing biological resources.

Deleted: ~~Due to~~. Replaced with: While.
Added: limits. Deleted: ~~is limited. Nonetheless.~~

Reason for Change: Response to Comment 6.2

Description of Change: Expanded discussion regarding impacts to wildlife linkages. Included reference to new figure requested by CDFW.

Page: 4.3-26

Subsection: Figure 4.3-2, Suitable Sites and Habitat Connectivity Analysis

Change:

Added new full page Figure 4.3-2 showing Regional Housing Need Allocation Suitable Sites within the city in relation to wildlife corridors containing riparian, wetland, and upland habitat

Reason for Change: Response to Comment 6.2

Description of Change: Added new figure as requested by CDFW.

Cultural and Tribal Cultural Resources

Page: 4.4-16

Subsection: Mitigation Measure CUL-1

Change:

Deleted: ~~to AB 130 Projects~~. Replaced with: Completeness Requirement.
Deleted: ~~Projects processed under California AB 130 (2025)~~. Replaced with: Planning applications.

Reason for Change: Clarification

Description of Change: Expanded and clarified applicability. Updated mitigation measure would result in equal or fewer impacts.

Page: 4.4-17

Subsection: Mi g a on Measure CUL-2

Change:

Deleted: ~~Data Recovery Program or other appropriate ac ons to be determined by a qualified archaeologist.~~

Reason for Change: Minor Correctio

Description of Change: Deleted repeat text that was included in error. No change to mi g a on measure.

Hazards and Hazardous Materials

Page: 4.6-25

Subsection: Mi g a on Measure HAZ-1

Change:

Deleted: ~~guidelines~~. Replaced with: standards
Deleted: ~~City's~~. Added: most current. Deleted: ~~E-1527-13~~. Added: Resources Control. Added: Clean Up Program

Reason for Change: Clarifica on

Description of Change: Updated for clarity. Updated mi g a on measure would result in equal or fewer impacts.

Page: 4.6-26

Subsection: Mi g a on Measure HAZ-2

Change:

Deleted: ~~guidelines~~. Replaced with: standards

Reason for Change: Minor Correctio

Description of Change: Updated mi g a on measure would result in equal or fewer impacts.

Page: 4.6-26

Subsection: Mi ga on Measure HAZ-3

Change:

Deleted: ~~guidelines~~. Replaced with: standards

Added: Santa Barbara County Public Health Department. Added: Department of Conservation Geologic Energy Management Division

Added: The property owner shall be responsible for ensuring all r.

Deleted: ~~shall be~~. Replaced with: are.

Deleted: ~~by the developer and construction contractor.~~

~~If former well facilities and/or oil and gas pipelines are identified, compliance with the procedures and regulations of CalGEM developed pursuant to PRC Section 3208.1 would be required. Remedial plugging operations may be required.~~

Reason for Change: Clarification

Description of Change: Updated mi ga on measure to clarify responsible entities. Revised mi ga on measure would result in equal or fewer impacts.

Noise

Page: 4.7-10

Subsection: Table 4.7-2, Land Use Compatibility Standards

Change:

Deleted: ~~Golf~~. Replaced with: Golf.

Reason for Change: Response to Comment 5.29

Description of Change: Corrected typographical error.

Schools

Page: 4.8-1

Subsection: 4.8.1 Environmental Setting

Change:

Added: Environmental

Reason for Change: Minor Correctio

Description of Change: Missing word.

Page: 4.8-1

Subsection: Hope Elementary School District

Change:

Deleted: ~~100~~. Replaced with: 183.

Added: (Anne Hubbard, Ed. D., Superintendent, Hope Elementary School District, February 10, 2026) .

Reason for Change: Response to Comment 2.1

Description of Change: Updated numbers based on new information provided in public comment.

Page: 4.8-2

Subsection: Current Enrollment

Change:

Added: in Table 4.8-1.

Deleted: ~~878~~. Replaced with: 870.

Reason for Change: Response to Comment 2.1

Description of Change: Updated numbers based on new information provided in public comment.

Page: 4.8-2

Subsection: Table 4.8-1, City of Santa Barbara 2022-2023 Student Enrollment

Change:

Deleted: ~~878~~. Replaced with: 870.

Deleted: ~~15,326~~. Replaced with: 15,318.

Added: Anne Hubbard, Ed. D., Superintendent, Hope Elementary School District 2026.

Reason for Change: Response to Comment 2.1

Description of Change: Updated numbers based on new information provided in public comment.

Page: 4.8-2

Subsection: Current Enrollment

Change:

Deleted: ~~4.8-1~~. Replaced with: 4.8-2.

Reason for Change: Minor Correction

Description of Change: Corrected typographical error.

Page: 4.8-2

Subsection: Current Enrollment

Change:

Deleted: ~~12~~. Replaced with: 9.4.

Deleted: ~~2021-2022~~. Replaced with: 2025-2026.

Deleted: ~~16.5~~. Replaced with: 13.1.

Deleted: ~~836~~. Replaced with: 870.

Deleted: ~~CDE 2023a~~. Replaced with: Anne Hubbard, Ed. D., Superintendent, Hope Elementary School District, February 10, 2026.

Reason for Change: Response to Comment 2.2

Description of Change: Updated numbers based on new information provided in public comment.

Page: 4.8-2

Subsection: Current Enrollment

Change:

Deleted: ~~Districts~~. Replaced with: SBUSD.

Added: SBUSD.

Deleted: ~~retain~~. Replaced with: retains.

Added: Basic Aid districts, including HESD, typically restrict interdistrict transfers except for limited circumstances, such as children of district employees.

Reason for Change: Response to Comments 2.3, 5.17, and 5.18

Description of Change: Updated numbers based on new information provided in public comment.

Page: 4.8-3

Subsection: Table 4.8-2, City of Santa Barbara 2022-2023 Student Enrollment

Change:

Deleted: ~~1,187~~. Replaced with: 1,001.

Added: *

Deleted: ~~Hope Elementary School District 2024~~. Replaced with: .

*Analysis relies on Hope Elementary School District reported enrollment of 870 for 2025-2026.

Reason for Change: Response to Comment 2.2

Description of Change: Updated numbers based on new information provided in public comment.

Page: 4.8-6

Subsection: Senate Bill 50

Change:

Added: and is deemed full and complete mitigation for impacts to school facilities under CEQA. These fees are designed to contribute toward the cost of accommodating new students generate from development but are not intended to fund the full cost of school facility construction or modernization.

School districts also rely on a variety of funding sources for capital improvements, including state bond programs (when available), local general obligation bonds approved by voters, and district capital reserve funds. The adequacy and availability of these funding sources vary over time and are outside the control of the Housing Plan.

Reason for Change: Response to Comment 2.4

Description of Change: Expanded discussion on school facilities mitigation under CEQA.

Page: 4.8-8

Subsection: Impact SCH-1

Change:

~~Deleted: Residential development facilitated by the Housing Plan would result in new students entering the City's school districts. However, capacity exists to accommodate the anticipated increase, such that new or physically altered school facilities would not be required.~~

Replaced with: Residential development facilitated by the Housing Plan would result in additional student enrollment across school districts serving the city. Based on available information regarding districtwide facility capacity, enrollment trends, and the incremental nature of development, implementation of the Housing Plan would not result in significant environmental impacts associated with new or physically altered school facilities.

Reason for Change: Response to Comment 5.5

Description of Change: Updated impact statement to better reflect impact discussion.

Page: 4.8-8

Subsection: Impact SCH-1

Change:

Added: Potential housing sites on the Suitable Sites Inventory within the La Cumbre Plaza Planning Area and surrounding neighborhood could contribute to future student enrollment within the Hope Elementary School District attendance area, depending on the timing, scale, housing types, occupancy patterns, and attendance boundaries applicable at the time development occurs.

Reason for Change: Response to Comment 5.16

Description of Change: Provided contextual information about potential sources of future student generation.

Page: 4.8-9

Subsection: Impact SCH-1

Change:

Deleted: ~~districts have the ability to adjust enrollment boundaries, recommend inter school district transfers, or other district actions that would balance enrollment between school facilities and districts in accordance with Santa Barbara School Board policies.~~ Replaced with: school districts may manage enrollment and facility utilization through attendance boundary adjustments and transfers among schools within the same district, where appropriate. While limited interdistrict transfer opportunities may exist in certain circumstances and subject to district-specific policies, capacity management generally occurs within individual school districts. However, the analysis does not assume broad reliance on interdistrict student transfers to accommodate future enrollment growth.

Reason for Change: Response to Comment 4.15

Description of Change: Clarified information about interdistrict transfers.

Page: 4.8-9

Subsection: Impact SCH-1

Change:

Deleted: ~~ability to balance~~. Replaced with: available.

Deleted: ~~between~~. Replaced with: capacity in.

Added: across the city.

Reason for Change: Response to Comment 5.17

Description of Change: Clarified information about enrollment capacity.

Page: 4.8-9

Subsection: Impact SCH-1

Change:

Added: Operational considerations such as staffing ratios, programmatic space allocation, or demand for support services, may affect districts and specific school sites; however, they do not constitute physical environmental impacts under CEQA unless they necessitate construction of new or expanded school facilities.

Reason for Change: Response to Comment 2.5

Description of Change: Clarified distinction between operational considerations and physical facility impacts.

Page: 4.8-9

Subsection: Impact SCH-1

Change:

Deleted: ~~for potential impacts associated with the future development of individual residential projects~~. Added: under CEQA for the purpose of mitigating physical environmental impacts related to the need for new or physically altered school facilities. Developer fees are intended to provide proportional funding assistance toward accommodating growth but are not expected to fully fund all capital improvements that may be needed by school districts. While individual school districts may experience localized enrollment changes over time, the City's authority to require additional school facility mitigation through CEQA is limited by the State regulatory framework.

Added: Because of existing citywide school facility capacity, ongoing trends of declining or

stabilized enrollment, the incremental nature of projected student generation, and the requirement for payment of statutory school developer fees, i.

Deleted: †

Added: While localized enrollment constraints may occur at specific schools or within individual districts, these conditions do not constitute a significant impact under CEQA.

Reason for Change: Response to Comment 2.4

Description of Change: Expanded discussion regarding developer school fees and CEQA mitigation.

Transportation and Circulation

Page: 4.9-1

Subsection: a. Transportation Overview

Change:

Added: From a traffic safety perspective, concentrating development in the Downtown leads to shorter travel distances, reducing overall exposure to roadway risks. Fewer long distance commutes reduce congestion and lower collision risk. Shorter travel distances make walking, biking, and transit more viable and safer. Reducing dependence on major arterials lowers exposure to corridors with higher severe injury rates.

Reason for Change: Updated Information

Description of Change: Expanded discussion on transportation overview for context.

Page: 4.9-8

Subsection: c. Public Transit

Change:

Added: Routes and service levels are subject to periodic adjustments based on operational needs and service planning.

Reason for Change: Response to Comments 4.16 and 5.24

Description of Change: Clarification regarding public transit routes.

Page: 4.9-8

Subsection: Utility Users Tax

Change:

Added: Remaining revenues may support other City programs and services as determined through future budget decisions.

Reason for Change: Response to Comments 4.16 and 5.25

Description of Change: Provided additional information about utility users tax.

Page: 4.9-9

Subsection: Measure A

Change:

Added: Urban, suburban, and open space areas provide habitat and movement corridors for wildlife that have adapted to human-modified environments.

~~Deleted: The City uses funds generated by Measure A for a variety of transportation projects including pedestrian and bicycle facilities, support for local transit, local road improvements, and local street and sidewalk infill and maintenance programs. Measure A funds are used exclusively on transportation projects and programs (including staffing for roadway maintenance) specifically authorized in the voter approved Measure A Investment Plan. The Santa Barbara County Association of Governments (SBCAG) oversees the distribution of Measure A funds and is responsible for completing regional transportation projects. SBCAG allocates Measure A funds to the City's Streets Capital Program for local transportation projects within the City.~~ Replaced with: Measure A is a 30-year sales tax measure estimated to provide approximately \$1 billion of local sales tax revenues for transportation projects in Santa Barbara County. Measure A contains a strategic spending plan that includes both regional and local programs and projects, funded by monthly population-based allocations to each local agency. The Measure A Ordinance contains a requirement for the City to hold an annual public hearing and submit a Five-Year Measure A Local Program of Projects to the administering agency, Santa Barbara County Association of Governments (SBCAG). Costs of street construction and maintenance activities continue to increase and are expected to increase more than the anticipated future Measure A revenues. This forecast will support fewer construction and maintenance activities.

Reason for Change: Clarification

Description of Change: Description updated for Clarification.

Page: 4.9-9

Subsection: Measure C

Change:

Added: It is anticipated that there will be less local Measure C funds available for street maintenance due to competing City priorities. In a reduced funding Measure C street maintenance scenario, priority will be placed on arterial and collector streets that carry the majority of traffic. Maintenance on local streets and alleys will be increasingly deferred.

Reason for Change: Updated Information

Description of Change: Provided updated information regarding budget forecast.

Page: 4.9-10

Subsection: Grants

Change:

Deleted: ~~2024-2028~~. Replaced with: 2026-2030.

Deleted: ~~May 2025~~. Replaced with: June 2026.

Deleted: ~~construction anticipated in 2025~~. Replaced with: completed in 2026.

Added: recently completed. Added: (construction anticipated in 2027). Added: recently completed. Deleted: ~~constructed~~. Replaced with: construction. Deleted: ~~2025~~. Replaced with: 2027.

Deleted: ~~July 2024~~. Replaced with: June 2026. Added: final

Deleted: ~~under construction or in final design and headed to construction. Caltrans/SBCAG are actively seeking funding to fund the final freeway segment that is between Sycamore Creek and Cabrillo Interchange. If funding is received construction completion is anticipated in 2028~~. Replaced with: and under construction. Construction is anticipated to be completed by 2028 with additional landscaping through 2030.

Reason for Change: Updated Information

Description of Change: Updated status of grant projects with current information.

Page: 4.9-13

Subsection: Assembly Bill 32 (AB 32) and Senate Bill 375 (SB 375)

Change:

Added: In April 2025, SBCAG collaborated with the San Luis Obispo Council of Governments (SLOCOG) to develop a white paper that highlights issues with the law and recommends several improvements. Currently, SBCAG is evaluating SB 375 reform and the effort is part of SBCAG's state legislative plan.

Reason for Change: Updated Information

Description of Change: Expanded discussion for context.

Page: 4.9-14

Subsection: Assembly Bill 2097 (AB 2097)

Change:

Added: (see Figure 4.9-5)

Reason for Change: Response to Comment 5.26

Description of Change: Added new figure reference.

Page: 4.9-14

Subsection: Assembly Bill 2097 (AB 2097)

Change:

Deleted: ~~Over time, providing less parking in the AB 2097 qualifying areas will continue to decrease traffic congestion downtown, thereby reducing greenhouse gas emissions and building a healthier community. There are many policies in the City's General Plan and 2024 Climate Action Plan that relate to reducing greenhouse gas emissions.~~ Replaced with: The AB 2097 qualifying areas are also in the Downtown Growth Management Area, which is already the city's lowest VMT area of the City. Reduced or no parking encourages more transit use, more walking and biking, more car-sharing and ride-hailing, and reduced car ownership. As discussed earlier, concentrating development in the Downtown Growth Management Area is also safer from a traffic safety perspective.

Reason for Change: Response to Comments 4.9 and 5.26

Description of Change: Provided additional information regarding the relationship between parking availability and travel behavior.

Page: 4.9-15

Subsection: Assembly Bill 2097 (AB 2097)

Change:

Added new full page Figure 4.9-5 showing the AB 209 Transit Priority Areas in relation to the Santa Barbara Central Business District.

Reason for Change: Response to Comments 4.9 and 5.26

Description of Change: Provided additional information regarding the relationship between parking availability and travel behavior.

Added new full page Figure 4.3-2 showing Regional Housing Need Allocation Suitable Sites within the city in relation to wildlife corridors containing riparian, wetland, and upland habitat

Reason for Change: Response to Comment 6.2

Description of Change: Added new figure as requested by CDFW.

Page: 4.9-16

Subsection: c. Local Regulations

Change:

Deleted: ~~2021~~. Replaced with: 2025.

Reason for Change: Updated Information

Description of Change: Updated year to match current available plan year.

Page: 4.9-18

Subsection: Safe Streets for All Action Plan

Change:

Added: summer/fall. Added: The Draft Plan is currently available at SantaBarbaraCA.gov/SafeStreets.

Reason for Change: Updated Information

Description of Change: Provided current information about the plan status.

Page: 4.9-19

Subsection: Impact TRA-1

Change:

Added: , and will put a higher demand on the City's roadway network.
~~Deleted: is anticipated as proper uses in those areas add new residential units. New residential development will also result in increased demand to enhance the existing sidewalk network by providing wider sidewalks and pedestrian amenities, as well as increased demand for bicycle infrastructure for all ages and abilities. Replaced with: is~~
needed as proper uses redevelop, such as wider sidewalks and bike infrastructure for all ages and abilities, as well as roadway safety enhancements. Implementation of state housing laws may reduce or eliminate the City's ability to require off-street parking for certain residential development projects. Although parking availability is not considered a significant environmental impact under CEQA, implementation of Housing Plan programs could incrementally increase on-street parking demand in the Downtown area for service/delivery vehicles and ride hailing. In the short-term until travel behaviors change, it is anticipated that there will be continued friction between on-street parking storage for private vehicles, and need for widened sidewalks and installation of higher-level bicycle infrastructure (protected bike lanes).

Reason for Change: Response to Comment 4.9

Description of Change: Clarified that development could result in changes in parking demand patterns; however, these changes would not result in significant environmental impacts under CEQA.

Page: 4.9-19

Subsection: Impact TRA-1

Change:

Added: 2026 Safe Streets for All Action Plan.

Reason for Change: Updated Information

Description of Change: Included new plan that is recently adopted.

Page: 4.9-20

Subsection: Impact TRA-1

Change:

Deleted: ~~and~~ Added: and 2026 Safe Streets for All Action Plan.

Deleted: ~~beginning in fall 2024.~~ Replaced with: that began in fall 2024.

Added: , and Safe Streets for All Action Plan.

Reason for Change: Updated Information

Description of Change: Included new plan that is recently adopted.

Page: 4.9-21

Subsection: Impact TRA-1

Change:

Added: and 2024 Regional Travel Patterns Report.

From SBCAG's 2024 Regional Travel Patterns Report, approximately 48,300 daily vehicle trips began in the City of Santa Barbara. Of those trips, 66 percent are designed within the City of Santa Barbara. Approximately 56,600 daily vehicle trips ended in the City of Santa Barbara with 43.7 percent of those trips being outside of the City of Santa Barbara. 59.7 percent of the work commutes are within 4 miles, making them ideal for walking, biking, and transit. The main issue is that 6.5 percent of the work commutes originating from the City of Santa Barbara and 14.6 percent of work commutes designed for the City of Santa Barbara exceed 32 miles. The longer commutes contribute to excessive VMT and greenhouse gas emissions, that local, regional, and state policies are working to address.

Added: The 2050 RTP-SCS includes strategies to reduce regional vehicle miles traveled through increased housing opportunities near job centers, multi-modal access, and infill development. The Housing Plan concentrates the majority of the new housing units in the

Downtown Development Area, putting residents closer to major employment centers, and along high transit corridors. Thus, the Housing Plan meets the general objectives of the RTP–SCS.

Reason for Change: Response to Comment 1.2

Description of Change: Expanded discussion regarding regional commuting patterns.

Page: 4.9-22

Subsection: Consistency with Regional Housing Needs Allocation

Change:

~~Deleted: 's consistency with SBCAG's RHNA allocation plan, including the City's RHNA allocation for the 2023–2031 planning period of 8,001 units, is consistent with the development pattern of the 2050 RTP–SCS. Replaced with: is consistent with the SBCAG RHNA plan in that it identifies adequate sites, zoning capacity, and programs to~~
accommodate the City's assigned housing needs across all income categories. While actual housing production, particularly for moderate-income units, has been limited to date, RHNA consistency for purposes of this analysis is based on planning capacity rather than realized development outcomes. Added: , and Safe Streets for All Action Plan.

Reason for Change: Response to Comment 1.1

Description of Change: Clarified meaning of RHNA consistency.

Page: 4.9-24

Subsection: Impact TRA-3

Change:

Added: Although recent State laws may limit local discretion over development standards for qualifying residential projects, such as parking requirements, the City retains authority to apply applicable objective health and safety, circulation, and engineering standards intended to avoid hazardous transportation conditions.

Reason for Change: Response to Comment 5.6

Description of Change: Provided acknowledgement that State law may affect certain development standards.

Utilities and Services Systems

Page: 4.10-5

Subsection: e. Solid Waste Management

Change:

Added: While the Tajiguas Landfill is currently anticipated to reach capacity in 2036, regional solid waste planning efforts are ongoing and include strategies to expand diversion programs, extend landfill capacity, and identify future disposal options to ensure long-term solid waste management needs are met beyond the current planning horizon.

Reason for Change: Response to Comment 4.17

Description of Change: Provided additional context on Tajiguas Landfill.

Effects Found Not to be Significant

Page: 4.11-9

Subsection: 4.11.4 Hydrology and Water Quality

Change:

~~Deleted: substantially alter existing drainage patterns or contribute substantial runoff water, or.~~

~~Deleted: of a site or area.~~

Added: Also refer to Section 4.3, Biological Resources for further discussion related to impacts to creek resources.

Reason for Change: Clarification

Description of Change: Added reference to another chapter of the EIR.

Alternatives

Page: 6-9

Subsection: 6.3.1 Description

Change:

Added: In addition to representing a higher-density development scenario relative to the proposed Housing Plan, the Additional Housing Alternative provides an analytical framework for evaluating conditions in which housing production within the City exceeds the RHNA allocation of 8,001 units. While the Housing Plan programs are designed to accommodate the suitable sites inventory and RHNA allocation, actual buildout may vary due to State housing laws, market conditions, and site-specific development proposals. As such, this alternative provides an informative comparison for decision-makers, outlining the potential environmental trade-offs associated with additional housing growth above the RHNA allocation.

Reason for Change: Response to Comment 4.4

Description of Change: Expanded discussion of Alternative 2.

Page: 6-9

Subsection: 6.3.2 Impact Analysis

Change:

Added: As a higher-growth scenario, the Additional Housing Alternative would increase in the overall amount of construction, intensity of development, and population generated, relative to the Housing Plan. Environmental impacts under this alternative would be similar in type to those identified for the proposed Housing Plan; however, they may be incrementally greater in magnitude. For most issue areas, the degree to which impacts are more severe would depend on the location, density, and design of future development projects.

Increased development under this alternative could cumulatively result in significant and unavoidable impacts in cases where residential growth exceeds the growth assumptions embedded in regional air quality attainment plans and greenhouse gas reduction strategies. This may conflict with the region's ability to achieve air quality standards and greenhouse gas emissions reduction targets. At the same time, the higher-density development pattern under this alternative could provide potentially lower per capita vehicle miles traveled. The mitigation measures identified for the proposed Housing Plan are largely performance-based and tied to applicable regulatory standards. Therefore, they would also apply to development projects under the Additional Housing Alternative. These mitigation measures are designed to address impacts at the project level and are not tied to a fixed cap on residential units. Furthermore, individual projects under this alternative would continue to be subject to further environmental review as required by CEQA, at the time specific development projects are proposed.

Reason for Change: Response to Comment 4.4

Description of Change: Expanded discussion of Alternative 2.

Page: 6-10

Subsection: a. Aesthetics and Visual Resources

Change:

Added: Santa Barbara

Added: However, it is important to acknowledge that recent and evolving State housing laws substantially constrain local governments' authority to regulate certain aspects of residential development, including the extent to which a local agency may impose standards that would reduce allowable building envelopes, or constrain feasible project design. As a result, while the City retains design review authority, its ability to require reductions in building size, bulk, height, or scale may be more limited than in the past.

Deleted: ~~However,~~ i. Replaced with: I.

Added: consistent with State housing mandates.

Deleted: ~~to~~. Replaced with: that could.

Added: While these changes would represent a more pronounced shift in visual character compared to the Housing Plan, the combination of City design review process and applicable Municipal Code standards, and State-mandated housing implementation requirements would continue to guide development toward context-sensitive design where feasible.

Reason for Change: Response to Comment 4.4

Description of Change: Expanded discussion of Alternative 2.

Page: 6-10

Subsection: b. Air Quality

Change:

Added: The 2050 Regional Growth Forecast forms the basis for regional air quality planning assumptions, including those used in the 2022 Ozone Plan. Accordingly, the level of growth associated with the Additional Housing Alternative would represent development that exceeds the growth projections anticipated and planned for in regional air quality attainment strategies. Because the Additional Housing Alternative would introduce a level of population and housing growth that is not accounted for in the 2022 Ozone Plan, the

resulting emissions of ozone precursors such as reactive organic gases (ROG) and nitrogen oxides (NOx), would likewise not be fully incorporated into the emissions inventories and control strategies relied upon to demonstrate attainment.

Reason for Change: Response to Comment 4.4

Description of Change: Expanded discussion of Alternative 2.

Page: 6-11

Subsection: b. Air Quality

Change:

Added: While the nature of the impact (i.e., increased emissions associated with population growth) is similar to that identified for the Housing Plan, the magnitude and policy inconsistency associated with unplanned growth under the Additional Housing Alternative results in a comparatively greater impact.

Added: In this context, the significant and unavoidable impact is not necessarily caused by the absolute increase in emissions, but rather, is triggered by the unplanned growth that falls outside the assumptions used in regional air quality planning.

Reason for Change: Response to Comment 4.4

Description of Change: Expanded discussion of Alternative 2.

Page: 6-11

Subsection: b. Air Quality

Change:

Deleted: ~~3 or higher~~. Replaced with: 4.

Added: as feasible.

Reason for Change: Response to Comment 3.2

Description of Change: Updated mitigation measure per APCD recommendation. Updated mitigation measure would result in equal or greater emissions reductions.

Page: 6-12

Subsection: e. Greenhouse Gas Emissions

Change:

~~Deleted: There is greater potential that Housing Plan programs facilitated by the Additional Housing Alternative could conflict with the City's Climate Action Plan if the growth exceeds the projections within the Climate Action Plan.~~ Added: In some cases, higher development densities could facilitate more intensive land use patterns than previously anticipated in the City's adopted land use framework. While higher-density development can provide certain efficiency benefits on a per capita basis such as reduced per-unit energy consumption and potentially lower vehicle miles traveled compared to lower-density alternatives, the overall increase in housing production would still result in higher total emissions at the Citywide scale.

Because the Additional Housing Alternative assumes a level of growth that exceeds the projections used in the City's Climate Action Plan (CAP), there is greater potential for inconsistency between projected emissions under this alternative and the emissions reduction strategies and targets identified in the CAP. The CAP is based on assumptions regarding population growth, land use densities, and transportation patterns that align with adopted regional planning forecasts. To the extent that actual development under this alternative exceeds those assumptions, the ability of existing CAP measures to fully offset resulting emissions would be reduced. This would represent a potential conflict with the City's Climate Action Plan in the context of unanticipated or unprogrammed growth beyond CAP assumptions

Reason for Change: Response to Comment 4.4

Description of Change: Expanded discussion of Alternative 2.

Page: 6-13

Subsection: h. Schools

Change:

~~Deleted: which.~~ Added: and would therefore generate a greater number of students within the City's school districts. This alternative.

Added: more.

~~Deleted: greater than the number of students.~~

~~Deleted: generated.~~

Added: The incremental increase in student generation could place additional enrollment pressure on school districts serving the City, including smaller community-funded districts such as Hope School District. As noted in comments received from the Hope School District,

these districts operate within constrained interdistrict transfer policies and generally rely on capital project planning and operational changes to accommodate enrollment changes. While these operational considerations are relevant to district planning, CEQA analysis of school impacts focuses on whether a project would result in the need for new or physically altered school facilities that could cause a significant physical environmental impact. Although the Additional Housing Alternative would generate more students than the Housing Plan, the analysis of citywide capacity across multiple districts indicates that existing school facilities, when considered systemwide, are able to accommodate projected enrollment growth. To the extent that localized constraints occur at individual school sites or within specific districts, such conditions are addressed through district-level planning and are not assumed to result in the construction of new or expanded school facilities as a direct environmental consequence of the Housing Plan or alternatives.

Reason for Change: Response to Comment 4.4

Description of Change: Expanded discussion of Alternative 2.

Page: 6-14

Subsection: h. Schools

Change:

Deleted: ~~The addition of 2,809 students.~~ Replaced with: While the Additional Housing Alternative

Deleted: ~~has the potential to exceed the physical capacities of school facilities in Santa Barbara. Therefore, the Additional Housing Alternative would have greater impacts on schools than the Housing Plan. N.~~ Replaced with: which would increase operational strain on some districts, n.

Deleted: ~~which, pursuant to Senate Bill 50, would reduce potential impacts associated with the future development of individual residential projects to a less than significant level.~~

Replaced with: . Pursuant to Senate Bill 50 and California Government Code Section 65995 et seq., payment of these fees is deemed full and complete mitigation for school facility impacts under CEQA. These fees provide a proportional funding contribution toward school facility needs generated by new residential development.

Reason for Change: Response to Comment 2.4

Description of Change: Expanded discussion on school facilities mitigation under CEQA.

Page: 6-15

Subsection: 6.4 Environmentally Superior Alternative

Change:

Deleted: ~~However, t~~

Added: As a higher-growth scenario, Additional Housing Alternative would result in an increase in the overall intensity of development relative to the proposed project.

Environmental impacts under this alternative would be similar in type to those identified for the proposed Housing Plan but may be greater in magnitude due to the construction of additional residential units and associated population growth. The degree to which impacts increase would depend on the location, density, and design of future development projects. However, the analysis of Alternative 2 provides a reasonable upper-bound assessment of these potential effects at the program level.

Reason for Change: Response to Comment 4.4

Description of Change: Expanded discussion of Alternative 2.

References

Page: 7-3

Subsection: Air Quality

Change:

Added: _____ . 2026. Permitted Facilities Map.

https://map.ourair.org/?fn=10422&ct=annual_reps (accessed June 2026).

Reason for Change: Response to Comment 3.3

Description of Change: Included reference to APCD Permitted Facilities Map.