

4.10 COMMUNITY CHARACTERISTICS AND TOURISM RESOURCES

Tourism is not a standard category in which economic data are collected. Tourism activities generally affect several service sectors through expenditures such as lodging, dining, and special activities. Tourism also generates transportation activity and increases in retail sales. In all these areas there is local demand as well as tourist demand. The California Department of Tourism defines tourism as any non-routine visit to an area. This definition encompasses business and personal travel in addition to leisure travel most typically associated with tourism. In the absence of a discrete measure of tourism activity, a number of indicators may be utilized to estimate the activity. This section examines the aggregate economic activity. The Recreation section examines specific activities, amenities, and infrastructure that serve both tourism and recreation.

Researchers have developed the extract/intact ratio as an indicator of an area's reliance on extractive industries (petroleum development, mining, sand and gravel) compared to those activities that rely on so-called "intact" industries such as eating, drinking, and lodging establishments and museums. The industries that make up the intact sector serve as a proxy for tourism (MMS 1996, 1998). To the extent that tourism depends on amenities a community has to offer, the ratio will function as an indicator of the

importance of community attributes to an area.

The county comprises the appropriate unit for an analysis of the affected environment for coastal community concerns and tourism as opposed to individual OCS production leases grouped as units. This county-wide approach is consistent with previous social development and petroleum extraction industry (MMS 1996, 1998).

4.10.1 STUDIES IN THE AREA

Table 4.10.1-1 lists some of the numerous studies that address onshore and offshore tourism in the area.

4.10.2 REGIONAL SETTING

The regional setting primarily consists of the coastal portions of Ventura, Santa Barbara and San Luis Obispo County.

4.10.2.1 VENTURA COUNTY

The UCSB Economic Forecast Project (2000) quantifies the importance of tourism to Ventura County. The report notes that cities and unincorporated areas in the western portion (Ojai, Camarillo and coastal communities) and eastern portion of the county (Thousand Oaks) experienced healthy growth

Table 4.10.1-1. Tourism Studies

Area of the Study	Title	Citation
California	Impacts of Outer Continental Shelf (OCS) on Recreation and Tourism.	MMS, 1987. OCS Study 87-0064 through 87-0068. Dornbusch and Associates. 1987
Santa Barbara County	Economic Outlook 2000. Santa Barbara County.	UCSB Economic Forecast Project. 1999.
Ventura County	Economic Outlook 2000 Ventura County	UCSB Economic Forecast Project. 2000
San Luis Obispo County	Economic Outlook 2000 San Luis Obispo County	UCSB Economic Forecast Project
Santa Barbara County	Santa Barbara County: Two Paths	MMS. 1996. OCS Study MMS 96-0036 Molotch, et. al.
Santa Barbara County	Petroleum Extraction Industry in Santa Barbara County, California. An Industrial History	MMS. 1998. OCS Study MMS 98-0048, Nevarez, et. al.
Ventura County	Ventura County: Oil, Fruit, Commune, and Commute.	MMS. 1996. OCS Study MMS 96-0035.
Ventura County	Petroleum Extraction Industry in Ventura County, California. An Industrial History	MMS. 1998. OCS Study MMS 98-0047
San Luis Obispo County	San Luis Obispo County: A Major Switching	MMS. 1996. OCS Study MMS 96-0037
San Luis Obispo County	Petroleum Extraction Industry in Ventura County, California. An Industrial History	MMS. 1998. OCS Study MMS 98-0048

in hotel and motel room sales, attributable to rising occupancy rates and higher prices rather than increased room inventory. Tourism accounted for approximately 8.8 percent of the County’s employment, with approximately 1 percent employed in the lodging sector.

Starting early in the County’s history and until very recently, the petroleum industry and agriculture have been the major industries. Many cities in coastal western portion of the county such as Ventura and Oxnard and the inland cities of Fillmore and Santa Paula developed around these two activities. The petroleum extraction industry was integral to the social, cultural, and economic development of the area. The County has largely been very amenable to both onshore and offshore development. The County was a production and service center for the regional petroleum industry, a role that moderated in the 1980s and has begun to decline, albeit one that remains very important but is no longer dominant as the industry has declined and the economy diversified (MMS 1996a, 1998a).

For much of the period of 1970 to 1995, the extract/intact ratio, using aggregate income for Ventura County, hovered around 80% before slipping to approximately 40 percent in the period from 1985 to 1995. This trend illustrates the importance of extractive industries to the county’s economy for much of the period, and the rising importance of the tourism economy with the decline in the petroleum industry.

Long-term patterns of economic and community development resulted in beach front areas being developed for uses other than outdoor recreation and tourism. In the city of Ventura, while beach area recreation and tourism is quite high, during the sum-

mer, year-round tourism remains sparse. The City is actively engaged in trying to draw tourist and residents alike to its beach area and incorporate the beach area into the recently redeveloped adjacent downtown area (MMS, 1996a).

4.10.2.2 SANTA BARBARA COUNTY

The UCSB Economic Forecast Project (1999) quantifies the importance of tourism to Santa Barbara County and the county’s southern (coastal) area. Table 4.10.2.2-1 summarizes these statistics, that indicate tourism and lodging is a very valuable sector the County’s economy. In 1999, the expenditures in the County for lodging rose 9.6 percent and are expected to grow annually between 1 and 2 percent per year for the next decade.

For purposes of analysis and description, the County can be subdivided into the coastal area of the County or so-called “South Coast” which borders the Santa Barbara Channel and the inland North County, separated from the Pacific Ocean by Vandenburg AFB. Petroleum extraction took place with and contributed to social and cultural orientations in the county. In areas of the county dependent on tourism and other “intact” qualities, such as the South Coast, the need to control oil has been paramount, as has the desire to control development generally. Residents have allowed oil (and gas activities) on both land and offshore, but made efforts to limit the precise locations and conditions of its development” (MMS 1996b). The North County has been the center of agriculture, petroleum extraction, and has been more receptive to development in general. The differences between the two portions of the County reflect two different traditions

Table 4.10.2.2-1. Selected indicators of Santa Barbara and San Luis Obispo tourism (1999).

Santa Barbara County	
Total Visitor Expenditure (County)	Approximately \$360 million
Overnight Visitor Expenditures	\$273.1 million
Daily Visitor Expenditures	\$ 79.2 million
Hotel Occupancy Rate (South Coast)	78.5 percent
Total Visitors Per Day (South Coast)	20,837
Percentage of County Workforce Employed in Tourism and Lodging Segments	12.5 percent.

San Luis Obispo County	
Total Visitor Expenditures (County)	Approximately \$431 million
Overnight Visitor Expenditures	\$372.7 million
Daily Visitor Expenditures	\$ 58.4 million
Hotel Occupancy Rate (County)	64.7 percent
Total Visitors Per Day (County)	15,222
Percentage of County Workforce Employed in Tourism and Lodging Segments	14.6 percent.

about how development should take place, economies constructed and communities built (MMS 1996b, 1998b). Furthermore, these traditions are reflected in view of the effect of offshore development on tourism among local leaders (MMS 1998).

For much of the period of 1970 to 1995, the extract/intact ratio, using aggregate income for Santa Barbara County's South Coast area, increased from just under 20 percent in 1970 to a high of 33 percent in 1980, returning to just over 20 percent in 1995. This trend illustrates the importance of tourism-related industries to that of the extractive industries to the county's economy.

Molotch and other researchers (MMS 1998) note that tourism represents a traditional specialization of the Santa Barbara economy. Tourism does not readily diffuse to other locations that do not have aesthetic and recreation amenities already in place. As such, it constitutes a competitive economic asset for those localities, such as Santa Barbara, where it is strong. A common local concern is that tourism and offshore energy are contradictory industries, where growth of one potentially forecloses growth in another. The researchers find that the county's economy has consistently remained more dependent on tourism, which employs greater numbers (albeit at much lower wages) and produces greater income wealth than on onshore and offshore petroleum extraction. However, the study does not conclude that the two sectors are mutually exclusive, essentially incompatible, or that one forecloses the other.

Only the Gato Canyon Unit is sited near a major tourist-serving facility, the Bacara Resort and Spa in Goleta. Tourism and hospitality have a long association with Santa Barbara, both as an important economic activity and as a symbol of the area (MMS 1996b). As noted above, allocation of the value to "tourism" from the various standard categories of economic activity presents methodological problems. Arguably, while few tourism activities are coastal-dependent (that is, cannot occur without access to the coast), the majority are coastal-enhanced, for it is the coastal orientation of the city that greatly contributes to the sense of place and the general ambiance so highly prized by visitors to the area (MMS 1996b).

4.10.2.3 SAN LUIS OBISPO COUNTY

The UCSB Economic Forecast Project (1999) quantifies the importance of tourism to San Luis Obispo County and the county's southern (coastal) area. Table 4.10.2.2-1 summarizes these statistics, that indicate tourism and lodging is a very valuable sector the County's economy. Given that vacancy rates are lower in San Luis Obispo than neighboring Santa Barbara or Monterey County, and that attraction in SLO can attract tourists, this sector will continue to

succeed. While tourism is most strongly associated with coastal communities and San Luis Obispo city, the activity is becoming more important for many communities in the county (MMS 1996c).

Early petroleum extraction activity in San Luis Obispo County took form as a transportation center with development of pipeline and shipping infrastructure. Agriculture was another important activity (MMS 1996c). However, over time the County, and especially its principal city, shifted toward becoming a significant center of higher education, and the County developed without an integration of oil extraction into the local area, especially compared to Ventura and Santa Barbara counties. While petroleum transportation was a small industrial presence in the San Luis Obispo County, oil and gas extraction has been limited. Most production and transportation infrastructure has recently or is presently undergoing decommissioning with environmental consequences, especially at Avila Beach and Guadalupe Dunes, that translate into a resistance to further petroleum development (MMS 1998c). Although extensive remediation of the Avila Beach spill and restoration has been accomplished, many fear that the activity has changed the unique character of the beach (Beyeller 2000).

For much of the period of 1970 to 1995, the extract/intact ratio, using aggregate income for San Luis Obispo County, fluctuated from 10 to 20 before slipping to approximately less than five percent from 1985 to 1995. This trend illustrates the overwhelming importance of tourism sector to the county's economy for much of the period.

San Luis Obispo coastal cities (Cambria, Cayucos, Morro Bay in the north, Pismo Beach to the south) contemporarily developed as retirement communities and tourist towns with an opposition to industrialization to the coast. San Luis Obispo County has not experienced offshore energy development from State or Federal leases (a small portion of the onshore Guadalupe Field extends offshore). Strident local opposition to offshore development, often expressed as concern over the activity's perceived consequences on quality of life and sense of place, has evolved throughout the County with the trend less prevalent in the northern inland section (MMS 1996c, 1998c).

4.10.3 EFFECTS OF PAST OFFSHORE OIL AND GAS ACTIVITY

Researchers have searched for a negative link between onshore tourism and offshore oil and gas activities. If tourists select destination based on visual characteristics of the destination to the exclusion other characteristics such as cost, type of recreation available, other amenities and the ambiance of the destination, then it is possible that the presence of offshore

platforms would reduce the amount of tourism.

Studies relating to this issue include Minerals Management Service (1987). While various surveys and other efforts were used to identify the often negative feelings about the presence of offshore oil and gas activity, little quantitative evidence exists about whether or not the presence of offshore oil and gas activities lead to a decline in tourism.

A 1993 assessment of the effectiveness of mitigation measures for Santa Ynez Unit by Santa Barbara County included an examination of the project and cumulative effects on environmentally sensitive resources, tourism, recreation, and aesthetics. Specifically, projects make payments to a Coastal Resources Enhancement Fund, which provides enhancement projects that will compensate for residual impacts to coastal resources that are not otherwise mitigated. The analysis suggests that while the mitigation is effective, CREF expenditures tended to be more heavily weighted towards recreation, despite oil development impacts being as great or greater on environmentally sensitive resources, aesthetics, and tourism. In other words, while payments were sufficient to mitigate cumulative impacts, allocation of the Fund by the County may have caused an imbalance in mitigation across categories.

Use of hotel and campgrounds by construction workers employed to build onshore processing plants has been identified as a potential tourism-related impact. However, a study of socioeconomic impacts of offshore development conducted by the County for MMS indicated that use of hotels and campgrounds alleviates demand for and is a viable alternative to more conventional and permanent housing (MMS 2000). Furthermore, under a socioeconomic monitoring and mitigation project separate from CREF, project operators made mitigation payments to the County to mitigate the impact from worker-occupied campsites in County parks.

4.11 SOCIAL AND ECONOMIC ENVIRONMENT

This section presents information on the social and economic environment of the study area composed primarily of Ventura, Santa Barbara and San Luis Obispo Counties, California. This information includes employment and population, housing, infrastructure, and public services and finance. The socioeconomic effects of past oil and gas activities, both onshore and offshore, have been well documented in a series of studies conducted by MMS and others (MMS 1996 abc, 1998 abc, 2000). Separate sections present information regarding recreation, community characteristics and tourism, and visual resources.

Starting early in Ventura County's history and until very recently, the petroleum industry and agriculture have been the major industries. Many cities

in the coastal western portion of the county such as Ventura and Oxnard and the inland cities of Fillmore and Santa Paula developed around these two activities. The petroleum extraction industry was integral to the social, cultural, and economic development of the area. The County has largely been very amenable to both onshore and offshore development. The County was a production and service center for the regional petroleum industry, a role that moderated in the 1980s and has begun to decline, albeit one that remains very important but is no longer dominant as the industry has declined and the economy diversified (MMS 1996a, 1998a). Historically, property taxes generated by the value of petroleum deposits and onshore oil and gas infrastructure have been an important source of property tax revenues.

For purposes of analysis and description, Santa Barbara County can be subdivided into the coastal area of the County or so-called "South Coast" which borders the Santa Barbara Channel and the inland North County, separated from the Pacific Ocean by Vandenberg AFB. Petroleum extraction took place with and contributed to social and cultural orientations in the county. In the Channel coast area of the County, the need to control oil has been paramount, as has the desire to control development generally. Residents have allowed oil and gas activities on land and offshore, but made efforts to limit the precise locations and conditions of development (MMS 1996b). The North County has been the center of agriculture, petroleum extraction, and has been more receptive to development in general. The differences between the two portions of the County reflect two different traditions about how development should take place, economies constructed and communities built (MMS 1996b, 1998b). Historically, property taxes generated by the value of petroleum deposits and onshore oil and gas infrastructure have been an important source of property tax revenues.

Early petroleum extraction activity in San Luis Obispo County took form as a transportation center with development of pipeline and shipping infrastructure. Agriculture was another important activity (MMS 1996c). However, over time the County, and especially its principal city, shifted toward becoming a significant center of higher education, and the County developed without an integration of oil extraction into the local area, especially compared to Ventura and Santa Barbara counties. While petroleum transportation was a small industrial presence in the San Luis Obispo County, oil and gas extraction has been limited. Most production and transportation infrastructure has recently or is presently undergoing decommissioning with environmentally undesired consequences, especially at Avila Beach and Guadalupe Dunes (MMS 1998c).

In the 1980s, a number of offshore development projects and other large onshore non-petroleum de-

velopment projects had the potential to affect the social and economic conditions in the three counties. Permit conditions imposed by the Counties, especially Santa Barbara, successfully ameliorated the range of socioeconomic impacts from offshore development projects, from transportation to public services (SBC 1993).

Santa Barbara County and Ventura County undertook a socioeconomic monitoring and mitigation program for offshore development projects. The program identified annual public facility and services impacts, caused primarily by the in-migration of project workers to the area, and estimated the mitigation payments for these impacts to counties, cities, school districts, and special service districts. The program mitigated impacts to several communities for public services (such as public safety), water supply and sewage treatment, schools, and housing. For the period of 1986 to 1994, governments in Santa Barbara and Ventura County received total mitigation payments of \$7.4 million and \$3.4 million, respectively. (San Luis Obispo County declined participation (MMS 2000-0019).

In addition to the direct effect of mitigation payments, permit fees, and property taxes, the oil and gas industry contributes to the social and economic environment of the study area through higher wages, local purchases, and philanthropic giving. Typically the average worker in the oil and gas industry worker in the study area earns approximately eighty-seven percent more than the average worker. In 1999 the oil and gas extraction industry had the highest average wage except in Ventura County where it was second to non-durable manufacturing. Average wages for the oil and gas industry and selected other industries in

the study area are shown in table 4.11-1. The generally higher wages earned by oil and gas industry workers is likely to result in higher sales and property taxes for their local communities.

The UCSB Economic Forecast Project estimated the economic contribution of the oil and gas industry from direct, indirect, and induced sources to be exceed \$1 billion in both total expenditures and total output. Total income was estimated to be in excess of \$727 million. The offshore oil and gas contributes to the total economic effect described in "The Economic Contribution of the Oil & Gas Industry in the Tri-Counties." The methodologies and the explanation of the methodologies used to derive the total economic contribution of the oil and gas industry can be found in the report.

Local philanthropy in the study area has generally been disproportionate to the number of employees in the study area. In 1996 the oil and gas industry accounted for between 2 and 5 percent of contributions received in the United Way Branches of Camarillo, Santa Barbara, Santa Maria, and San Luis Obispo (MMS 98a). The percentage of these contributions is in contrast to a total employment in the oil and gas industry of less than ¼ percent in the study area.

While philanthropic contributions have not been spread evenly through out the study area, the effect of these activities has been to enhance the social and economic environment of the communities receiving the gifts. A somewhat more comprehensive look at charitable giving by the oil industry can be found in the MMS series of studies done on the Petroleum Extraction Industry, (MMS 1998 abc).

Table 4.11-1. 1999 Wages by selected economic sectors.

	San Luis Obispo ¹		Santa Barbara ²		Ventura ³		Tri-County Area	
	Number of Workers	Average Annual Salary	Number of Workers	Average Annual Salary	Number of Workers	Average Annual Salary	Number of Workers	Average Annual Salary
Agriculture	3,653	\$18,900	16,400	\$17,270	16,367	\$20,756	36,420	\$19,000
Oil and Gas Extraction	122	\$68,748	825	\$61,824	1,158	\$57,347	2,105	\$59,762
Non- Durable Manufacturing	3,450	\$31,599	3,850	\$28,511	10,001	\$67,968	17,301	\$51,935
Transportation	4,525	\$31,086	2,700	\$36,924	5,175	\$32,592	12,400	\$32,986
Retail Trade (non-food)	11,411	\$19,428	20,441	\$21,414	31,391	\$24,179	63,243	\$22,428
Retail Trade (eating & drinking)	11,117	\$11,424	12,967	\$11,719	17,504	\$11,610	41,588	\$11,594
Tourism	10,878	\$14,140	17,614	\$16,601	24,509	\$13,434	53,001	\$14,631
Government – Federal	706	\$35,085	3,883	\$40,388	8,617	\$52,977	13,206	\$48,319
Government - State	8,946	\$40,222	9,775	\$39,951	1,750	\$36,744	20,325	\$39,792
Government - Local	11,745	\$32,499	18,766	\$33,553	34,075	\$35,113	64,574	\$34,185
Total Employment		\$26,694		\$29,604		\$34,956		\$31,845

¹ Source - Economic Outlook 2000 San Luis Obispo County, UCSB Economic Forecast Project April 2000

² Source - Economic Outlook 2000 Santa Barbara County, UCSB Economic Forecast Project April 2000

³ Source - Economic Outlook 2000 Ventura, UCSB Economic Forecast Project 2000 April 2000

Table 4.11- 2. lists social and economic studies that characterize the area.

A major indirect result of offshore oil and gas development is the Land and Water Conservation Fund. The Land and Water Conservation Fund has been a source for the acquisition of a recreational lands in the study area. While the level of development offshore a specific coastal segment is not directly related to Land and Water Conservation Fund, if Federal OCS development ends no funds would be available to fund the Land and Water Conservation Fund. Disbursements to California from OCS funds from 1968 to 1996, which coincides with the period of historic production have totaled more than \$1.7 billion. These funds from federal OCS production are augmented at

the state-level by legislation which disburses revenues from state tideland and submerged land production to local communities under the Coastal Resource and Energy Assistance Act which directed a total of \$35 million dollars to local counties in 1985 and which has recently been reauthorized with the passage of AB 1431 in 1996.

Table 4.11-3 shows the use of the Land and Water Conservation Fund. Projects funded in the study area includes: Los Padres National Forest, California Condor, Santa Monica Mountain National Recreation Area, Channel Islands National Park, Montana De Oro State Park, and Pismo State Beach. More information on the Land and Water Conservation Fund can be found at the MMS website.

Table 4.11-2. Social and economic studies in the project area.

Area of the Study	Title	Citation
Ventura, Santa Barbara, and San Luis Obispo County, California	The Economic Contribution of the Oil & Gas Industry in the Tri-Counties	UCSB Economic Forecast Project. 1997.
Ventura, Santa Barbara, and San Luis Obispo County, California	Final California Offshore Oil and Gas Energy Resources Study (COOGER)	MMS, 1999. OCS Study 99-0043 Dames and Moore
Santa Barbara County	Economic Outlook 2000. Santa Barbara County.	UCSB Economic Forecast Project. 2000.
Ventura County	Economic Outlook 2000 Ventura County	UCSB Economic Forecast Project. 2000
San Luis Obispo County	Economic Outlook 2000 San Luis Obispo County	UCSB Economic Forecast Project 1999
Santa Barbara County	Santa Barbara County: Two Paths	MMS. 1996b. OCS Study MMS 96-0036 Molotch, et. al.
Santa Barbara County	Petroleum Extraction Industry in Santa Barbara County, California. An Industrial History	MMS. 1998b. OCS Study MMS 98-0048, Nevarez, et. al.
Ventura County	Ventura County: Oil, Fruit, Commune, and Commute.	MMS. 1996a. OCS Study MMS 96-0035.
Ventura County	Petroleum Extraction Industry in Ventura County, California. An Industrial History	MMS. 1998a. OCS Study MMS 98-0047
San Luis Obispo County	San Luis Obispo County: A Major Switching	MMS. 1996c. OCS Study MMS 96-0037
San Luis Obispo County	Petroleum Extraction Industry in Ventura County, California. An Industrial History	MMS. 1998c. OCS Study MMS 98-0048
San Luis Obispo County	The Costs of Oil and Gas Development Off the Coast of San Luis Obispo County	Environmental Center of San Luis Obispo County and the San Luis Obispo Chamber of Commerce, 1998
Ventura and Santa Barbara County	Monitoring and Mitigating Socioeconomic Impacts of Offshore Related Oil and Gas Development: 1985-1995, A Case Study	MMS 2000. OCS Study MMS 2000-0019

Table 4.11-3. Land and Water Conservation Funds

Land and Water Funds Use	Expenditures
Land and Water Conservation Fund Grants (State and Local Governments)	\$233,654,924
Land and Water Fund Acquisitions (Federal Lands)	\$939,940,392
Section 8(g) OCS Lands Act	\$514,178,451
Historic Preservation Fund	\$15,410,300
Total	\$1,702,995,067

4.11.1 EMPLOYMENT AND POPULATION

Employment: table 4.11.1-1. shows employment by economic sector in each County. The largest employment sectors in the three counties are trade, services and government. Services are the largest source of employment in Santa Barbara and Ventura counties, and only slight smaller than trade in San Luis Obispo County (24.40% and 24.77%, respectively). State and Local Government is the third largest source of employment in the three counties. The share of employment varies considerably in the three counties and ranges from approximately 13% in Ventura County to more than 22% in San Luis Obispo County. The gap in overall Government employment narrows somewhat because Ventura County has more than 3 times the share of Federal Employment than does San Luis Obispo County (3.12% to 0.77%.)

Direct oil and gas employment includes not only extraction but also manufacturing or processing. Examples of processing activities can be found in all three counties and included such employers as Tosco's Santa Maria Refinery in San Luis Obispo County, Exxon's Las Flores Canyon Plant in southern Santa Barbara County, and Signal Hill Service's La Conchita Plant in Ventura County. Most if not all of the mining em-

ployment in the three counties is oil and gas extraction. Direct employment in offshore oil and gas is estimated at 1,028 jobs in the three counties. Total employment that is attributable to Federal offshore oil and gas in the three counties is estimated to be 2,670.

Population: Since the 1990 U.S. Census the three county study area has increased its population by more than 116,941 or 9.31 percent. Table 4.11.1-2. shows the 1999 population for each county and the rate of change from 1980 to 1999. Only Ventura County matched the overall California rate of population growth of 11.37% during the between 1990 and 1999. However, the fastest growing city in Santa Barbara County grew only slightly faster than the State of California. Outside of the City of Moorpark in eastern Ventura County the fastest growing city in the three county study area was Paso Robles (18.3%) which only slightly outpaced Camarillo in the growth race (16.53%). The largest gross population change in the study area was in Oxnard (14,840). Thousand Oaks and Simi Valley also increase their populations by more than 14,000 people. The combined growth in these three cities was more than the population of all but 10 of the 18 incorporated cities with populations over 10,000 people in the study area. The population

Table 4.11.1-1. 1999 Employment by sector.

	San Luis Obispo ¹		Santa Barbara ²		Ventura ³		Tri-County Area	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Agriculture	3,653	4.00%	16,400	9.36%	16,367	5.92%	36,420	6.70%
Mining	122	0.13%	825	0.47%	1,158	0.42%	2,105	0.39%
Construction	4,626	5.07%	7,675	4.38%	14,008	5.06%	26,309	4.84%
Manufacturing	7,236	7.93%	16,392	9.35%	35,033	12.66%	58,661	10.80%
Transportation & Public Utilities	4,525	4.96%	5,000	2.85%	10,367	3.75%	19,892	3.66%
Trade	22,610	24.77%	39,066	22.29%	61,283	22.15%	122,959	22.64%
Finance, Insurance & Real Estate	4,827	5.29%	7,525	4.29%	13,792	4.99%	26,144	4.81%
Services	22,274	24.40%	49,992	28.52%	80,175	28.98%	152,441	28.06%
Government - Federal	706	0.77%	3,883	2.22%	8,617	3.12%	13,206	2.43%
Government - State & Local	20,690	22.67%	28,542	16.28%	35,825	12.95%	85,057	15.66%
Total Employment	91,269	100.00%	175,300	100.00%	276,625	100.00%	543,194	100.00%

¹ Source - Economic Outlook 2000 San Luis Obispo County, UCSB Economic Forecast Project April 2000

² Source - Economic Outlook 2000 Santa Barbara County, UCSB Economic Forecast Project April 2000

³ Source - Economic Outlook 2000 Ventura, UCSB Economic Forecast Project 2000 April 2000

Table 4.11.1-2. 1990 to 1999 population statistics by county and incorporated city over 10,000.

County and Major Incorporated Cities	1990 U.S. Census	July 1, 1999 Estimate by the U.S. Census Bureau	Percent Change 1990 to 1999	Total Population Change 1990 to 1999
San Luis Obispo	217,162	236,593	8.95%	19,431
Arroyo Grande	14,378	15,631	8.71%	1,253
Atascadero	23,138	24,836	7.34%	1,698
Grover Beach	11,656	12,434	6.67%	778
Paso Robles	18,583	21,984	18.30%	3,401
San Luis Obispo	41,958	42,891	2.22%	933
Rest of County	107,449	118,817	10.58%	11,368
Santa Barbara	369,608	391,071	5.81%	21,463
Carpenteria	13,747	14,182	3.16%	435
Lompoc	37,649	41,295	9.68%	3,646
Santa Barbara	85,571	86,290	0.84%	719
Santa Maria	61,284	69,000	12.59%	7,716
Rest of County	171,357	180,304	5.22%	8,947
Ventura County	669,016	745,063	11.37%	76,047
Camarillo	52,303	60,951	16.53%	8,648
Fillmore	11,992	13,423	11.93%	1,431
Moorpark	25,494	30,465	19.50%	4,971
Oxnard	142,216	156,372	9.95%	14,156
Port Hueneme	20,319	21,080	3.75%	761
Santa Paula	25,062	26,852	7.14%	1,790
Simi Valley	100,217	114,247	14.00%	14,030
Thousand Oaks	104,352	119,192	14.22%	14,840
Ventura	92,575	100,152	8.18%	7,577
Rest of County	94,486	102,329	8.30%	7,843
Total Study Area	1,255,786	1,372,727	9.31%	116,941
California	29,760,021	33,145,121	11.37%	3,385,100

Table 4.11.1-3. Projected population for the study area^{1,5}

	2000	2010	2020	2030	2040	Percent Change 2000-2040
San Luis Obispo	254,818	324,741	392,329	461,839	535,901	145.89%
Santa Barbara	412,071	468,457	552,846	658,223	779,247	110.10%
Ventura	753,820	854,580	981,565	1,127,592	1,278,426	90.73%
Total Study Area	1,420,709	1,647,778	1,926,740	2,247,654	2,593,574	110.03%
California	34,653,395	39,957,616	45,448,627	51,868,655	58,731,006	96.15%

¹California Department of Finance

4.11.2 HOUSING

The availability of housing increased in the study area by 7.55% between 1990 and 1999. Despite the growth in housing, housing lagged population growth by 24 percent. The failure of housing supply to keep pace with population growth led to increases in the median housing prices. Median housing prices continued to be higher than the National average in each county. San Luis Obispo rose relative to the State median housing price and is now 95 percent of the State median housing price. Santa Barbara and Ventura Counties continued to rise faster than the statewide median housing prices and therefore increased their premium over the statewide median housing prices. Table 4.11.2-1. shows the median housing prices for the study area.

Affordable housing is a major problem in each county and is expected to continue to be a problem as population growth is anticipated to be faster than new housing will become available. The quest for affordable housing has resulted in long commutes into southern Santa Barbara County from Orcutt and other parts of the Santa Maria Valley and Ventura County. Santa Barbara County housing prices show a strong bi-modal structure as median housing prices in the Santa Maria Valley are 30% of the median price in the south Coast of Santa Barbara (The UCSB Economic Forecast Project 1999, 2000).

4.11.3 INFRASTRUCTURE

Infrastructure supporting offshore oil and gas production in the study area is generally of two types, infrastructure that directly supports offshore oil and gas production and infrastructure that supports offshore oil and gas production because the infrastructure exists. Direct support infrastructure includes dedicated onshore processing facilities and pipelines and some port or pier space. With the exception of some port and/or piers, facilities solely dedicated to the use of Federal offshore oil and gas production are unlikely to be used to support the proposed action. Table 4.11.3-1. identifies onshore facilities that provide direct support to the Federal offshore oil and gas industry. A more comprehensive discussion about the facilities can be found in the COOGER Report (MMS 1999).

Typically roads and highways, ports and harbors, and the broad sweep of public and private infrastructure such as utilities, schools, police are infrastructure that supports offshore oil and gas development and production because they exist. Table 4.11.3-2. identifies highways used to support Federal offshore oil and gas activity. Table 4.11.3-3. list streets and

roads used to support Federal offshore oil and gas activity. In addition to the transport of products, offshore oil activities place demands on public transportation infrastructure associated with the transportation of materials, supplies, and solid wastes associated with offshore exploration, development drilling, and routine operations of offshore and onshore facilities. Employment associated with these activities also generates commuter traffic on public roadways. Table 4.11.3-4. shows traffic volumes on selected highways in the study area. A more comprehensive discussion of the use of highways and roads to support oil and gas activity can be found in the COOGER Report (MMS 1999). Offshore oil and gas development contributes approximately 900 weekly vehicle trips to the total demand on roads in the study area. The total contribution of the offshore oil and gas industry to traffic in the study area is less than percent of the average weekly volumes (COOGER Report MMS 1999).

Study area oil is typically processed at local onshore facilities. Current onshore processing facilities prepare crude oil for shipment to major refining centers and produce natural gas for delivery to local consumer's via existing utilities. Natural gas liquids and liquefied petroleum gases are also produced, and are either blended with crude oil for transport or delivered to local markets via truck. Some of the processing facilities also produce sulfur which is transported to market by truck. In addition, the Santa Maria Refinery refines some offshore oil and produces asphalt, petroleum coke, and sulfur, which are transported to market by truck and rail. The volume of oil, which may be processed at each onshore facility, may be affected by the characteristics of the incoming crude oil feedstock which alter the proportion of different products produced. Other characteristics, such as the amount of water in the incoming crude oil, presence of contaminants (sand, heavy metals, etc.), or chemical characteristics of the crude oil may affect the capacity of a specific facility with respect to a specific oil production source. Table 4.11.3-5. shows pipelines supporting Federal Offshore oil and gas development.

Table 4.11.2-1. Median housing price¹.

County	1994	2000	Percent Change	Percent of National 1994	Percent of National 1999	Percent of California 1994	Percent of California 1999
San Luis Obispo	\$166,480	\$209,126	25.62%	143.53%	156.97%	90.26%	95.04%
Santa Barbara	\$217,710	\$276,904	27.19%	187.70%	207.84%	118.04%	125.84%
Ventura	\$207,644	\$259,554	25.00%	179.02%	194.82%	112.58%	117.95%
California	\$184,442	\$220,050	19.31%	159.02%	165.17%	N/A	N/A
US	\$115,989	\$133,229	14.86%	N/A	N/A	N/A	N/A

¹Economic Outlook 2000 Santa Barbara County, UCSB Economic Forecast Project April 2000

Table 4.11.3-1. Study region oil and gas processing facilities¹.

Facility Name	Platform	Field / Unit
Carpinteria Onshore Gas Terminal	Habitat	Pitas Point
Gaviota Oil & Gas Processing Facility	Hermosa Harvest Hidalgo	Point Arguello Point Arguello Point Arguello
La Conchita Oil & Gas Processing Facility	Hogan Houchin	Carpinteria Carpinteria
Las Flores Canyon SYU Oil & Gas Processing Facility & Las Flores Canyon Gas Processing Facility	Hondo Harmony Heritage	Hondo/Santa Ynez Unit Hondo/Santa Ynez Unit Pescado/Santa Ynez Unit
Lompoc Oil & Gas Processing Facility	Irene	Point Pedernales Unit
Mandalay Onshore Separation Facility	Gina Gilda	Hueneme Offshore Santa Clara
Rincon Oil & Gas Processing Facility	Henry Hillhouse A B C	Carpinteria Dos Cuadras Dos Cuadras Dos Cuadras Dos Cuadras

¹Source MMS 1999

Table 4.11.3-2¹. Highways.

Highway	From/To	General Description	Primary Use by the Offshore Oil & Gas Industry ⁽¹⁾
Highway 1	From Ventura to La Conchita in Ventura County	2 lane undivided	Service to Rincon area facilities by vacuum trucks, oil transport trucks, drilling/workover rigs, cranes and other heavy "maintenance" vehicles.
Highway 1	From Highway 101 to Lompoc in Santa Barbara County	2 lane undivided	Service to Lompoc Oil & Gas Processing Facility by vacuum trucks, cranes and other heavy "maintenance" vehicles.
Highway 1	From Highway 166 in Guadalupe in Santa Barbara County to Grover City in San Luis Obispo County	2 lane undivided	Service to the Santa Maria Refinery by vacuum trucks, product distribution trucks (e.g., sulfur, petroleum coke, oil and gas products), cranes, and other heavy "maintenance" vehicles.
Highway 101	From eastern boundary of Study Region northwest to Rincon Island area	Six lane divided freeway with on/off ramps	Service to Rincon area facilities by vacuum trucks, cranes and other heavy "maintenance" vehicles. This is also a primary route for NGL and other product transport trucks.
Highway 101	From Rincon Island area northwest to east edge of Santa Barbara	Four lane divided highway; non-freeway from Rincon Island area to Ventura-Santa Barbara County Line, freeway from county line to Santa Barbara	Service to La Conchita facility by vacuum trucks, cranes and other heavy "maintenance" vehicles. This is also a primary route for NGL and other product transport trucks.
Highway 101	From east edge of Santa Barbara northwest to Fairview offramp in Goleta	Six lane divided freeway with on/off ramps	Service to Ellwood area facilities by vacuum trucks, cranes and other heavy "maintenance" vehicles based in Ventura County. This is also a primary route for NGL and other product transport trucks.
Highway 101	From Fairview offramp in Goleta northwest and north to Atascadero in San Luis Obispo County	Four lane divided freeway with on/off ramps	Service to all facilities in western Santa Barbara and San Luis Obispo counties by vacuum trucks, cranes and other heavy "maintenance" vehicles. This is also a primary route for NGL and other product transport trucks.
Highway 126	From Highway 101 in Ventura to Santa Paula in Ventura County	4 lane divided freeway	Service to eastern Ventura County facilities (e.g., Santa Paula and Torrey Pump Stations) by vacuum trucks, cranes and other heavy "maintenance" vehicles and used by companies based in eastern Ventura County. This is also a possible route for NGL and other product transport trucks.

¹Source MMS 1999

Table 4.11.3-2¹. Highways (continued).

Highway	From/To	General Description	Primary Use by the Offshore Oil & Gas Industry ⁽¹⁾
Highway 126	From Santa Paula to Fillmore	4 lane undivided with center turn lane	Service to eastern Ventura County facilities (e.g., Santa Paula and Torrey Pump Stations) by vacuum trucks, cranes and other heavy "maintenance" vehicles and used by companies based in eastern Ventura County. This is also a possible route for NGL and other product transport trucks.
Highway 135	Between Highway 101 and Highway 1	2 lane undivided	Service to Lompoc Oil & Gas Processing Facility by vacuum trucks, cranes and other heavy "maintenance" vehicles.
Highway 135	From junction with Highway 1 to Clark Avenue in Orcutt	4 lane divided	Service to Lompoc Oil & Gas Processing Facility by vacuum trucks, cranes and other heavy "maintenance" vehicles.
Highway 166	From Highway 1 in Guadalupe to Highway 101 in Santa Maria in Santa Barbara County	4 lane divided w/island 2 lane undivided	Service to the Santa Maria Refinery and Santa Maria Asphalt Refinery by vacuum trucks, product distribution trucks (e.g., sulfur, petroleum coke, asphalt, oil and gas products), cranes, and other heavy "maintenance" vehicles.
Highway 166	From Highway 101 in Santa Maria to Santa Barbara/Kern County Line	2 lane undivided	Service to northern Santa Barbara and San Luis Obispo counties by companies located in Kern County. This is also a primary route for transporting products from the Study Region to markets in Kern County and other areas.
Highway 246	From Highway 101 in Buellton to Highway 1 in Lompoc	4 lane undivided/divided 2 lane undivided	Service to Lompoc Oil & Gas Processing Facility by vacuum trucks, cranes and other heavy "maintenance" vehicles.

¹Source MMS 1999

Table 4.11.3-3¹. Roads and streets .

Road/Street	From/To	General Description	Primary Use by the Offshore Oil & Gas Industry ⁽¹⁾
Ventura County			
Victoria	From Highway 101 south to Channel Islands Blvd.	4 lane divided with median, center turn lane or turn islands (varies)	Primary service route for Port Hueneme to/from Highway 101 North (Santa Barbara). Typical use is by all types of vehicles used to transport supplies, equipment and other materials to/from the Port where they are transferred to/from vessels serving the offshore platforms.
Channel Islands Blvd.	From Victoria east to Ventura Road	4 lane divided (by drainage ditch) and with center turn islands	
Ventura Road	From Channel Islands south to Hueneme Road	4 lane divided with center turn islands	
Hueneme Road	From Ventura Road into the Port of Hueneme (main entrance)	4 lane undivided narrowing to 2 lane undivided	
Las Posas	From Highway 101 south to Hueneme Road a. from Highway 101 to Pleasant Valley Road b. from Pleasant Valley Road to Hueneme Road	a. 4 lane undivided b. 2 lane undivided	Primary service route for Port Hueneme to/from Highway 101 South (Los Angeles). Typical use is by all types of vehicles used to transport supplies, equipment and other materials to/from the Port where they are transferred to/from vessels serving the offshore platforms.
Hueneme Road	From Las Posas west into the Port of Hueneme a. from Las Posas west to Saviers b. from Saviers west to Ventura Road c. from Ventura Road west into Port Hueneme	a. 2 lane undivided b. 4 lane with turn islands c. narrows from 4 to 2 lanes undivided	
Harbor Boulevard	At Seward Exit from 101 south to Wooley Road	4 lane undivided w/center turn lane 4 lane with center island 2 lane undivided	

¹Source MMS 1999

Table 4.11.3-3¹.Roads and streets (continued).

Santa Barbara County			
Bailard Road	From Highway 101 south to Carpinteria Avenue	2 lane undivided	Service to Carpinteria facilities by vacuum trucks, cranes and other heavy "maintenance" vehicles. Also used by the Clean Seas Cooperative vehicles to access their main storage yard adjacent to the Carpinteria facilities.
Carpinteria Avenue	From Bailard Road west to Dump Road (private)	2 lane undivided	
Storke Road	From Highway 101 south to El Colegio Road (UCSB) in Goleta	4 lane undivided	Service to Ellwood Oil & Gas Processing Facility and Ellwood Marine Terminal by vacuum trucks, cranes, and other heavy "maintenance" vehicles.
Hollister Avenue	From Highway 101 east to Storke Road in Goleta	2 lane undivided 4 lane with center turn lane 4 lane divided by islands	
Purisima Road	From Highway 246 to Highway 1 near Lompoc	2 lane undivided	Service to Lompoc Oil & Gas Processing facility by vacuum trucks, cranes and other heavy "maintenance" vehicles.
Harris Grade Road	From Highway 1 to Highway 135 north of Lompoc	2 lane undivided	
Clark Avenue	From Highway 135 to Highway 101 in Orcutt	4 lane with center turn lane	
Betteravia Road	From Highway 101 in Santa Maria west to Santa Maria Asphalt Refinery	4 lane divided with island 2 lane undivided	Service to Santa Maria Asphalt Refinery by vacuum trucks, oil transport trucks, cranes and other heavy "maintenance" vehicles.
San Luis Obispo County			
Tefft Street	From Highway 101 in Nipomo west to Pomeroy Road	2 lane undivided	Service to the Santa Maria Refinery by vacuum trucks, product distribution trucks (e.g., sulfur, petroleum coke, oil and gas products), cranes, and other heavy "maintenance" vehicles.
Pomeroy Road	From Tefft Street northwest to Willow Road	2 lane undivided	
Willow Road	From Pomeroy Road west to Highway 1	2 lane undivided	

¹Source MMS 1999

Table 4.11.3-4¹.Traffic summary for regional highways.

Highway	County	Description	All Traffic - Back			All Traffic - Ahead			Truck Traffic		
			Peak Hour	Peak Month	AADT	Peak Hour	Peak Month	AADT	All Trucks	5+ Axle	Year-V/E
1	VEN	Seacliff, Mobil Oil Pier Road	170	1200	1000	-	-	-	142	18	82-V
101	VEN	Camariillo Springs Road/Truck Scales	10500	121000	111000	11000	123000	110000	6438	2221	91-V
101	VEN	Jct. Rte 126 East	7300	92000	84000	9800	124000	111000	4704	1529	91-V
101	SB	Carpinteria-Casitas Pass Road	7700	82000	69000	7300	79000	66000	5037	2297	96-E
101	SB	Las Positas (225)	13300	141000	133000	11700	131000	126000	9043	4712	97-E
101	SB	Jct. Rte 217 South (UCSB)	10800	117000	111000	7500	82000	77000	8325	4337	96-E
101	SB	Storke Road	4050	54000	51000	3350	34000	32000	4641	2418	96-E
101	SB	Jct. Rte 246 (Buellton)	1950	20700	18500	1900	20200	18000	2627	1576	97-E
101	SB	Jct. Rte 135 (Los Alamos)	2900	31500	27000	2700	29000	25000	3510	1941	97-E
101	SB	Betteravia Road (Santa Maria)	3400	40500	38000	4400	58000	52000	3420	1864	97-E
101	SLO	Jct. Rte 166 East	6000	68000	58000	4900	71000	53000	4350	2266	97-E
101	SLO	Jct. Rte 227 N.-Grand (Arroyo Grande)	5700	55000	47000	5900	57000	48000	3901	2009	97-E
126	VEN	Victoria (Ventura)	3350	36000	32500	3550	37000	32500	2340	981	92-V
135	SB	Jct. Rte 101 (Los Alamos)	270	3600	3000	180	2200	1900	165	67	97-E
166	SLO	Suey Road	230	2750	2350	260	2400	2000	480	236	97-V
246	SB	Jct. Rte 101 (Buellton)	1400	17200	15500	1350	18500	16500	1318	381	97-E

¹Source MMS 1999

Table 4.11.3-5¹. Existing California crude pipelines.

Operator Line Name(type ¹)	Pipeline Diameter inches	Origin	Destination	Capacity(MBD ²)	Crude Source
APLC, Line 63 (c)	16	Bakersfield	Los Angeles	115	SJV/OCS ⁴
Tosco (p)	12 - 16	Bakersfield	San Francisco	72	SJV/OCS
Tosco (p)	10 - 12	Santa Maria P/S	Suey Junction	120	OCS/Local/SJV
AAPLP (c)	30	Gaviota	Bakersfield	300	OCS/SJV
Tosco (p*)	12	Torrey P/S	Los Angeles	20/40	Local/OCS
APLC (c)	16	Los Angeles	McCamy (TX)	45/75	OCS/ANS ⁷
Tosco (p)	12	Sisquoc P/S	Santa Maria P/S	50.4	OCS
Venoco (p*)	10	Carpinteria	Rincon 268,000 Tk.	42	OCS
POOI (p)	4	La Conchita	Rincon 268,000 Tk.	>0.6	OCS
Tosco (p*)	6-8	Mandalay	Ventura P/S	20	OCS
Torch (p)	6	Rincon Fac.	Rincon 268,000 Tk.	8.5	OCS
Venoco, M-143 p*)	22	Rincon 268,000 Tk.	Ventura P/S	72	OCS/Local
Pacific Pipeline (c)	20	Bakersfield	Los Angeles	130	SJV/OCS
Tosco (p*)	8 & 8	Avila P/S	San Francisco	57.6	OCS/Local
AAPLP (c)	24	Las Flores	AAPLP Main Line	150	OCS
Tosco (p*)	8	Ventura P/S	Fillmore P/S	24	OCS/Local
Tosco (p*)	10 - 128	Suey Junction Suey Junction	Summit P/S Summit P/S	8424	OCS/Local/Local/SJV
Tosco (p*)	8	Orcutt P/S	Suey Junction	50.4	OCS/Local
Tosco (p*)	12	Lompoc O&G Proc. Facility	Orcutt P/S	96	OCS
Tosco (p*)	108	Summit P/S Santa Maria Refinery	Santa Maria Refinery Summit P/S	7241	OCS/Local/SJVidle
Tosco (p*)	8 - 12	Santa Maria Refinery	North of Avila P/S	36	OCS/Local & Product

Notes:1. Type: (c) = common carrier; (p) = proprietary; (p*) = proprietary pipeline that transports oil from multiple companies under an operating agreement2. MBD: thousand barrels per day3. SJV: San Joaquin Valley4. OCS: Outer Continental Shelf (offshore in federal waters)5. Local: From onshore fields near the pipeline's origin (Ventura and Santa Barbara Counties)6. P/S: Pump Station7. ANS: Alaska North Slope8. SW: Offshore Leases in State Waters

¹Source MMS 1999

4.11.4 PUBLIC SERVICES AND FINANCE

Public Services: Federal offshore oil and gas development directly and indirectly uses a wide range of public and private services. Direct services can be found in the form of utilities such as water and electricity. In direct services include service used by employees and their families, suppliers, and others affected by Federal Offshore oil and gas operations.

Public Finance: Local government revenues are limited both by tax assessment restrictions and limitations on tax collections and disbursements. Because of the limitations on tax collections many local governments rely on applicant fees to offset other wise non-recoverable costs. While property taxes remain the largest source of revenue for schools from these taxes revenues are now transferred to the State, which then returns fund to the appropriate jurisdiction. Some special districts and cities are not eligible to receive a share of property tax revenues and rely on sales taxes and user fees.

Offshore oil and gas development generates direct revenue for local governments through property taxes, intergovernmental transfers, and direct payments (mitigation fees). Of these revenues, only property taxes are predictably linked to specific offshore development projects. The revenues associated with

intergovernmental transfers are influenced by several factors beyond the level of local offshore development and are not clearly correlated to the level of local development. The percentage of total direct revenue resulting from Federal offshore oil and gas development in the three counties range from almost non-existent in San Luis Obispo to approximately 3 percent of the revenue generated by Santa Barbara County. Table 4.11.4-1. shows the major property tax payers in each County. A discussion of the revenue effects of offshore oil and gas development in the three county study area can be found in the COOGER Study (MMS 1999).

Table 4.11.4-1. Top property tax payers, 1995 - 1996.

Property Owner	Tax Contribution (x \$1,000)
Ventura County	
Southern California Edison	7,960
Amgen, Inc	5,427
GTE	4,806
Proctor-Gamble Paper Products	2,747
CalResources, LLC	2,051
Pacific Bell	1,768
Rockwell International Corporation	1,660
Santa Barbara County	
Exxon Corporation	5,490
Chevron Gaviota Gas Plant	2,258
GTE California	2,093
Southern California Gas Company	1,618
Raytheon Company	1,444
Pacific Offshore Pipeline Company	1,198
Southern California Edison	1,018
San Luis Obispo Company	
Pacific Gas and Electric	37,194
Union Oil/Union Chemical/UNOCAP	2,439
Pacific Bell	1,622
Southern California Gas	551
ATT Communications	340

Source: Unpublished Data. Minerals Management Service

4.11.5 NON-RESIDENTIAL LAND USE

In addition to housing and the land uses supporting offshore oil and gas development the three counties have maintained a significant percentage of land devoted to agriculture. Over the past three decades development pressures have resulted in increased demand for conversion of agricultural lands to other uses. In addition to the pressure to convert agriculture lands to urban uses additional pressure has been brought by the conversion from non-irrigated crops to irrigated crops, such as wine grapes. The call for preserving agricultural lands and open space in the three counties has resulted in a class of land use protections collectively referred to as SOAR (Save

Open Space and Agriculture Resources.) Table 4.11.5-1. shows agriculture land uses and total land area for each county.

In addition to Agriculture a large part of each of County is devoted to public ownership and use. Major examples of public land use in the counties are the Los Padres National Forest, Santa Monica Mountain National Recreation Area, Montana de Oro State Park. Military uses include Point Mugu Naval Weapons Station and Vandenberg AFB. Conversion of agricultural land, open space, or other land uses will be required to house, educate, and employ the projected population increase.

Table 4.11.5-1¹. Agricultural land use.

	San Luis Obispo	Santa Barbara	Ventura	California	Study Area as Per Cent of California
Number of Farms	1,916	1,451	2,214	74,126	7.53%
Irrigated	925	1,062	1,959	55,920	7.06%
Non-Irrigated	991	389	255	18,206	8.98%
Total Farm Land in in Acres	1,301,889	817,068	346,279	27,698,779	8.9%
Average Farm Size in Acres	679	563	156	374	N/A
Farm Land as Percent Total Land	61.56%	46.62%	29.31%	27.75%	5.06%

¹1997 Census of Agriculture