4.1 Land Use and Planning

This section addresses potential impacts associated with land use compatibility and plan consistency as a result of buildout of proposed land uses and implementation of programs proposed as part of the Eastern Goleta Valley Community Plan Update for the Eastern Goleta Valley (Plan update). More specifically, it evaluates potential impacts that the physical changes buildout of the Plan update would have on existing land uses, short-term impacts associated with construction, impacts attributed to plan inconsistencies, and cumulative impacts related to land use issues. The land use policies included in the proposed Plan update are specifically intended to preserve and enhance the quality of the Eastern Goleta Valley (Plan area) through appropriate land use planning. A detailed discussion of the Plan update's consistency with applicable County of Santa Barbara (County) Comprehensive Plan (Comprehensive Plan) policies, and the local coastal program (LCP) goals and policies are contained in Chapter 5, Consistency with Plans and Policies.

4.1.1 Setting

The unincorporated Plan area occupies approximately 23,000 acres or just over 35 square miles of the coastal plain and foothills between the city of Santa Barbara, which borders the Plan area to the east, and the city of Goleta to the west. Camino Cielo Road near the ridgeline of the Santa Ynez Mountains generally defines the Plan area’s northern limits. The Pacific Ocean borders the Plan area to the south (see Figure 2-1).

The Plan area extends from the shore into the foothills, with a portion within the Coastal Zone. The majority of the approximately 36,000 residents of the Plan area live in the southern portion.

4.1.1.1 Existing Land Use

In consideration of environmental constraints, topography, and access to urban services, the Plan area has generally developed with more intensive uses closer to the coast. Development intensity progressively decreases with distance from the coast and increased elevation. A range of land uses in the Plan area include commercial; residential (including single and multi-family and estate residential); public facilities (including educational, institutional, public utility, and governmental); and other land uses (including agriculture, mountainous areas, recreational open space, and vacant lands). More intensive development is limited to the Urban Area. Lower density uses, including agriculture, recreational uses, and lower density residential uses are located within the northern portion of the Plan area. Existing land uses are described in greater detail below.

Coastal Zone

The South Coast, which includes the Plan area, is characterized by sandy beaches, bluffs, and coastal terraces. Within the Plan area, urban development and agriculture are the primary uses between the Santa Ynez Mountains to the north and the coast line to the south. The Coastal
Zone boundary generally extends inland 1,000 yards, but extends further inland to include important habitat, recreational, and agricultural resources.

**Urban Area**

The Plan area is largely suburban residential in character with residential uses occupying an estimated one-third of the Plan area. A range of residential types can be found within the Urban Area, including single-family detached, single-family attached, multi-family, and mobile home types. Higher density residential uses tend to be located near existing commercial uses and major roadways (e.g., State Street/Hollister Avenue, U.S. Highway 101 [U.S. 101]/State Route [SR] 154, Calle Real, Turnpike Road). Residential densities generally decrease with distance from U.S. 101 and commercial uses. Lowest density neighborhoods are represented in the Hope Ranch area closest to the coast and north of the Urban Area boundary.

Commercial uses within the Plan area are located primarily within small to mid-sized centers based around a supermarket/drug store combination with supportive ancillary stores and services nearby. The primary existing retail destinations include the Turnpike Center located on the northwest corner of Hollister Avenue and Turnpike Road and the Magnolia Center on Hollister Avenue near the intersection with Walnut Lane. Also notable within the Plan area is the Hollister Avenue–State Street Commercial Corridor, which generally extends from San Antonio Road to the City of Santa Barbara limit. This corridor provides a diverse mix of commercial uses ranging from storage facilities and auto repair to restaurants, offices, and retail. Apartments, mobile homes, and recreation facilities are also located within the corridor. Other small neighborhood and highway-serving commercial nodes are distributed along Hollister Avenue and Calle Real. Regionally, the majority of commercial services and employment opportunities are provided by the cities of Goleta and Santa Barbara.

Public facilities (e.g., parks, schools, fire stations, and institutional uses) are located throughout the Plan area. In particular, the County Health Department, County Social Services, Office of Emergency Management, Sheriff's and Detectives offices, Juvenile Hall, Goleta Cemetery and County Coroner's office, South Coast Recycling Transfer Station, Ben Page Youth Center, Juvenile Hall, and the Santa Barbara Food Bank are all located on contiguous parcels of County-owned land located generally north and south of U.S. 101 between Cathedral Oaks Road on the north and Hollister Avenue to the south, and between San Antonio Road to the east and El Sueño Road on the west. The location of public facilities, parks, schools, fire stations, and other facilities is discussed further in Section 4.9, Public Services and Facilities.

All of the housing opportunity sites are within the Urban Area, as detailed below in Section 4.1.1.3.

**Urban Agriculture**

Agricultural lands and operations are inter-mixed with urban land uses found in the Urban Area. Remaining agricultural uses are reminiscent of the historic agricultural uses that once
dominated the coastal portion of the Plan area. Over time, farming operations have been replaced by urban land uses, resulting in the partitioning of larger agricultural tracts into discontinuous blocks.

Two blocks of urban agricultural lands are included within the Plan area: the South Patterson Agricultural Area, located south of Hollister Avenue along south Patterson Avenue, and the San Marcos Agricultural Area, located adjacent to Hollister Avenue and Turnpike Road. The South Patterson Agricultural Area includes over 400 acres of agriculturally designated land along both sides of South Patterson Avenue and supports flower and nursery operations as well as row and orchard crops. The San Marcos Agricultural Area includes approximately 50 acres of agriculturally designated land with greenhouses, plant nurseries, orchards, and limited row crops. In addition, there are several smaller urban agricultural areas which cumulatively total over 80 acres. These include the Metropolitan Transit District site (housing opportunity site 1), the Giorgi–Calle Real/North Patterson Avenue Corner Site (housing opportunity site 5), the Nunez/Giordano parcels, the Mistletoe/Carter Seed operations, Lane Farms, the Santa Barbara Orchid Estate and Cal Orchids operations, and the Rancho Tecolote parcel on the bluffs east of More Mesa. Most of these sites meet the County’s definition for prime agricultural land and contain Class I or II (prime) soils. However, most of these smaller sites are either not currently farmed or not zoned for agricultural uses.

**Location-specific Development Sites**

**More Mesa**

More Mesa consists of seven vacant parcels located on a gently sloping coastal terrace bisected by two deep canyon systems draining the majority of the terrace northward into Atascadero Creek.

Residential uses and Atascadero Creek border the parcels to the north. To the east is estate residential. To the west are mixed residential and agricultural land uses. Steep coastal bluffs, wide sandy beaches and the Pacific Ocean comprise the southern border. The majority of the site, composed of on-site wetlands, oak woodlands, and roosting/nesting sites for the white-tailed kite, is designated as Environmentally Sensitive Habitat (ESH) pursuant to LCP guidelines and the adopted County Coastal Land Use Plan (CLUP). In addition, on-site grasslands serve as active foraging grounds and buffer areas for four sensitive species of raptors; the kite, northern harrier, and burrowing and short-eared owls. A total of 246 acres are designated with an ESH Overlay and is recognized as part of an ecosystem of regional importance due to its proximity to, and interrelationship with, the Atascadero Creek ecosystem.

**St. Vincent’s Site**

The approximate 33-acre St. Vincent’s site comprises two undeveloped parcels on each side of Via Chaparral, north of the eastern end of Cathedral Oaks Road. The site is bordered by existing large-lot single-family residential to the north, Cathedral Oaks Road to the south,
SR 154 to the east, and County-owned property, including the headquarters of the Fire and School Districts, to the west. Several hills or ridges within the site are bisected by a canyon system associated with a tributary of Atascadero Creek. Existing vegetation on the more level hilltops consists of open grasslands. The grasslands transition to dense stands of coastal sage scrub on the canyon walls. Scattered riparian vegetation occurs along the creek channel in the canyon bottom. A small informal paddock is located in the canyon bottom of the eastern parcel, and it appears that existing uses are confined to occasional grazing of horses.

**Rural Area**

The Rural Area comprises the northern portion of the Plan area. Existing land uses within the Rural Area include rural agriculture, low-density residential, and open space. Rural agriculture found in the foothills of Eastern Goleta Valley is typified by orchards, large parcel crop productions, and grazing land. The minimum parcel size within the Rural Area is 40 acres.

**National Forest Interface**

The mid- to higher elevations of the Plan area are designated as Mountainous Areas. These areas are characterized by rugged terrain, habitat areas, headwaters of local watershed sub-basins, and clusters of rural residential neighborhoods within Existing Developed Rural Neighborhood (EDRN). Much of the Mountainous Area lies within the boundaries of the Los Padres National Forest. Lands within the National Forest boundary are predominately owned publicly (by the U.S. Department of Agriculture Forest Service) with some private inholdings. The Plan area’s rugged and largely undeveloped mountainous lands provide benefits for recharge of the areas groundwater resources and protection of watersheds, wildlife habitat, and scenic open space. Mountainous Areas typically lack public services and are found in the outer reaches of the Rural Area. Terrain, soils, and access limitations generally make them unsuitable for both development and some agricultural uses.

**Summary of Existing Land Use**

Table 4.1-1 below includes an inventory of existing residential and commercial land uses within the Plan area.
Table 4.1-1: Summary of Existing Residential and Commercial Land Uses within the Plan Area

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Existing Units / sf</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-family and Multi-family Residential in Existing Neighborhoods</td>
<td>9,242 units</td>
</tr>
<tr>
<td>Mobile Homes</td>
<td>945 units</td>
</tr>
<tr>
<td>Mixed Use (MU) Zone</td>
<td>32 units</td>
</tr>
<tr>
<td>C-2 Mixed Use</td>
<td>0 units</td>
</tr>
<tr>
<td>Housing Opportunity Sites</td>
<td>3 units</td>
</tr>
<tr>
<td><strong>Total Primary Residential</strong></td>
<td><strong>10,222 units</strong></td>
</tr>
<tr>
<td>Retail Commercial</td>
<td>658,033 sf</td>
</tr>
<tr>
<td>Non-retail Commercial</td>
<td>2,529,430 sf</td>
</tr>
<tr>
<td><strong>Total Commercial</strong></td>
<td><strong>3,187,463 sf</strong></td>
</tr>
</tbody>
</table>

SOURCE: County of Santa Barbara 2013a.

4.1.1.2 Surrounding Land Use

Land uses surrounding the Plan area range from urban developed uses within the cities of Goleta and Santa Barbara to agricultural, mountainous, open space, and recreational lands and the rural residential San Marcos Pass EDRN, which extends northwesterly beyond the Plan area boundary.

4.1.1.3 Housing Opportunity Sites

1 Metropolitan Transit District (MTD) Site

The approximately 17-acre vacant site consists of three parcels owned by the Metropolitan Transit District (MTD). The site is located northwest of the intersection of Calle Real and North San Antonio Road. Residential uses border the site to the north and west. Highway Commercial (CH) is located further to the west, at the U.S. 101/North Turnpike Road intersection. Calle Real and U.S. 101 border the site to the south. Government/institutional uses and a landfill are to the east.

2 Tatum/Santa Barbara High School District Site

The Tatum/Santa Barbara High School District site is a vacant 23-acre parcel owned by the School District. The site address is Hollister Avenue, but it is accessed via South San Marcos Road. Surrounding uses to the north include U.S. 101 and single-family residential development; to the south are agricultural operations associated with the San Marcos Growers site and the Turnpike Center; to the east is multi-family residential; and to the west, agriculture and the El Camino School site.
3 4555 Hollister Avenue Site

The 1-acre site is currently developed with three residences on approximately half of the property. The western half is undeveloped. Surrounding uses include the Ben Page Youth Center to the north and across Hollister Avenue, single-family residential uses to the south, single-family residences to the east, and a church and single-family residences to the west.

4 Puente Drive/Hollister Avenue Corner Site

This small (0.78-acre) parcel at the southeast corner of Hollister Avenue and Puente Drive is currently vacant. Hollister Avenue borders the site directly to the north. Across Hollister Avenue is single-family residential development. A church and commercial uses are located east of the property, and the Goleta Water District operates facilities across Puente Drive to the west. Single-family residences are located directly to the south.

5 Giorgi–Calle Real/North Patterson Avenue Corner Site

The Giorgi–Calle Real/North Patterson Avenue site is a 1.53-acre parcel that currently supports orchards. Calle Real borders the site to the north. Across Calle Real is higher intensity single-family development. North Patterson Avenue, which is a four-lane major roadway, borders the site to the east. Residential uses, located to the north and northeast and to the west are within the City of Goleta. Directly adjacent to the site to the south is a commercial self-storage complex.

6 South Patterson Triangle Site

Located at 66 South Patterson Avenue, the 6-acre South Patterson Avenue Triangle site currently supports agricultural crops. Maria Ygnacio and Atascadero creeks border the site on the west and south. Immediately adjacent and to the east is existing single-family residential development; to the north, south, and west of the site is agriculture. Further to the north is the City of Goleta limits and Hollister Avenue. A much used bicycle trail skirts the eastern and southern property boundary. The site is within the 100-year Flood Hazard Area, ESH, and Flight Approach and Clear Zones for the Santa Barbara Municipal Airport.

7 Hollister Avenue – State Street Commercial Corridor

The Hollister Avenue–State Street commercial corridor consists of 55 parcels on 28 acres. The parcels are aligned along State Street and Hollister Avenue from the approximate intersection of State Street with SR 154 westerly to the approximate intersection of Atascadero Creek and Hollister Avenue. The corridor is currently developed with a range of commercial uses. The site is developed with commercial and residential uses, including 32 existing residences. Surrounding uses include State Street/Hollister Avenue and U.S. 101 to the north. A railroad right-of-way is generally south of the commercial corridor; residential development is to the west and south. Commercial uses and U.S. 101 are to the east.
The 1.71-acre Anderson parcel is currently vacant. The site is located within the Hollister Avenue–State Street commercial corridor (see above). Existing commercial uses are located to both the east and west of the site.

### 4.1.2 Regulatory Framework

The following section provides a discussion of applicable plans and development regulations, including the County Comprehensive Plan, the LCP, the Regional Transportation Plan (RTP), and adopted Airport Land Use Plan and the draft Airport Land Use Compatibility Plan (ALUCP) for the Santa Barbara Municipal Airport. Comprehensive Plan and adopted 1993 Goleta Community Plan (GCP) policies applicable to the existing Plan area are presented in Chapter 5, Consistency with Plans and Policies, of this Environmental Impact Report (EIR).

### 4.1.2.1 Regional Land Use Plans

**County of Santa Barbara Comprehensive Plan**

The County’s Comprehensive Plan, which was adopted in 1980, describes the land use pattern for future development in the County. The Comprehensive Plan is implemented through the County Land Use and Development Code, which regulates development. Over the years, various sections of the Comprehensive Plan have been amended, including the Land Use Element, which was last amended in 2011.

**Land Use Element**

The Land Use Element has four fundamental goals, which are listed verbatim below. These overarching goals set the direction for all County community plans:

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

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

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

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

Comprehensive Plan land use policies also provide guidance for future development of the Plan area. Policies relevant to this land use discussion are presented in Chapter 5 of this EIR. In summary, policies state that urban-style development is to be restricted to the Urban Area and new development should not be approved unless infrastructure (water, sewer, roads, etc.) is available to serve any project under consideration prior to approval. Policies also require protection of watersheds and associated hillsides, streams, and floodplains, sensitive biological resources, and cultural resources. Agriculture is to be protected, and retention of agricultural lands is encouraged to help ensure that agriculture remains a viable production industry in the County. Policies addressing parks and recreational facilities require preservation and improvements for bikeways, hiking, and equestrian trails. Visual resources policies may require approval and implementation of landscaping plans, design review, restrictions on signage, and undergrounding of utilities to protect neighborhood character and significant public views. New development is also subject to area-wide policies to protect significant public views of the foothills and ocean. Public health and welfare policies focus on measures to reduce air emissions and protect environmentally sensitive areas or open space resources by directing growth to appropriate areas. Infill of undeveloped urban land is encouraged as is development of a mix of uses to give residents, employees and visitors increased options that allow them to work, shop, and recreate closer to their residences. This is intended to benefit the community by reducing dependence on the automobile and associated noise and emissions impacts on neighborhoods and sensitive habitat areas, as well as preventing urban sprawl. Finally, policies recognize the deficit in available affordable housing in the area and acknowledge a need to meet increasing housing demand.

**Housing Element**

The Comprehensive Plan Housing Element goals and policies are implemented by the adopted Community Plan. Implementation is critical to meeting the County’s Regional Housing Needs Allocation in a regionally sensitive manner. Opportunities for providing additional housing stock for all economic segments of the community are considered during the Plan update process and are considered during public hearings. The planning process takes into account community needs and potential impacts when considering locations for new or more intensive residential development within the community. The Housing Element is currently in the process of being updated.

**Agricultural Element**

The Agricultural Element identifies goals and policies that are designed to protect and enhance agricultural resources and ensure compatibility with surrounding land uses. The Agricultural
Element Policy IID discourages the conversion of highly productive agricultural lands whether in the Urban Areas or Rural Areas. Policy IIIA and B discourage expansion of urban development into active agricultural areas outside of designated Urban Areas, as long as infill development is available; and prioritize the retention of large blocks of productive agriculture within Urban Areas, where reasonable, to continue to explore programs to support that use. The element is supplemented by the County’s Right-to-Farm Ordinance.

**Local Coastal Program/Coastal Land Use Plan**

The Local Coastal Program (LCP) The CLUP (1982, republished June 2009) is an element of the Comprehensive Plan. The CLUP implements the California Coastal Act (1977) and consists of the “local government’s (a) land use plans, (b) zoning ordinances, (c) zoning district maps, and (d) within sensitive coastal resources areas, other implementing actions which, when taken together, meet the requirements of, and implement the provisions and policies of [the Coastal Act] at the local level.” (PRC Section 30108.6)

The Coastal Land Use Plan (CLUP) (1982, republished June 2009) is an element of the Comprehensive Plan. The CLUP provides goals and policies for areas within the Coastal Zone. Policies provided in the CLUP address general planning and development; geologic, flood, and fire hazards; protection of hillsides, watersheds, and visual resources; protection of existing low and moderate income housing, housing affordability, and employment opportunities; coastal dependent energy and industrial uses; coastal access and recreation, agriculture, environmentally sensitive habitat areas, archaeological and historical resources, and air quality.

Chapter 3 of the CLUP, the Resource Protection and Development Policies, addresses the major coastal resource, protection, and development issues in Santa Barbara County. Specific policies focus on water management and long-term protection of water resources; avoidance of hazardous areas; and protection of sensitive habitats, hillsides, bluffs, beaches, cultural resources, scenic quality, public open space, recreation, and beach access. Conservation of resources, coastal-dependent and coastal-related uses (including industrial, energy, and gas and oil production), agriculture, protection of trees, and provision of low and moderate housing opportunities are also addressed. Site design is critical to each of the above. Policy 7-12 specifically calls for the County to identify new opportunities for beach access and coastal recreation in the Goleta planning area. Implementing actions are identified, which apply to the Plan area.

**Conservation Element**

The Conservation Element addresses the County’s natural and cultural resources and is required by state planning law as part of the Comprehensive Plan. Conservation issues addressed in the element include water resources, ecological systems, mineral resources, agricultural resources, and historic and archaeological sites.
Energy Element

The Energy Element is an optional element and is intended to help the County improve energy efficiency through implementation of policies addressing alternative energy, technology, and programs to be incorporated in future development proposals.

Noise Element

The Noise Element contains goals and policies addressing land use and the separation of uncontrollable noise sources associated with transportation facilities and commercial or industrial uses from residential and other noise-sensitive areas. The County Environmental Thresholds and Guidelines Manual (2008) provides a policy framework compilation for noise control, as gathered from the Comprehensive Plan Noise Element and Community Plans within regions of the County.

Environmental Resource Management Element

The Environmental Resource Management Element identifies a number of factors to be considered prior to approval of future projects and includes goals and policies to address them. These include: geologic conditions; seismic and soil conditions; potential for inundation by tsunamis; potential to degrade or increase silt production that could affect surface waters; flood hazards; recharge and protection of groundwater; minimizing or avoiding development of steep slopes; potential for exposure to noise and hazards within an airport approach pattern; location of prime or highly productive agricultural soils; presence and quality of mineral resources; existing parks and recreation areas, historic sites, and archaeological sites; open space; scientific preserves; common ecological communities, significant habitats, and areas of significant biological value; and areas of high scenic value and scenic corridors (e.g., SR 154). The maps of Environmental Resource Management Element factors depict environmental constraints associated with these issues.

Open Space Element

Policy issues in this element focus on the potential conflicts between urban growth and preservation/extension of agriculture; agricultural expansion and the cost/availability of water; urban growth and environmental quality; protection of ecological systems and urban development or intensive recreation; and trail systems and adjacent private lands. The Comprehensive Plan acknowledges that the South Coast is the most highly urbanized portion of the County and has the smallest proportion of potential open space. Existing vacant lands are generally classified as open space for public health and safety and include steep slopes, areas subject to geologic problems or extreme fire hazard, and are in agricultural production or include valued coastal shoreline and coastal bluffs. Preservation of lands in agricultural production is recommended by the South Coast General Plan Advisory Committee for preservation as an important element of the environmental character of the South Coast communities. Undeveloped shoreline and coastal bluff areas are shown in one of four open space categories.
Seismic Safety and Safety Element

The Seismic Safety and Safety Element is intended to guide land use planning by providing goals and policies addressing geologic and seismic hazards, fire and flood hazards. Mapping and policies identified in this element address potential hazards. For example, mapping identifies areas where slope stability/landslides, soils, extreme and high fire hazard and high groundwater may be a concern and future development proposals should be reviewed.

Regional Transportation Plan

The Vision 2030: Santa Barbara County Association of Governments (SBCAG) 2008 Regional Transportation Plan was adopted on October 15, 2009. The RTP is a long-range planning document that identifies the region’s transportation needs, sets forth an action plan to address the needs consistent with adopted policies, and documents the funding sources needed to implement the action plan. The RTP covers a 24-year planning horizon (2007–2030) and includes the most recent program project list as available in 2007; “101 in Motion” consensus projects and “Measure A” renewal projects; updated financial information; and issues such as climate change, safety, and security.

The purpose of the RTP is to provide a balanced vision for the Santa Barbara region's transportation system through implementation of an inclusive, environmentally sensitive, and multimodal approach to addressing transportation needs. The RTP lays out a plan for investing an estimated $5 billion in local, state, and federal transportation funds expected to come into the region over the next several years.

The vision for the RTP describes a transportation system that supports a prosperous economy, promotes a healthy and safe environment, including climate change protection, and provides a higher quality of life for all County residents. The RTP also seeks to better link jobs, homes, and major activity centers by enabling more people to use transit and to walk and bike; efficiently transport goods; and provide fast, convenient, and effective transportation options for all people.

Santa Barbara Municipal Airport Land Use Compatibility Plans

Santa Barbara Municipal Airport is approximately nine miles west of Santa Barbara's central business district and just southwest and contiguous to Goleta's central business district. It is situated in the Goleta Valley, west of Ward Memorial Freeway between U.S. 101 and the Pacific Ocean. The airport lies just outside the Plan area boundary to the west. The SBCAG Board of Directors serves as the Airport Land Use Commission (ALUC) charged with preparing the compatibility plan to guide development in the vicinity of airports.

The purpose of airport land use compatibly plans, defined by California Public Utilities Code (Section 21670(a)(2)), is:

…to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's
exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

**Adopted Airport Land Use Plan (ALUP)**

The adopted Airport Land Use Plan (ALUP) for Santa Barbara Municipal Airport was last updated in 1993. The adopted ALUP identifies an Airport Influence Area (AIA) that includes three safety zones that extend from the runway centerline, along with noise contours associated with airport operations. The AIA encompasses the southwestern portion of the Plan area.

**Draft Airport Land Use Compatibly Plan (ALUCP)**

The SBCAG ALUC is currently preparing an update to the ALUP to address changes that have occurred since 1993 to the California Department of Transportation (Caltrans) Aeronautics Handbook, changes to airfield configuration at the Santa Barbara Municipal Airport, and operational shortcomings in the current plan. The draft ALUCP provides compatibility policies and criteria applicable to local agencies in their preparation or amendment of general plans and to landowners in their design of new development.

The Draft ALUCP identifies six safety zones consistent with the Caltrans Aeronautics Handbook. The zones are sized and shaped to conform to specific airport operations, with aircraft turning toward and arriving from over the Pacific Ocean at the Santa Barbara Municipal Airport. In addition to safety zones, The Draft ALUCP also addresses overflight, airspace protection, and noise compatibility. SBCAG is currently preparing environmental review of the ALUCP pursuant to the California Environmental Quality Act (CEQA) including an analysis of the plan’s effects at a parcel level.

### 4.1.3 Impact Analysis

#### 4.1.3.1 Thresholds of Significance and Methodology

The land use analysis in this section evaluates the potential for the Plan update to introduce incompatible land uses relative to existing surrounding land uses, which could result in impacts on sensitive receptors. This analysis includes an evaluation of other potential Plan update environmental impacts, which also constitute land use compatibility impacts. These land use impacts were assessed based upon the level of physical impact anticipated in the various issues that can affect land use compatibility (air quality, biological resources, noise, human health and safety, aesthetics, and traffic). These impacts are assessed under Impacts LU-1 and LU-2 below.

Impact LU-3 below identifies where policy inconsistencies cited in Chapter 5, Consistency with Plans and Policies, may result in secondary land use impacts pursuant to the CEQA Guidelines Appendix G. This issue analysis section also includes an assessment of the compatibility of the
Plan update’s proposed land use changes with the airport and consistency with the County ALUCP (adopted and draft), as required by Government Code Section 65302.3.

Finally, cumulative land use impacts resulting from the Plan update in conjunction with other foreseeable past, present, or future projects are included under Impact LU-4.

**California Environmental Quality Act (CEQA) Guidelines**

According to CEQA Guidelines Appendix G, implementation of the Plan update would have significant environmental impacts on land use if it would:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, LCP, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; and/or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

The project is the approval of the Plan update for the Plan area (Eastern Goleta Valley); no actions are proposed that would create a physical division of the community. Therefore, the Plan update would not physically divide an established community, and this threshold is not addressed in the analysis below. The Plan area is not subject to any adopted habitat conservation plan. Therefore, this threshold is not addressed in the analysis below.

The Plan update’s consistency with applicable land use plans, policies, and regulations are addressed in detail in Chapter 5, Consistency with Plans and Policies. Secondary land use impacts associated with policy inconsistencies are summarized under Impact LU-3 in the analysis below.

CEQA Guidelines Appendix G thresholds are augmented by those contained in Sections 4.2, 4.3, 4.4, 4.5, 4.10, and 4.12, (Transportation and Circulation, Aesthetic/Visual Resources, Agricultural Resources, Air Quality and Greenhouse Gas Emissions, Noise, and Hazardous Materials/Risk of Upset, respectively), which include issues that relate directly to land use compatibility. A project’s impacts would be considered significant if implementation of the Plan update would adversely affect land use in the area.

**Airport Land Use Compatibility**

**Adopted ALUP**

The airport’s AIA is limited to the southwestern portion of the Plan area. The AIA is divided into three areas of major concern: height restriction, safety, and noise. Within Zone I, policies
regarding height restrictions apply; within Zone II, policies regarding safety, as well as height apply; within Zone III, policies regarding noise, safety, and height apply.

The ALUC has established safety policies and designated airport safety areas as part of Zone II of the AIA. The ALUC safety policy is to restrict development of new incompatible land uses within airport Safety Areas 1, 2, and 3. These policies are included in the ALUC’s adopted ALUP and require evaluation of any proposed land use or development according to the degree of hazard as: Safety Area 1 (Clear Zone), Safety Area 2 (Approach Zone), and Safety Area 3 (General Airport Traffic Pattern Zone). The Clear Zone as defined by the ALUP is an area at ground level that extends from the end of each primary surface to the Approach Zone where the approach surface reaches a height of 50 feet. The Approach Zone is an area at ground level that begins at the end of each runway Clear Zone and extends under the path of landing or departing aircraft. General Airport Traffic Pattern Zone is the area that encompasses the remainder of the Approach Zone, being the least restrictive and including the areas in which airport traffic patterns occur.

Within Zone III of the AIA, land use will be influenced by airport noise, height restrictions, and safety. The boundary of this zone is determined by using the California Airport Noise Standard, which sets the criterion for Community Noise Equivalent Level (CNEL) contour. The state requirement currently is 65 CNEL. An evaluation of airport noise is found in Section 4.10.

**Draft ALUCP**

The draft ALUCP addresses potential airport compatibility impacts related to four specific airport-related factors/layers:

- Noise. Avoid the establishment of new incompatible land uses and exposure of the users to levels of aircraft noise that can disrupt the activities involved.

- Safety. Minimize the risks of an off-airport aircraft accident or emergency landing. Risks to people and property on the ground in the vicinity of the Airport and to people on board aircraft are considered.

- Airspace Protection. Ensure that structures and other uses of the land do not cause hazards to aircraft in flight within the airport vicinity.

- Overflight. Notify people about the presence of overflights near airports so that they can make more informed decisions regarding acquisition or leasing property in the affected areas.

The draft ALUCP contains maps delineating noise, safety, airspace, and overflight compatibility factors for Santa Barbara Municipal Airport. These maps are to be used in combination with the policies to identify areas around the airport in which the ALUCP policies are applicable. Proposed land use actions must comply with the compatibility policies and maps for each compatibility factor/layer, as well as all other policies in the ALUCP.
4.1.3.2 Impacts Determination and Mitigation Measures

Impacts

Impact LU-1: Land Use Compatibility

Plan Buildout and Rezones

Buildout of the Plan update would result in the development of new residential units and commercial uses. Implementation of the Plan update would require rezoning for existing commercial areas to allow for residential uses. The Plan update would create new mixed-use areas within existing commercial corridors. Buildout of the Plan update would result in the development of new housing opportunity areas, described in detail below. New housing also would be allowed within three other locations that are currently vacant: the San Marcos Foothills Planned Residential Development areas, More Mesa, and St. Vincent’s. Existing agricultural areas would be generally maintained; however, there are exceptions to this, such as the two housing opportunity sites that would be on existing agricultural sites.

As discussed in Section 4.1.1, Setting, the current makeup of the southern portion of the Plan area is predominantly suburban within the Urban Area, except for residences in the EDRNs, and agriculture or open space within the Rural Area. Commercial uses generally occur along Hollister Avenue, Calle Real, and near the intersections of these roadways with major north–south roadways. The Plan update would have little or no effect on existing single-family residential neighborhoods in the Urban Area or Rural Area EDRNs. Proposed redevelopment of existing commercial sites consistent with proposed land use and zone changes would result in changes at target locations by increasing density or intensity of use; these areas are described in more detail below.

Urban / Rural Boundary

The Plan update includes the proposed realignment of the Urban/Rural boundary, which would re-designate approximately 673 acres transitioning 6,884 acres of land from the Urban Area to the Rural Area. The proposed changes to the Urban/Rural boundary would promote compact urban development and protect important agricultural lands and rural lands from encroachment and conversion to urban-style development. Impacts relative to land use compatibility would be beneficial (Class IV impact).

Rural Area

Under the Plan update, the minimum parcel size within Rural Areas would be 40 acres, with the exception of parcels owned and used by a public agency or parcels within an identified EDRN. Proposed changes in the Rural Area land use designations are intended to better protect sensitive lands, such as steep slopes in Mountainous Areas and low density character near open space and agriculture lands, and would not result in the introduction of incompatible land
uses within the Rural Area. Buildout of the Rural Area consistent with the Plan update would protect existing agricultural uses and open space from conversion to more intensive uses and would protect sensitive resources and steep slopes. Overall, the impact would be beneficial (Class IV impact).

**National Forest Interface**

Much of the northern portion of the Plan area lies within the boundaries of Los Padres National Forest. Per the Land Use Element, the minimum parcel size in this area ranges from 40 to 320 acres, with 5- to 20-acre minimum parcel size residential zoning in the EDRNs. These designations would allow for limited residential development and agricultural expansion consistent with the intent of this designation and for the protection of hillside and watershed qualities and erosion control. Additionally, the Environmental Resources and Constraints section of the Plan update contains policies that would minimize impacts on National Forest Lands (including watersheds and critical habitats) and protect visual resources and in these areas. Policies relative to water quality and watershed protection are cited in Section 4.7; policies regarding the protection of critical habitats are included in Section 4.6; and policies regarding the protection of visual resources are stated in Section 4.3. Additional policies regarding land use compatibility within Mountainous Areas and at the National Forest interface include:

- Policy LUA-EGV-1.4: Rural Agricultural and Mountainous Land Uses: Rural agriculture and mountainous land use designations shall be maintained in the Rural Area. Agricultural and mountainous land in the Rural Area shall be protected from encroachment by urban land uses.

- Policy EGV-3.2: Clustering or relocation of development to less sensitive areas or parcels to conserve open land and environmental resources shall be strongly encouraged without resulting in urban development patterns in the Rural Area.

Land use compatibility impacts at the National Forest interface would be avoided through the placement of rural uses adjacent to National Forest Lands. In addition to the Plan update policies above, other Plan update policies relating to hydrology and biology would help alleviate potential adjacency issues and conflicts. Impacts would be significant but mitigable (Class II impact).

**Urban Area**

Within the Urban Area, proposed development of existing open parcels with residential uses adjacent to existing residential neighborhoods would not disrupt the physical arrangement of the existing community, but would contribute to incremental increases in noise and air emissions from increased activity and traffic. The Plan update includes policies that would help alleviate such impacts. These policies are referenced in Section 4.5, Air Quality and Greenhouse Gas Emissions, and Section 4.10, Noise.
Where proposed uses would be similar to the adjacent existing uses and located near existing transit, development patterns are anticipated to be more compact with a reduction in vehicle trips and impacts. Redevelopment with higher intensity uses adjacent to single-family residential or agricultural uses could, over time, change the character of an existing neighborhood. These changes would be gradual, and the Plan update includes policies, cited below under Applicable Community Plan Update Policies, Programs, and Standards, which would reduce any impacts associated with land use incompatibility. Impacts would be significant but mitigable with the application of Plan policies (Class II impact).

**Hollister Avenue – State Street Commercial Corridor**

The proposed Mixed Use (MU) zone would promote infill development within the existing Hollister Avenue–State Street commercial corridor. The integration of residential and commercial uses would reduce local vehicle travel distances (vehicle miles traveled) and improve the viability of alternative modes of travel, and thereby, reduce localized air quality impacts. Also, the mixed-use zoning would contribute to the revitalization of an aging commercial corridor; provide for a complete transportation system, and implement aesthetic streetscape improvements. New businesses would provide employment and make more goods and services available locally, helping reduce regional automobile travel and resulting emissions of greenhouse gases. Impacts would be beneficial (Class IV impact).

**More Mesa**

No changes to the GCP land use, zoning, or policies are proposed for the More Mesa site. Existing land use and zoning would be retained, allowing potential development of up to 40 acres with up to 70 units (see Figure 2-8) and long-term protection of the site's biological and aesthetic character.

Designated ESH zones would be retained pursuant to LCP guidelines and the adopted County CLUP for the protection of on-site wetlands, oak woodlands, and roosting/nesting sites for the white-tailed kite as well as foraging habitat for sensitive species of raptors (kite, northern harrier, and burrowing and short-eared owls). A total of 246 acres would continue to be designated with an ESH Overlay and recognized as part of an ecosystem of regional importance due to its proximity to, and interrelationship with, the Atascadero Creek ecosystem. The Plan update contains the following development standards specific to buildout of More Mesa:

- DevStd LUDS-EGV-1A: No applications for development shall be accepted prior to approval of a Specific Plan for the entire site.
- DevStd LUDS-EGV-1G: Development shall be clustered to minimize disruption of significant views from areas of high public use
- DevStd LUDS-EGV-1J: Natural building materials and colors compatible with the surrounding terrain shall be used on exterior surfaces of all structures, including...
water tanks and fences. The applicant shall submit architectural drawings of the project for review and approval by the Board of Architectural Review, concurrently with the submittal of grading plans to Planning & Development (P&D).

- DevStd LUDS-EGV-1L: All development shall be sited to preserve land use compatibility between the clustered medium density development at More Mesa and the existing lower density development at adjacent Hope Ranch Park. Therefore, a landscaped buffer of a minimum of 50 feet shall be required between Hope Ranch Park and this clustered development in order to ensure required land use compatibility.

With implementation of these standards, including the adoption of a Specific Plan for the site that would include site-specific development standards and design guidelines, development of More Mesa would be compatible with existing surrounding land uses. Impacts relative to land use incompatibility would be significant but mitigable (Class II impact).

**St. Vincent’s Site**

The Plan update would permit development of this site at a gross density of one unit per acre. The Plan update includes policies and development standards relative to the buildout of residential land uses on-site:

- Policy LUDS-EGV-2.1: The St. Vincent properties (Assessor’s Parcel Numbers [APN] 59-130-14, 15) shall be designated RES-1.0 and zoned DR-1 and shall comply with the following Development Standards for any proposed development on the site:
  - DevStd LUDS-EGV-2A: For planning purposes, the parcels that make up the St. Vincent properties shall be considered and planned as one development site. Residential density shall be calculated on the basis of the entire site. However, all dwelling units shall be located only on the portion of the site west of Via Chaparral (APN 59-130-15).
  - DevStd LUDS-EGV-2B: The portion of the site east of Via Chaparral (APN 59-130-14) should be used to satisfy a portion of the open space requirements for the entire site.
  - DevStd LUDS-EGV-2C: Development of St. Vincent’s shall consider opportunities to site, acquire, and implement public trails (see also, Section III.D: Parks, Recreations, Trails, and Open Space).
  - DevStd LUDS-EGV-2D: Development of the western parcel per DevStd LUDS-EGV-2A should include protection of the canyon area and coastal sage scrub habitats. (see also, IV. Environmental Resources and Constraints)
Potential land use compatibility issues could arise from the placement of housing in proximity to the freeway. However, the Plan update requires that all development of homes be concentrated on the larger parcel to the west. Therefore, with implementation of these standards, development of the St. Vincent’s site would be compatible with existing surrounding land uses. Impacts relative to land use incompatibility would be significant but mitigable (Class II impact).

**Urban Agriculture**

The Plan update would retain both the South Patterson Agricultural Area and the San Marcos Agricultural Area. In addition, there are several smaller urban agricultural areas which cumulatively total over 80 acres. However, most of these smaller sites are either not currently farmed or are not zoned for agricultural uses. Encroachment of incompatible urban uses is an on-going issue that would continue to affect urban agriculture over the long term. Also, urban agricultural uses face increasing complaints from neighboring residences, schools, and other sensitive land uses as a result of operational noise and dust, and the use of chemicals. In order to minimize the land use adjacency issues associated with urban agricultural operations, the Plan update includes the following land use compatibility policies that apply to all properties with agricultural land use designations within the Plan area:

- **DevStd LUA-EGV-1A**: In the Rural Area and where agricultural resources are present in the Urban Area, urban land uses shall not partition or interrupt contiguous blocks of agriculturally-designated lands to the greatest extent feasible.

- **Policy LUA-EGV-1.2**: Non-agricultural development adjacent to agriculturally-designated property shall include buffers to protect agricultural land, operations, and characteristics.

- **DevStd LUA-EGV-1B**: Buffers separating non-agricultural development from agricultural land and/or operations shall be established, maintained, and enforced. Appropriate buffers, as determined by the Planning and Development Department, shall be required for non-agricultural land uses adjacent to active agricultural operations and/or agriculturally-designated property.

- **DevStd LUA-EGV-1C**: Greenbelt buffers composed of predominantly native and drought tolerant species, or other appropriate perimeter screening, such as compatible and attractive fences and walls and, if appropriate, orchard and food-producing plants should be established and included within the landscape plans for non-agricultural land uses adjacent to agriculturally-designated property or property in active production.

- **Policy LUA-EGV-1.3**: Atascadero and Maria Ygnacio Creeks shall be maintained appropriately to serve as buffers between agricultural areas, recreational uses and adjacent commercial, industrial and residential uses.
4.1 Land Use and Planning

- Policy LUA-EGV-2.4: Allowable Urban Agriculture Uses: In the interest of sustaining and enhancing urban agricultural operations in the Urban Area of Eastern Goleta Valley, the County shall allow for a range of sustainable agricultural and agriculture-related uses on agriculturally-designated land in the Urban Area only to retain agricultural and farmland in the Urban Area of Eastern Goleta Valley and support agriculture-related businesses without impairing the function or character of onsite and adjacent land uses.

Implementation of the above policies would help alleviate potential land use incompatibility impacts that could result from implementation of the Plan update relative to the interface of agricultural and non-agricultural land uses. Impacts related to land use incompatibility, therefore, would be significant but mitigable (Class II impact).

**Applicable Community Plan Update Policies, Programs, and Standards**

The Plan update’s general policies relative to land use compatibility include the following. (Plan update policies relative to specific sites are included under the appropriate headers below.)

- Policy EGV-3.1: All land uses and development shall occur in a manner which minimizes construction and operation-related impacts to the community.

- Policy EGV-3.3: Where a site or parcel has more than one land use designation (e.g., commercial and residential), the design of the site shall be coordinated through the use of similar landscape and design elements (e.g., access, plant selection, buffer strips, habitat/open space protection, architectural styles).

- Policy EGV-4.1: Land use and development shall complement existing neighborhoods and enhance aesthetics and viewsheds, where site suitability and layout, project scale, neighborhood land use characteristics, and urban design are factors considered in planning and design.
  - DevStd EGV-4A: Development should be designed, configured, and sited to perpetuate and promote the sense of natural light and air, solar exposure, and privacy as characteristics of the community aesthetics.
  - DevStd EGV-4B: Development should be designed, configured, and sited to maximize compatibility with surrounding uses.
  - DevStd LUR-EGV-1A: Residential components of mixed-use development shall be designed to complement the character of adjacent neighborhoods, to provide high quality amenities for residents, and to provide access to services, infrastructure, and multi-modal transportation facilities.

- Policy LUR-EGV-1.5: In reviewing an affordable housing or bonus density residential projects, the County shall consider the project's effects on the character of the
existing neighborhoods but shall mitigate any significant impacts only in compliance with state law.

- **Policy LUR-EGV-2.2: Residential Neighborhood Development:** Residential Neighborhood Developments are defined as residential subdivisions for ten (10) or more lots, and/or development plans for ten (10) or more units on residentially designated properties. Residential Neighborhood Development proposals shall be considered only when:
  
  o the resulting Residential Neighborhood Development comprehensively considers the features, resources, and constraints of the property onsite and adjacent to the development area to assess the cumulative effect of the development, and
  
  o the scale, height, architectural style, design, and concentration of structures/density of structures proposed for the development is compatible with surrounding neighborhoods to the greatest extent feasible,

- **Policy LUR-EGV-3.1:** Residential and mixed-use development shall be compatible with existing neighborhoods, particularly as to architectural and urban design, character and function of local transportation facilities, and protection and enhancement of agricultural operations and natural resources.

- **Policy LUC EGV-1.2:** When adding residential units to a commercial property, it shall be demonstrated that materials present in the business would not create a hazard or nuisance to occupants of the residences.

  o **DevStd LUC EGV-1A:** Mixed-use neighborhoods, properties, and/or structures shall be designed and constructed for maximum compatibility and complementary transitions between uses.

- **Policy LUC-EGV-2.3:** Commercial and economic development shall operate at a scale complementary to the residential neighborhood characteristics of Eastern Goleta Valley

- **Policy VIS-EGV-1.6:** Development shall be compatible in design and scale with the surrounding built environment and shall not impair public visual resources.

- **Policy VIS-EGV-1.7:** Mixed-Use Development Design: Mixed-use development shall be reviewed by the County Board of Architectural Review. Where mixed-use development includes commercial and residential uses, the scale and design of the development shall maximize compatibility between the mix of uses and with surrounding development, enhance the character and function of the adjacent area, avoid light, noise, odor, and/or air pollution effects on residential uses, limit signage appropriately to achieve attractive designs for both residents of dwelling units and patrons of commercial businesses, and should incorporate plaza or courtyard
materials that create a community space through the use of color and layering as patterns in the landscape and hardscape.

- DevStd VIS-EGV-1H: Outdoor lighting shall be designed, located, properly mounted, and maintained in order to prevent over-lighting, energy waste, glare, light trespass, and light pollution of the night sky while decreasing the ambient illumination of the community as a whole.

- DevStd VIS-EGV-1I: Outdoor lighting shall have the minimum number of fixtures and intensity needed for the intended purpose. Fixtures shall be fully shielded and full cut-off to prevent light trespass above the horizontal, onto adjacent properties or into sensitive areas. Direct upward light emission shall be avoided. Light levels at the property line should not exceed 0.1 foot-candles adjacent to business properties and 0.05 foot-candles at residential properties. No light trespass in rural areas or on properties with sensitive resources shall be allowed.

The policies and development standards proposed as part of the Plan update seek to preclude impacts associated with incompatible land uses that could occur as a result of buildout of the Plan update and rezones; therefore, impacts would be beneficial (Class IV).

**Housing Opportunity Sites**

The housing opportunity sites are concentrated in the urban portion of the Plan area near U.S. 101 and Hollister. The proposed housing opportunity sites are expected to result in the redevelopment of these sites with new commercial and/or residential uses within the 20-year Plan update horizon. These proposed land uses could affect existing surrounding land uses through increased traffic, and air quality and noise impacts, as new jobs and residents move into the area. Land use adjacency issues could also result from sites proposed near existing agricultural land uses. A description of potential land use compatibility impacts specific to each site is included below.

1. **Metropolitan Transit District (MTD) Site**

   The Plan update would rezone this vacant site to increase the allowed residential density from three units to 205 residential units. Proposed development over a portion of the site would be more intensive than existing residential development to the north. The remainder of the site would retain the existing agricultural zoning to allow for the protection of on-site resources and provide an appropriate transition between higher density development on-site and lower intensity adjacent uses. Development would be consistent with adjacent development to the west and would be appropriate at this location along Calle Real with access to transit, U.S. 101, commercial uses, and government services.

   The Plan update contains the following policies relative to the development of this site:
• Policy LUR-EGV-2.5: MTD and Tatum/School District: The ... properties ...shall receive land use designations appropriate for Residential Neighborhood Development provided residential land uses are consistent with this Plan. A development plan for these properties, respectively, shall:

• plan, design, and propose one project for comprehensive consideration, rather than considering piece-meal proposals for the property(ies), and

• provide Residential Neighborhood development complementary to surrounding uses

These policies in conjunction with Plan area-wide policies referenced under Applicable Community Plan Update Policies, Programs, and Standards, above, would ensure that future development consistent with the proposed land use and zoning would not result in a significant land use compatibility impact. Impacts would be significant but mitigable (Class II impact).

2 Tatum/Santa Barbara High School District Site

The Plan update would increase the residential development potential of this vacant site from 5 units to up to 277 units. Future development at the intensity/density proposed would be compatible with the adjacent multi-family residential housing to the east. The site’s location provides easy access to existing and planned commercial uses, U.S. 101, and major roadways, transit, bicycle, and pedestrian facilities. Proximity to the Turnpike Center would further support efforts to provide access to neighborhood-serving commercial uses. The Plan update also includes Policy LUR-EGV-2.5 (see above), which governs the development of this site relative to surrounding uses. Development consistent with the proposed land use and zoning would not result in a significant land use compatibility impact (Class III impact).

3 4555 Hollister Avenue Site

Half of the 1.1-acre site currently has three detached single-family residential units; the other half of the site is vacant land. The Plan update would increase the buildout potential of this site from three units to 22 residential units. The site is generally surrounded by single-family residential uses. The proposed intensification of residential uses at this site would result in increased activity from residents, including vehicular traffic and noise. Although impacts on the circulation system in this area would be less than significant as a result of the additional units, development of housing opportunity site 3 would generate additional average daily and peak hour traffic volumes (see Section 4.2.3.2, Transportation and Circulation). Impacts associated with noise would also be less than significant (see Section 4.10.2.2, Noise). Although the parcel is located along Hollister Avenue with access to transit, park, and other public services, the proposed intensity of future development would be more than the surrounding residential development. Because the specific layout and scale of development on this site is not yet known, there would be a potential incompatibility with surrounding land uses. Impacts would be significant, but mitigable through implementation of Plan update policies (Class II impact).
4. Puente Drive/Hollister Avenue Corner Site

The Plan update would increase the residential development potential of this vacant site from two units to 15 units. Given the parcel’s location along Hollister Avenue, the current mix of uses in the immediate vicinity, proximity to transit, neighborhood services, park and other public services, the proposed increase in density would be compatible with existing surrounding land uses. The proposed intensification of uses adjacent to residential uses fronting on Hollister Avenue and Puente Drive may contribute to an incremental increase in activity from residents, vehicular traffic, and noise. The property would be reviewed subject to the requirements of the Design Control Overlay (D) to ensure compatibility with the quality of life goals at the time; development plans for the site are proposed. Therefore, development consistent with the proposed land use and zoning would not result in a significant land use compatibility impact (Class III impact).

5. Giorgi–Calle Real/North Patterson Avenue Corner Site

The Plan update would change this site’s designation and zoning from commercial (allows one residential unit) to residential (would allow up to 30 units). The site is within the U.S. 101 Corridor Overlay (HC). Buildout of the Plan update would allow development at this location with access to transit routes, U.S. 101, commercial uses along Calle Real and Patterson Avenue, and recreational trails. Development would replace the existing orchard with multi-family residential uses. Future development of multi-family use would be compatible at this location. The use would provide a transition between existing nearby single-family residential uses and commercial uses to the south. The proposed land use and future development of this site would be compatible with the surroundings, and impacts would be less than significant (Class III impact).

6. South Patterson Triangle Site

This existing agricultural site is proposed to be rezoned and re-designated from agricultural (allows one residential unit) to residential (would allow 48 single-family residential units). The site currently supports agricultural crops on Prime Farmland/Prime Soils. The Plan update would allow development at this location consistent with the existing residential neighborhood to the east. The introduction of residential uses adjacent to the bordering agricultural operations and riparian creek corridors could increase impacts on sensitive resources and may be considered incompatible. Plan update policies (LUA-EGV-1.2, LUA-EGV-1.3 and ECO-EGV-3.4) require that appropriate buffers/setbacks be provided to protect agricultural areas, creeks, and recreational uses from future development. Compliance would ensure that future development is compatible with existing residential use to the east as well as adjacent or nearby recreational and agricultural uses and creeks. Impacts associated with land use compatibility would be significant but mitigable (Class II impact).
7  **Hollister Avenue – State Street Commercial Corridor**

The Plan update would rezone this area to mixed use, which would allow up to 154 residential units. Development is expected to occur over time. Phased redevelopment would result in increased residential density in proximity to employment, transit, neighborhood-serving retail, and community facilities. The introduction of mixed uses would be compatible with proposed and adjacent uses. Impacts associated with land use compatibility would, therefore be less than significant (Class III impact).

8  **Anderson Site**

The Plan update would rezone the site to mixed use and residential, which would allow for up to 23 residential units. Similar to the remainder of the corridor, development is expected to occur over time. Phased redevelopment would result in increased residential density in proximity to employment, transit, neighborhood-serving retail, and community facilities. The introduction of mixed uses would be compatible with proposed and adjacent uses. Impacts associated with land use compatibility would, therefore be less than significant (Class III impact).

**Programmatic Mitigation**

In addition to the general land use compatibility policies cited in the preceding analysis, the Plan update includes policies concerning air quality, noise conflicts, agricultural resources (land use adjacency), visual resources, and the use or presence of hazardous materials, which indirectly pertain to the issue of land use compatibility. Such policies are cited in the respective issue sections of this EIR and Table 5-1. These policies also would serve to reduce most potential land use compatibility impacts resulting from implementation of the Plan update.

Besides policies contained within the Plan update and Comprehensive Plan that address land use compatibly issues, certain County, state, and federal regulations also impose mandatory controls on potentially incompatible land uses. For example, the County Noise Ordinance includes thresholds for exterior noise levels that cannot be exceeded at the edge of property lines for given land uses. These standards are mandatory and are enforced through the building permit and development approval process. Violations of the County Noise Ordinance are resolved through the Sheriff’s Department and Planning and Development Department, which serve to ensure that noise standards are observed. Air pollutant emissions are also heavily regulated by local, state, and federal authorities, and industries must comply with mandatory air quality thresholds, including the requirement that industries monitor air emissions quality. These are further discussed in Section 4.5 of this EIR.

With regards to housing opportunity site 3, Plan update policies (i.e., Policy LUR-EGV-1.5) state that the County shall consider a project’s effects on the character of existing neighborhoods. This is accomplished through site planning and design in order to buffer higher density residential from single-family residential uses.
Residual Impacts

Significant but mitigable impacts associated with land use incompatibility would be reduced to less than significant through the implementation of Comprehensive Plan and Plan update policies, as well as strict compliance with local, state, and federal regulations (Class II impact).

Impact LU-2: Construction-Related Compatibility Impacts

Plan Buildout and Rezones

Construction activity that would occur over the next 20 years in accordance with the proposed Plan update would cause temporary, short-term emissions of various air pollutants. In addition, construction activities would generate noise that may disturb nearby sensitive receptors.

Construction activities at certain infill sites may also involve demolition of existing structures and, therefore, have the potential to adversely affect nearby sensitive receptors. Construction-related air quality and noise impacts are discussed in Section 4.5, Air Quality and Greenhouse Gas Emissions, and Section 4.10, Noise. During the demolition of existing buildings and structures, construction personnel and future residents could be potentially exposed to harmful chemicals associated with lead-based paint, asbestos, and aerially deposited lead. These impacts are discussed in Section 4.5, Air Quality and Greenhouse Gas Emissions, and Section 4.12, Hazardous Materials/Risk of Upset. Impacts associated with construction compatibility would be significant but mitigable (Class II impact).

Applicable Community Plan Update Policies, Programs, and Standards

The proposed Plan update contains policies and development standards, which reduce land use compatibly impacts related to construction:

- Policy AQ-EGV-1.1: The County shall impose appropriate restrictions on construction activities associated with development to avoid deterioration of air quality.
  - DevStd AQ-EGV-1A: Development shall minimize the generation of pollution and fugitive dust during construction.

- Policy AQ-EGV-1.3: The County shall require development to minimize energy needs and air pollution generated during construction and operational phases.

- Policy N-EGV-1.2: Levels and duration of noise in existing residential neighborhoods shall be maintained consistent with the Noise Element.
  - DevStd N-EGV-1A: Development shall be designed to limit the level of exterior noise measurable within interior spaces to 45 A-weighted decibels (dB[A]), consistent with the Noise Element, and the duration of noise to reasonable hours with special consideration of construction and special event noise sources.
Construction-related air quality and noise impacts are discussed in Section 4.5, Air Quality and Greenhouse Gas emissions, and Section 4.10, Noise. No other temporary construction-related compatibility conflicts would occur. As a result, the Plan update policies themselves would result in less than significant impacts related to construction compatibility (Class III impact).

**Housing Opportunity Sites**

1. **Metropolitan Transit District (MTD) Site**

Construction activities at this site would have the potential to adversely affect nearby sensitive receptors. Construction-related air quality and noise impacts are discussed in Section 4.5, Air Quality and Greenhouse Gas Emissions, and Section 4.10, Noise. No other temporary construction-related compatibility conflicts would occur. Thus, impacts associated with construction compatibility would be significant but mitigable (Class II impact).

2. **Tatum/Santa Barbara High School District Site**

Construction activities at this site would have the potential to adversely affect nearby sensitive receptors. Construction-related air quality and noise impacts are discussed in Section 4.5, Air Quality and Greenhouse Gas Emissions, and Section 4.10, Noise. No other temporary construction-related compatibility conflicts would occur. Thus, impacts associated with construction compatibility would be significant but mitigable (Class II impact).

3. **4555 Hollister Avenue Site**

Construction activities at this site would have the potential to adversely affect nearby sensitive receptors. Construction-related air quality and noise impacts are discussed in Section 4.5, Air Quality and Greenhouse Gas Emissions, and Section 4.10, Noise. No other temporary construction-related compatibility conflicts would occur. Thus, impacts associated with construction compatibility would be significant but mitigable (Class II impact).

4. **Puente Drive/Hollister Avenue Corner Site**

Construction activities at this site would have the potential to adversely affect nearby sensitive receptors. Construction-related air quality and noise impacts are discussed in Section 4.5, Air Quality and Greenhouse Gas Emissions, and Section 4.10, Noise. No other temporary construction-related compatibility conflicts would occur. Thus, impacts associated with construction compatibility would be significant but mitigable (Class II impact).

5. **Giorgi–Calle Real/North Patterson Avenue Corner Site**

Construction activities at this site would have the potential to adversely affect nearby sensitive receptors. Construction-related air quality and noise impacts are discussed in Section 4.5, Air Quality and Greenhouse Gas Emissions, and Section 4.10, Noise. No other temporary
construction-related compatibility conflicts would occur. Thus, impacts associated with construction compatibility would be significant but mitigable (Class II impact).

6 South Patterson Triangle Site

Construction activities at this site would have the potential to adversely affect nearby sensitive receptors. Construction-related air quality and noise impacts are discussed in Section 4.5, Air Quality and Greenhouse Gas Emissions, and Section 4.10, Noise. No other temporary construction-related compatibility conflicts would occur. Thus, impacts associated with construction compatibility would be significant but mitigable (Class II impact).

7 Hollister Avenue – State Street Commercial Corridor

Construction activities at this site would also involve demolition of existing commercial structures and have the potential to adversely affect nearby sensitive receptors. Construction-related air quality and noise impacts are discussed in Section 4.5, Air Quality and Greenhouse Gas Emissions, and Section 4.10, Noise. During the demolition of existing structures, construction personnel and future residents could potentially be exposed to harmful chemicals associated with lead-based paint, asbestos, and aerially deposited lead. These impacts are discussed in Section 4.5, Air Quality and Greenhouse Gas Emissions, and Section 4.12, Hazardous Materials/Risk of Upset. No other temporary construction-related compatibility conflicts would occur. Thus, impacts associated with construction compatibility would be significant but mitigable (Class II impact).

8 Anderson Site

Construction activities at this site would have the potential to adversely affect nearby sensitive receptors. Construction-related air quality and noise impacts are discussed in Section 4.5, Air Quality and Greenhouse Gas Emissions, and Section 4.10, Noise. No other temporary construction-related compatibility conflicts would occur. Thus, impacts associated with construction compatibility would be significant but mitigable (Class II impact).

Programmatic Mitigation

Mitigation measures related to temporary construction-related compatibility conflicts are discussed in Section 4.5, Air Quality and Greenhouse Gas Emissions, Section 4.6, Biological Resources, and Section 4.10, Noise. No additional mitigation measures are required.

**Impact LU-3: Land Use Plan Consistency Impacts**

**Plan Buildout and Rezones**

Buildout of the Plan update would encourage infill and mixed-use residential and commercial growth within the urbanized portion of the Plan area. The Plan update includes proposed changes to the existing Urban/Rural boundary. In the Rural Area, approximately 2,300 acres
would be rezoned from antiquated rural agricultural zones (40-AL, 100-AG, U, and 100-AL-O) to the Mountainous Area–Goleta zone (MT-GOL), and approximately 3,500 acres would be rezoned from an antiquated residential zone (40-E-1) to MT-GOL, and the transition of more than 6,000 acres from the rural agricultural (AG-II) zone to the mountainous (MT-GOL) zone. Buildout of the Plan update would result in the development of new residential units and commercial development in addition to residential and commercial growth under current zoning throughout the Plan area. The additional units are planned primarily within the Urban Area, especially in existing urbanized areas and along the Hollister Avenue–State Street commercial corridor. Implementation of the Plan update would require rezoning for existing commercial areas to allow for residential mixed uses. The Plan update would create new mixed-use areas within existing commercial corridors. New housing is allowed within three locations that are currently vacant: the San Marcos Foothills Planned Residential Development areas, More Mesa, and St. Vincent's. Existing agricultural areas are generally maintained; however, there are exceptions to this, such as the two housing opportunity sites that would be located on existing agricultural sites. As discussed below, Plan buildout and rezones would be consistent with applicable plans and policies and would result in less than significant impacts related to Plan consistency (Class III).

**Comprehensive Plan**

Community plans are sections of the County’s Comprehensive Plan Land Use Element, and this Plan update would amend the Comprehensive Plan. Community plans are required to be consistent with countywide land use goals. The fundamental goals of the Comprehensive Plan Land Use Element are stated in Section 4.1.2.1, above. The Plan update is intended to further express the Comprehensive Plan through general and location-specific recommendations that implement countywide goals and policies, address community needs, and guide zoning. The Comprehensive Plan, Plan update, and zoning work together to establish the framework for growth and development in the Plan area.

The Plan update includes chapters addressing Community Development and Land Use, Public Services and Facilities, and Environmental Resources and Constraints, each providing specific goals and recommendations tailored to the Plan area. These goals and recommendations are consistent with development guidelines, other mobility and public realm guidelines, incentives, and programs in accordance with the general goals stated in the Comprehensive Plan. Chapter 5, Consistency with Plans and Policies, provides an analysis of the Plan update relative to the goals and policies of the adopted Comprehensive Plan for the County.

The Plan update Community Development and Land Use chapter contains detailed descriptions and distributions of land uses for the Plan area and provides refined residential densities and specific policies for the development of commercial and mixed uses within the Urban Area. The Plan update also proposes changes in land use and zoning to enhance protection for agricultural and sensitive rural lands. The Plan update policies and proposed rezones would provide opportunities for locating mixed-use development adjacent to existing residential development. This infill approach of focusing development within the urban boundary and close
to existing infrastructure would avoid urban sprawl and conversion of agricultural land to urban uses and reduce vehicle trips and associated traffic, congestion, and air quality-related impacts associated with population growth. The Plan update would be consistent with the Comprehensive Plan in that it seeks to direct urban development within the designated Urban Area and within mixed-use activity centers or areas accessible to multi-modal transportation. This not only accommodates projected growth and the need for affordable housing close to employment centers, but also encourages more sustainable development over the long term by reducing vehicular trips and encouraging transit, pedestrian, and bicycle-friendly options and locating new development within areas served by public sewer and water. Furthermore, the Plan update policies and zone changes would be consistent with the County’s Comprehensive Plan goals and Land Use Development Code requirements to minimize loss of privacy, neighborhood incompatibility, nuisance noise levels, and loss of sunlight/solar access that may result from new development. The Plan update would be consistent with the Comprehensive Plan, and impacts would be less than significant (Class III impact).

**Local Coastal Program/Coastal Land Use Plan**

The Plan update would be consistent with the Coastal Act, LCP, and CLUP. Within the Coastal Zone, the Plan update policies provide for improved public coastal access, parking and recreational trails, bike paths, and pedestrian routes. Policies would also protect the long-term viability of agricultural lands through application of land use policies and zoning intended to protect highly productive soils and existing agricultural operations to reduce conflicts with urban uses that may be incompatible. Additional policies would protect coastal bluffs, beaches, mesas, wetlands/waters, habitats, and visual resources consistent with the CLUP. Impacts associated with CLUP consistency would be less than significant (Class III impact).

**ALUP**

The Santa Barbara Municipal Airport-adopted AIA covers the southwestern portion of the Plan area. The AIA designates which portion of the area surrounding an airport would be exposed to airport-related potential safety hazards or nuisances from aircraft noise. Buildout of the Plan update land uses within the AIA would be subject to the referral requirements and compatibility considerations described in Section 4.1.3.1, Thresholds of Significance and Methodology, and subject to ALUC review. Compatibility conflicts would therefore be less than significant (Class III impact).

**Draft ALUCP**

*Noise*

Both aircraft noise and overflight of aircraft from Santa Barbara Municipal Airport affect the Plan area. The 65 decibel (dB) CNEL contour of the draft ALUCP encompasses the area surrounding the runway corridor and extends beyond the airport property at both ends of the runway and into the Plan area onto land designated for public utility, agricultural, and general commercial uses.
Section 4.10, Noise, of this EIR discusses in greater detail the noise effects of the Plan update in relation to the Santa Barbara Municipal Airport noise contours. Generally, land uses considered incompatible inside the 65 dB CNEL airport contour include residential uses, schools, libraries, nature preserves, and parks and playgrounds. Based on the draft CNEL noise contours for the airport and the ALUCP Land Use Compatibility matrix, no incompatible land uses are proposed by the Plan update for areas within the 65 dB CNEL contour. The Plan update would, therefore, be compatible with the draft ALUCP relative to noise, and no significant plan inconsistencies between the Plan update and the airport would occur. Airport noise-related impacts would be less than significant (Class III impact).

Safety

The AIA for Santa Barbara Municipal Airport extends well outside the airport property and into most of the Urban Area and the western portion of the Rural Area. The Draft ALUCP identifies six Safety Zones consistent with the Caltrans Aeronautics Handbook. The Safety Zones as established by the ALUCP also extend to both the east and west outside of the airport property. The zones are sized and shaped to conform to specific airport operations, with aircraft turning toward and arriving from over the Pacific Ocean at the Santa Barbara Municipal Airport. The proposed Safety Zones are:

- Zone 1 – Runway Protection Zone
- Zone 2 – Inner Approach/Departure Zone
- Zone 3 – Inner Turning Zone
- Zone 4 – Outer Approach/Departure Zone
- Zone 5 – Sideline Zone
- Zone 6 – Traffic Pattern Zone

The Draft ALUCP identifies compatible, conditionally compatible, and incompatible uses in each Safety Zone. Conditions that may be applied to a conditionally compatible use include sound attenuation to limit indoor noise impacts and density/intensity limitations.

- Safety Zone 1 would include the former site of a Dodge dealership at Hollister Avenue and La Patera Road (outside the Plan area) and the airport parcel east of Fairview Avenue.
- Safety Zone 2 would include portions of Southern California Edison's facility and much of Atlantic Aviation’s lease area (both uses appear consistent with this zone).
- Safety Zone 3 would encompass much of the airport property along David Love Place and Francis Botello Road. According to a letter written to the ALUC by the Airport
Directors, all of the existing uses appear to be compatible or conditionally compatible with the proposed zone (Santa Barbara Municipal Airport 2012). Zone 3 would also include portions of the airfield south of the Amersand hangar and portions of Long Term Lot 1.

- Safety Zone 4 encroaches into the southwestern portion of the Plan area, easterly to approximately Walnut Lane and covers mainly agricultural lands, but also covers single-family residential neighborhoods and housing opportunity site 6.

- Safety Zone 5 would occur entirely on airport property, covering the Terminal area on the southeast and the area around the self-service fueling facility in the northwest. Existing uses in these areas appear to be compatible or conditionally compatible with the guidelines for this zone.

- Safety Zone 6 would cover all other land owned by the Santa Barbara Municipal Airport. The compatibility guidelines in this zone are the least restrictive, and are primarily concerned with storage of hazardous materials.

Adoption of the Draft ALUCP would not require any changes in existing uses. Only new development, zoning changes, and master plans would need to be consistent with the ALUCP after its adoption (Santa Barbara Municipal Airport 2012). As indicated above for the adopted ALUP, buildout of Plan update land uses within the AIA would be subject to the referral requirements and compatibility considerations described in Section 4.1.3.1, Thresholds of Significance and Methodology above and subject to ALUC review. Compatibility conflicts would therefore be less than significant (Class III impact).

Airspace Protection

The airspace protection compatibility of future development within the AIA of the airport shall be evaluated in accordance with the policies in the draft ALUCP, including the airspace protection surfaces. Proponents of a future development containing structures or other objects that may exceed the height standards defined in Federal Aviation Regulations Part 77 as applied to each airport must submit notification of the proposal to the Federal Aviation Administration (FAA). The FAA conducts an "aeronautical study" of the object(s) and determines whether the object(s) would be of a height that would constitute a hazard to air navigation. FAA review would ensure that future development is consistent with airspace protection policies in the draft ALUCP. Impacts would be less than significant (Class III impact).

Overflight

Future development within the AIA would be subject to state law requiring real estate disclosures. Regulatory compliance would ensure that overflight conditions of the draft ALUCP are met. Impacts would be less than significant (Class III impact).
**Housing Opportunity Sites**

Table 5-1 lists the relevant land use goals and policies of the adopted Comprehensive Plan and CLUP. No housing opportunity sites are located within the Coastal Zone; therefore, the CLUP is not applicable. Development of the housing opportunity sites could result in a significant land use impact if development of any of the following sites conflicts with the adopted plans, resulting in a secondary environmental impact.

1. **Metropolitan Transit District (MTD) Site**

   The Plan update would rezone 10.2 acres of the approximate 17-acre vacant MTD site, which would increase the residential potential from the existing three units to 205 units. The remainder of the parcel (6.8 acres) would retain the existing agricultural land use designation and zoning. The Design Control Overlay (D) and U.S. 101 Corridor (HC) Overlay would apply.

   The MTD site has been identified for residential development due to its availability and its location close to transportation routes, commercial uses, and public services. A portion of the site would retain its agricultural designation and zoning to provide a buffer to surrounding uses, protecting visual and environmental resources. Therefore, conversion of the site to residential development would be consistent with the Comprehensive Plan for reasons described under Plan Buildout and Rezones above. Site 1 is located outside of the AIA for Santa Barbara Municipal Airport. No ALUP or draft ALUCP consistency impacts would occur. Impacts would be less than significant (Class III impact).

2. **Tatum/Santa Barbara High School District Site**

   This vacant site would be re-designated and rezoned to allow development of up to 277 residential units. Existing ESH, U.S. 101 Corridor (HC), and Design Control (D) Overlays would be retained to protect sensitive resources, views within the U.S. 101 corridor, and ensure a high quality of design and landscaping. Therefore, conversion of the site to residential development would be consistent with the Comprehensive Plan for reasons described under Plan Buildout and Rezones above. Impacts would be less than significant (Class III impact).

   Site 2 is located within the AIA of Santa Barbara Municipal Airport and, therefore, future development of the site would be subject to FAA notification and real estate disclosures as required by state law. With regulatory compliance, future development of this site would be consistent with the adopted ALUP and draft ALUCP. Impacts would be less than significant (Class III impact).

3. **4555 Hollister Avenue Site**

   The Plan update would increase buildout potential on this site from three residences to a maximum of 22. Given the site location along Hollister Avenue and convenient access to transit, parks, and other public services, the proposed increase in density would be consistent with the Comprehensive Plan and Plan update goals. The property is located within a Design Control
Overlay (D) and subject to design review to ensure neighborhood compatibility and quality design. Future development would also be subject to project-level CEQA environmental review. Therefore, conversion of the site to residential development would be consistent with the Comprehensive Plan for reasons described under Plan Buildout and Rezones, above. Impacts would be less than significant (Class III impact).

Site 3 is located within the AIA of Santa Barbara Municipal Airport and, therefore, future development of the site would be subject to FAA notification and real estate disclosures, as required by state law. With regulatory compliance, future development of this site would be consistent with the adopted ALUP and draft ALUCP. Impacts would be less than significant (Class III impact).

4 Puente Drive/Hollister Avenue Corner Site

The Plan update would provide a residential potential of up to 15 units on this site. Conversion of the site to residential development would be consistent with the Comprehensive Plan for reasons described under Plan Buildout and Rezones, above. Impacts would be less than significant (Class III impact).

Site 4 is located within the AIA of Santa Barbara Municipal Airport and, therefore, future development of the site would be subject to FAA notification and real estate disclosures as required by state law. With regulatory compliance, future development of this site would be consistent with the adopted ALUP and draft ALUCP. Impacts would be less than significant (Class III impact).

5 Giorgi – Calle Real/North Patterson Avenue Corner Site

The Plan update would allow a residential unit potential of 30 units on this site. Conversion of the site to residential development would be consistent with the Comprehensive Plan for reasons described under Plan Buildout and Rezones, above. Impacts would be less than significant (Class III impact).

Site 5 is located within the AIA of Santa Barbara Municipal Airport and, therefore, future development of the site would be subject to FAA notification and real estate disclosures as required by state law. With regulatory compliance, future development of this site would be consistent with the adopted ALUP and draft ALUCP. Impacts would be less than significant (Class III impact).

6 South Patterson Triangle Site

Located at 66 South Patterson Avenue, the South Patterson Avenue Triangle site occupies 6 acres designated A-1 and zoned AG-I-10. The site is currently used for row crops and is surrounded by active agricultural uses to the north, west, and south. The existing residential development potential of the site is one single-family unit. The Plan update would allow a
potential of 48 residential units. Conversion of the site to residential use would be potentially inconsistent with proposed land use and development policies of the Plan update.

Plan update policies LUA-EGV-1.5 and LUA-EGV-1.6 expand on the Comprehensive Plan policies and state:

- Policy LUA-EGV-1.5: Urban Agricultural Land Uses: Agricultural land within the Urban Area shall be preserved for urban agricultural uses to the greatest extent feasible.

- Policy LUA-EGV-1.6: Urban Agricultural Land Use Conversion: To the greatest extent feasible, any general plan amendment and/or rezone proposal in the Urban Area which results in a change of land use designation from agricultural to non-agricultural shall:

  1. Require a factual and substantively finding by the County that (a) the land is no longer appropriate for urban agricultural land uses following due consideration consistent with all policies of the Plan update, or (b) there is an overriding public need for conversion to other uses. As part of the finding the County will:

     a. Evaluate and document factually and substantively the quality and extent of agricultural resources onsite, adjacent to the property, including, but not limited to, prime agricultural land, land in existing agricultural use, lands with prime soils, grazing land, land with agricultural potential, and lands under Williamson Act contracts,

  2. Require proposed land uses that:

     a. Are consistent with all policies of this Plan update,

     b. Are compatible with each other and with neighboring land uses—whether agricultural or non-agricultural;

     c. Avoid partitioning or interrupting contiguous blocks of agriculturally-designated lands;

     d. Preserve and enhance environmental resources, including, but not limited to coastal bluff geology, habitat areas, visual resources, and watershed resources, and community characteristics, particularly with regard to agricultural heritage and natural environmental resources, and/or minimize environmental impacts;

     e. Include provisions for the community's social, economic and cultural well-being, and health and safety, such as public parks, open spaces, trails, habitat protection or restoration, and/or community gardens;
f. Dedicate public open space for habitat preservation and/or public recreation and indicate the amount and extent;

g. Provide public coastal access, parking, recreational trails, bike paths, and/or pedestrian routes; and

h. Confine and cluster non-agricultural development adjacent to existing developed areas and transportation facilities to maximize preservation of open space, with the exception of passive public recreation improvements such as trails, signs and park facilities.

Conversion of this urban agricultural site with Prime Farmland could be in conflict with Policy LUA-EGV-1.5. The future development of housing opportunity site 6 with housing may also be inconsistent with Policy LUA-EGV-1.6. The site is underlain by prime soils and is a continuation of existing agricultural uses to the north, west, and south. However, the site is separated from adjacent agricultural uses by Maria Ygnacio and Atascadero creeks. The site is directly adjacent to residential uses on the east and is near transit routes, U.S. 101, commercial uses along Calle Real and Patterson Avenue, and recreational trails. Because of the proximity of the site to nearby residential uses, findings could be made that the site is consistent with Plan update policy LUA-EGV-1.6. Therefore, conversion of the site to residential development would also be consistent with the Comprehensive Plan. Impacts would be less than significant (Class III impact).

Site 6 is located within the AIA, 60 dB CNEL contour, Safety Zone 4, and Overflight Compatibility area of the Santa Barbara Municipal Airport draft ALUCP. Land uses proposed on the site (housing) would be compatible with the 65 dB CNEL noise contour. Therefore, impacts relative to noise would be less than significant (Class III impact).

Pursuant to Table III-4 of the draft ALUCP, Urban Safety Compatibility Criteria, the intensity of development relative to persons per acre is acceptable. The use proposed for the site (single-family development at approximately 8 dwelling units per acre [du/ac]) would be “conditionally compatible.” For conditionally compatible uses additional conditions must be met. The draft ALUCP stipulates that 10 percent of the site must meet the "open land" criterion and that the maximum allowable density in any single acre be limited to 25.0 du/ac in Zone 4. No site-specific development plans are proposed at this time. Therefore, impacts would be potentially significant and would require mitigation (Class II impact).

Future development of the site would be subject to FAA notification and real estate disclosures as required by state law. With regulatory compliance, future development of this site would be consistent with the adopted ALUP and draft ALUCP. Impacts would be less than significant (Class III impact).
7 Hollister Avenue – State Street Commercial Corridor

The Plan update would re-designate the combined properties as General Commercial and would apply the new mixed-use zone (MU) to increase the residential unit potential to 154 units. Therefore, conversion of the site to residential development would be consistent with the Comprehensive Plan for reasons described under Plan Buildout and Rezones, above. Impacts would be less than significant (Class III impact).

Site 7 is located within the AIA of Santa Barbara Municipal Airport and, therefore, future development of the site would be subject to FAA notification and real estate disclosures as required by state law. With regulatory compliance, future development of this site would be consistent with the adopted ALUP and draft ALUCP. Impacts would be less than significant (Class III impact).

8 Anderson Site

The Plan update would retain the existing General Commercial land use on 0.71 acre and redesignate 1.0 acre as RES-20. The 0.71-acre portion would be zoned for mixed use. The proposed land use and zoning would provide a residential unit potential of 23 units. Therefore, conversion of the site to residential development would be consistent with the Comprehensive Plan for reasons described under Plan Buildout and Rezones, above. Site 8 is located outside of the AIA for Santa Barbara Municipal Airport. No ALUP or draft ALUCP consistency impacts would occur. Impacts would be less than significant (Class III impact).

Programmatic Mitigation

**MM LU-1 Addresses Impact LU-1, Airport Land Use Compatibility**

In accordance with the County draft ALUCP, the following mitigation measure is required to reduce potential airport safety impacts at housing opportunity site 6.

*Conditions of Development for Housing Opportunity Site 6*

- Policy LUDS-EGV-3.1: For housing opportunity site 6, future development proposals in Safety Zone 4 of the draft Airport Land Use Compatibility Plan (ALUCP) or in the general airport traffic pattern that would result in large concentrations of people (i.e., high density residential) shall be subject to review and approval by the Airport Land Use Commission (ALUC).
  - DevStd LUDS-EGV-3A: Prior to approval of zoning clearance for development of this housing opportunity site, the applicant for such development, in coordination with Planning & Development, shall submit development plans to the ALUC for approval.
Residual Impacts

**Plan Buildout and Rezones and Housing Opportunity Sites 1–5, 7 and 8**

Impacts associated with land use consistency from Plan buildout and rezones and development of the housing opportunity sites 1–5, 7 and 8 would be less than significant (Class III impact).

**Housing Opportunity Site 6**

Implementation of mitigation would reduce potential airport-related compatibility conflicts on housing opportunity site 6 to a level less than significant. The use proposed for the site (single-family development at approximately 8 du/ac) is “conditionally compatible” with Safety Zone 4. For conditionally compatible uses, the following conditions must be met: 1) 10 percent of the site must meet "open land" criterion and 2) the maximum allowable density in any single acre must be limited to 25.0 du/ac in Zone 4. Compliance with these conditions would be reviewed by the ALUC, which in turn would issue a determination of consistency based on development plans for the site. Therefore, impacts related to airport hazards for housing opportunity site 6 would be reduced to less than significant through the implementation of mitigation (Class II impact).

**4.1.4 Cumulative Impacts Analysis**

**Impacts**

The Plan area is surrounded by the more densely populated incorporated communities of Goleta to the west and Santa Barbara to the east. Sparsely developed public and private lands lie to the north. Development of urban land uses has increased in the Plan area and vicinity. The area of influence for assessing cumulative effects in combination with proposed Plan update buildout would be limited to the Plan area and the surrounding land uses in the vicinity where related projects would potentially contribute to cumulative adjacent land use incompatibilities (see Table 3-2).

Development outside, but adjacent to, the Plan area is anticipated to grow at approximately three percent annually (SBCAG 2007). Existing land uses surrounding the Plan area include higher intensity residential and commercial land uses in the incorporated areas and adjacent communities, and public lands located to the north within the Los Padres National Forest. Therefore, potential incompatibilities with surrounding urban land uses and the development
within the Plan area would not be substantial. The cumulative impact on land use would be adverse, but less than significant.

The proposed Plan update buildout includes new residential units and additional square feet of non-residential development concentrated within the Urban Area, and additional lands in the Rural Area with the Urban/Rural boundary adjustment. Most of the infill projects would not likely generate contributions to cumulative effects on land use, as they would be located on small parcels surrounded by existing residential structures and landscaping of similar bulk, scale, and style. Potential impacts on land use resulting from increased commercial and residential development within the Hollister Avenue–State Street commercial corridor, and housing opportunity sites would be subject to the Plan update policies and development standards. These policies would minimize the Plan update buildout’s potential impacts on loss of privacy, nuisance noise levels, increased traffic, loss of sunlight/solar access, and/or obstruction of existing public view corridors of open space areas.

Buildout of the Plan update would be subject to incremental review for land use compatibility against existing County Comprehensive Plan and LCP Policies. As discussed in Impacts LU-1 through LU-3, existing standard conditions, proposed guidelines and development standards, together with MM LU-1 and Plan update policies concerning air quality, noise conflicts, agricultural resources (land use adjacency), visual resources, and the use or presence of hazardous materials (cited in Table 5-1) would ensure that the buildout of Plan update would effectively minimize land use incompatibilities. Therefore, the Plan update would result in less than cumulatively considerable impacts on land use.

**Mitigation Measure**

As the Plan update’s contribution to cumulative impacts on land use and planning would be less than cumulatively considerable, no additional mitigation measures are required.

**Residual Impacts**

The residual cumulative impact on land use and planning would be less than cumulatively considerable (Class III impact).