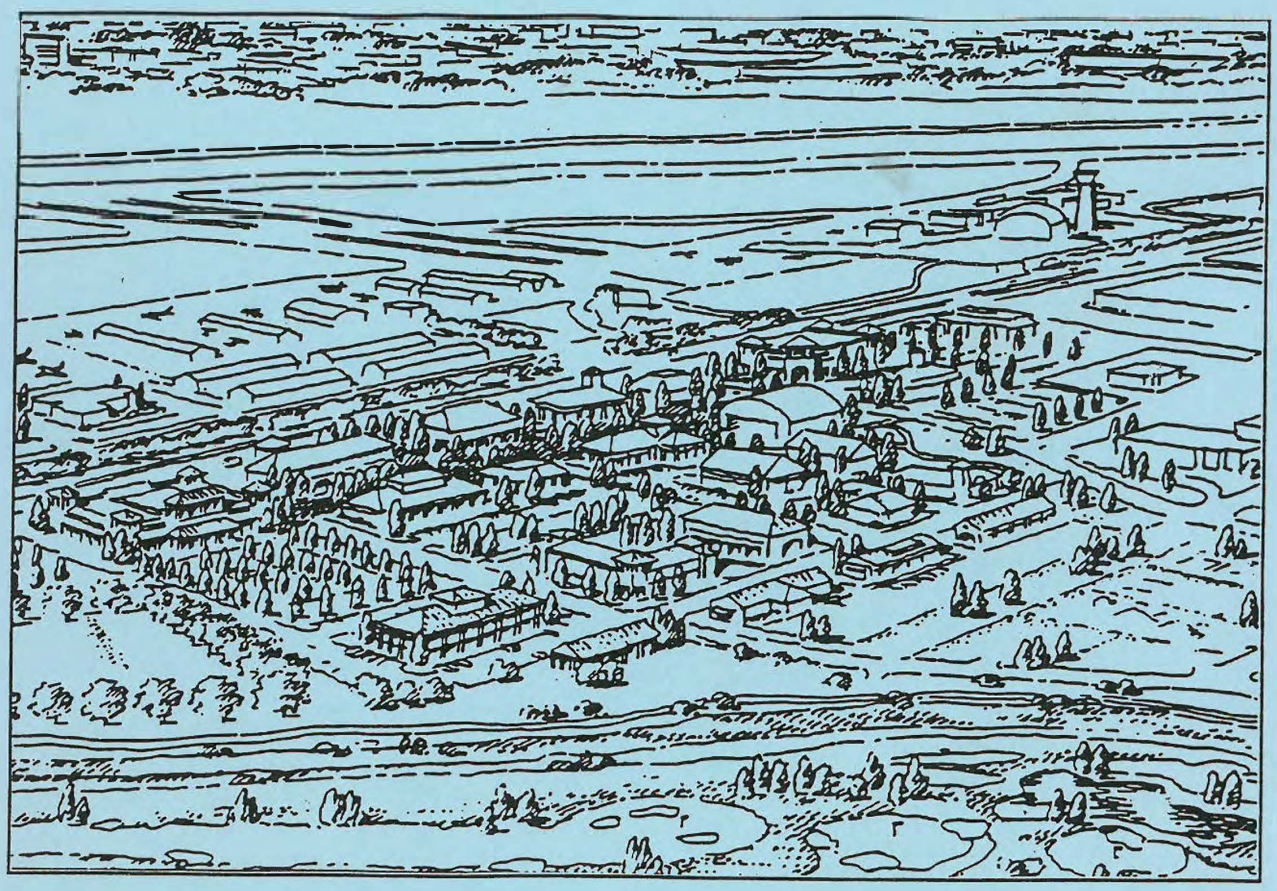
Santa Barbara Airport Industrial Area Specific Plan (SP-6)



City of Santa Barbara

October 1998

Santa Barbara Airport Industrial Area Specific Plan (SP-6)

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Summary of Policies

The following is a listing of all of the Policies and Actions contained within the Santa Barbara Airport Industrial Area Specific Plan.

VISION

Policy
V1: Preserve the economic self sufficiency of the Airport by allowing flexibility in land use patterns, tenant types and mix.

Policy
V2: Provide opportunities that promote aviation related uses south of Hollister Avenue. Encourage the relocation of non-aviation uses to the north side of Hollister Avenue.

Policy
V3: Preserve and encourage the expansion of existing businesses on Airport property.

Policy
V4: Create a pattern of development that ties in with and complements future redevelopment of Old Town Goleta with consideration of the Goleta Community Plan, UCSB's Long Range Development Plan and the Airport Land Use Plan.

Policy
V5: Provide for R & D, light industrial, small incubator and community serving commercial uses. For commercial uses, give priority to uses which provide support service for the immediate Specific Plan area and do not detract from Old Town Goleta businesses.

Policy
V6: Encourage the reuse of existing buildings if they are in sound structural condition and it is cost effective to rehabilitate them.

Policy
V7: North of Hollister Avenue, provide for commercial recreation opportunities for families and youth.

Policy
V8: Encourage the continuation and expansion of open yard uses north of Francis Botello Road.

Policy
V9: Promote aesthetically pleasing development in the Specific Plan area, particularly along the Hollister Avenue corridor.

Policy
V10: Recognize and acknowledge the history of the Airport by incorporating findings of architectural history reports into projects, continuing to name streets with the full names of local deceased WWII aviators, by preserving existing historic buildings when reasonable to do so, and by otherwise recognizing Airport history.

Policy
V11: Provide a system of alternate transportation modes that is coordinated with County, UCSB and Santa Barbara County Association of Governments Plans.

Policy
V12: Encourage environmentally sound development in the Specific Plan area that is consistent with the City Council goals for the Airport.

CULTURAL RESOURCES

Policy
CR1: Encourage the reuse of existing historical buildings.

Action
CR1.1: Establish zoning incentives, such as greater flexibility in allowed uses, to protect historic buildings shown on Table 2 on the north side of Hollister Avenue.

Action
CR1.2: Give priority to the reuse of existing buildings within the Specific Plan area before they are removed.

Action
CR1.3: Prior to demolition, historic buildings shown in Table 2 shall be documented by a qualified architectural historian, consistent with the City MEA Cultural Resources Section (MM 3.13-2).[1]

Policy
CR2: The potential for archaeological resources shall be examined prior to applying for development review for new construction in accordance with the MEA Cultural Resources Section and the Phase 1 Archaeological Resources Study prepared for the Airport.

---

[1] This typical reference relates to the mitigation measure from the Airport Specific Plan EIR/EA, certified on September 4, 1997 (See Appendix F for a complete list of mitigation measures).

Action
CR2.1: Any required significance testing or mitigation activities shall be elements of a Cultural Resources Management Plan prepared consistent with the City MEA Cultural Resources Section regarding Phase 2 and 3 studies and the Phase 1 Archaeological Resources Study prepared for the Airport (MM 3.13-1)

FLOODING

Policy
F1: Any development in the Specific Plan area shall be carried out in compliance with Flood Control regulations (MM 3.11-1)

Action
F1.1: A detailed map shall be prepared showing building layouts, anticipated floor area, Regulatory Floodway Boundary and 100 year flood elevations for any development, in particular those developments along Carneros and San Pedro Creeks. In the Floodway, special building practices or design procedures may be required to reduce flood exposure, including but not limited to the following:

a. Provide flood conveyance equal to that which currently exists;

b. Locate parking lots and other open space land uses which are more compatible with a higher flood hazard, within the Floodway; and

c. If equal conveyance cannot be shown, where feasible and necessary, process a Letter of Map Revision to realign the Regulatory Floodway (MM 3.11-1).

BIOLOGY

Policy
B1: The Airport shall continue to participate in and support the goals of the Goleta Slough Management Committee (GSMC) and shall support the development and implementation of the Goleta Slough Ecosystem Management Plan (MM 3.14-1 and 3.16-1).

Action
B1.1: The Airport shall assist the GSMC in identifying funding to support the Committee and its activities over the long term (MM 3.14-1 and 3.16-1).

Action
B1.2: The Airport shall make available any reports on water quality monitoring and other information relating to the City-owned portion of the Goleta Slough (MM 3.14-1 and 3.16-1).

Action
B1.3: Any projects in the Specific Plan area that result in drainage to the Slough or its tributary creeks shall be referred to the GSMC for review and comments (MM 3.14-1 and 3.16-1).

Policy
B2: In the Coastal Zone, a buffer strip a minimum of 100 feet in width shall be maintained in a natural condition on the periphery of all wetland communities and creeks, based on the "Environmentally Sensitive Habitats of the Airport and Goleta Slough Map, dated January 1998," except as may be necessary to provide minor improvements for flooding and drainage control, and improvements that would enhance protection of the wetlands or creeks while protecting adjacent flood prone activities. Within the Coastal Zone, existing facilities within the creek or wetland setback necessary for Airport operations may be retained and maintained in a normal fashion.

Outside the Coastal Zone, new development shall not occur within 100 feet of U.S. Army Corps of Engineers jurisdictional wetlands without a demonstration that encroachment is necessary for the project, that wetlands within the Coastal Zone will not be adversely affected and that wetland functions and values shall not be impaired without mitigation. Existing facilities in the buffer outside the Coastal Zone may be retained and maintained in a normal fashion. Only compatible land uses shall be allowed within the setback.

In any wetland or creek buffer, native vegetation shall be planted and maintained in the setback wherever feasible (MM 3.16-2 and 3.16-3).

AIRFIELD OPERATIONS/SAFETY

Policy

AS1: All new uses and substantial changes of use within the Airport Runway Protection and Approach Zones, as shown on the Constraints Map (Figure 6), shall be referred to the Airport Land Use Commission for review and recommendations, as determined to be appropriate in consultation with ALUC staff.

TENANT RELOCATION

Policy

TR1: Provide opportunities that promote aviation related uses south of Hollister Avenue.

Action

TR1.1: Encourage aviation-related uses south of Hollister Avenue.

Policy

TR2: Preserve and encourage the expansion of existing businesses on Airport property.

Action

TR2.1: Consider tenant relocation on a phased basis.

VISUAL QUALITY IMPROVEMENTS

Policy

VQ1: Improve the visual quality of the environment and buildings in the Specific Plan area.

Action

VQ1.1: Develop and implement development standards and design guidelines for the Specific Plan area.

Action

VQ1.2: Implement undergrounding of utilities for the Specific Plan area.

ZONING

Policy

Z1: Amend Title 29 of the Santa Barbara Municipal Code (Airport Zoning) to incorporate the changes in allowed uses and new zoning districts included in the Airport Industrial Area Specific Plan as outlined in Appendix B.

Action

Z1.1: Amend the allowed uses and/or zone name in the A-F, A-C and A-A-O (formerly A-A-P) Zones.

Action

Z1.2: Amend the A-I Zone to include the A-I-1 and A-I-2 districts.

Action

Z1.3: Create a new Commercial Recreation (C-R) Zone.

Action
Z1.4: *If determined to be necessary or appropriate to mitigate for Aviation Facilities Plan impacts, consider amending the G-S-R Zone to allow a nature and/or interpretive center or other low intensity use, with parking, determined to be appropriate by the Planning Commission on an approximately one (1) acre area immediately adjacent to the corner of Hollister Avenue and Los Carneros Road.*

Action
Z1.5: *Consider changing the Airport Zoning Ordinance to allow tall aviation-related buildings or structures. The Santa Barbara City Charter height restriction of 60 feet may preclude facilities for larger aircraft (e.g., hangars and maintenance buildings) from being built. Allowing some relief from this standard through establishment of a hangar height definition in the Zoning Ordinance will promote flexibility at the Airport without violating the spirit of the height restriction.*

Policy
Z2: Rezone and change the General Plan designation in the Specific Plan area to conform to the recommendations shown in Figure 11.

Action
Z2.1: *Rezone Sub-Area #3 to Airport Industrial-1 (A-I-1) Zone.*

Action
Z2.2: *Rezone Sub-Area #2 and a small area of Sub-Area #1 to Airport Industrial-2 (A-I-2) Zone.*

Action
Z2.3: *Add the Aircraft Approach and Operations (A-A-O) Zone to the westernmost part of Sub-Area #2.*

Action
Z2.4: *Rezone the areas that have the existing A-A-P Zone to the A-A-O Zone.*

Action
Z2.5: *Rezone most of Sub-Area #4 to the Commercial Recreation (C-R) Zone, leaving those leaseholds which front on Hollister Avenue between Fairview Avenue and San Pedro Creek zoned A-C.*

Action
Z2.6: *If determined to be necessary or appropriate to mitigate Aviation Facilities Plan impacts, consider rezoning the area at the corner of Hollister Avenue and Los Carneros Road from Airport Commercial/Airport Approach Overlay Zone (A-C/A-A-O) to Goleta Slough Reserve/ Aircraft Approach and Operations Zone (G-S-R/A-A-O).*

Policy
Z3: Amend Title 29 to address landscaping in new development that promotes aesthetically pleasing and pedestrian oriented development while using land efficiently.

Action
Z3.1: *Reduce the 25 percent landscaping requirement in the Santa Barbara Municipal Code for all development to 15 percent.*

PLANNING SUB-AREAS

Policy
SA1: Create a pattern of development that is consistent with the recommendations of this Specific Plan as follows:

Sub-Area
1: *Create opportunities for expansion of existing and new aviation related uses within this planning area which falls adjacent to the airfield east of Carneros Creek. Provide for expanded aviation services, e.g., Fixed Base Operators, air cargo, USFS facilities, T-hangars, etc. At the corner of Hollister Avenue and Los Carneros Road, consider providing for a nature and/or interpretive center or other appropriate low intensity use with parking.*

Sub-Area
2: Create opportunities for new community commercial uses which would provide service to existing Airport tenants and improve the visual character of the Specific Plan area. Opportunities should continue to exist for light industrial, R&D and small incubator businesses. Prohibit the development of strip commercial type uses.

Sub-Area
3: Create opportunities for expansion of existing and new light industrial, R & D, small incubator businesses and open yard uses. Consider commercial recreation uses immediately west of Sub-Area 4 (see Figure 4) as an interim or short term use if there is not adequate demand for industrial uses in this Sub-Area.

Sub-Area
4: Create opportunities for expansion of existing and new Commercial Recreation uses such as the theater, miniature golf with arcade, golf course club house relocation, etc., as outlined in the recommendations of the Specific Plan Market Study. In areas constrained by flood hazards, explore possible commercial recreational uses such as golf course expansion and parking for commercial recreation uses.

See Table PS below for distribution of square footage.

Table PS
SPECIFIC PLAN SQUARE FOOTAGE DISTRIBUTION[1]

Sub-Area	*Specific Plan With Economic Development Alternative*	
	Net s.f.	*Gross s.f.*
1	-3,000	100,000
2	116,000	122,000
3	118,000	170,000
4	9,000	20,000
Total	**240,000**	**412,000**

[1]The square footages are approximate and may vary from sub-area to sub-area, although the total is not expected to exceed the totals shown here.

URBAN DESIGN GUIDELINES

Policy
DG1: Promote aesthetically pleasing development in the Specific Plan area, particularly along the Hollister Avenue corridor.

Action
DG1.1: The City Council shall, by resolution, adopt urban design guidelines for the Airport Industrial Specific Plan area.

SETBACKS

Policy
SB1: Provide appropriate setbacks to create a pedestrian-friendly atmosphere. Entrances should be close to streets with minimal separation between buildings and sidewalks.

Action
SB1.1: Buildings along Hollister and Fairview Avenues and the first blocks of David Love Place and Frederic Lopez Road north of Hollister Avenue shall provide front yard setbacks of 20

feet measured from the curb face to assist in creating a landscaped corridor.

Action
SB1.2: Buildings along all street frontages other than those included in Action SB1.1 above shall be built to a front yard setback of 10 feet for the first story and 20 feet for the second and third stories, measured from the curb face to assist in creating a landscaped corridor.

VEHICULAR CIRCULATION

Policy
VC1: Provide a system of vehicular circulation within the planning area that enhances the existing roadway network and adequately services existing and new development.

Action
VC1.1: Consider the deletion of Gerald Cass Place (as shown in Figure 15) when uses consistent with the Specific Plan are proposed in that vicinity.

Action
VC1.2: Prepare detailed traffic engineering plans to determine the extent and timing of the following intersection and street improvements (as shown on Figure 15):

a. Augustus Griggs Place/Norman Firestone Road

b. Aero Camino/Norman Firestone Road

c. Cyril Hartley Place/Norman Firestone Road

d. Robert Kiester Place relocation approximately 150 feet to the north, if determined to be necessary.

e. New 'A' Street perpendicular to Hollister Avenue between new 'B' Street and Francis Botello Road, if determined to be necessary.

f. New 'B' Street parallel to Hollister Avenue between Frederic Lopez Road and David Love Place, if determined to be necessary.

Once the appropriate designs are complete, implement the recommendations when development consistent with the Specific Plan is proposed in the vicinity of the planned street improvement.

Action
VC1.3 As determined to be appropriate, prepare a Neighborhood Mobility Plan.

Policy
VC2: In accordance with an agreement between the City and the County, each project that generates additional traffic shall contribute to the improvement of the circulation system in the surrounding County area, as required by the Goleta Transportation Improvement Plan (including alternate transportation modes such as bikeways and electric shuttles), in order to assist in the mitigation of Specific Plan impacts (MM 3.20-2 and -6).

ROADWAY DESIGN

Policy
RD1: Improve the visual and pedestrian quality of the street network of the planning area by providing landscaping and pedestrian connections to the surrounding area.

Action
RD1.1: Create a comfortable pedestrian environment by providing street trees and adequate sidewalk widths and promoting landscaping adjacent to roadways.

Action
RD1.2: Develop a program for sidewalk, transit stop, parkway and bikelane improvements that will be implemented when development consistent with the Specific Plan is proposed in the vicinity of the needed improvement.

Action
RD1.3: When Francis Botello Road is reconstructed, relocate Francis Botello Road approximately 10 feet south in order to provide for landscaping on the north side of the street in front of existing buildings.

PARKING

Policy
P1: Provide for sufficient parking to serve businesses in the Airport Industrial Area Specific Plan area while encouraging the use of alternate modes of transportation to reduce parking demand.

Policy
P2: Provide for efficient parking by allowing shared parking for complementary uses and other appropriate measures.

Action
P2.1: Provide on-street parking on roadways as determined to be appropriate by the Transportation and Parking Manager.

Action
P2.2: Consider a modification of Santa Barbara Municipal Code Chapters 28.90 and 29.90 parking requirements within specific project areas if complementary uses provide an opportunity for shared parking.

Action
P2.3: Revise parking requirements for specific uses and zones as shown in Appendix E.

ALTERNATE MODES OF TRANSIT

Policy
AM1: Accommodate and support alternate transit modes and facilities within the Airport Specific Plan area as shown in Figure 17.

Action
AM1.1: Work with the County, CalTrans and Amtrak to accommodate the integration of the proposed Amtrak station as determined to be appropriate.

Action
AM1.2: Work with the Metropolitan Transit District (MTD) and other agencies to promote increased bus and/or shuttle use along Hollister Avenue between Old Town Goleta and the industrial area to the west. Where appropriate, add lighting, information signs and shelters at transit stops in the Specific Plan area.

Action
AM1.3: Coordinate bicycle facilities and pedestrian pathways on Airport property with those in the County.

Action
AM1.4: All transportation planning should be coordinated with the County, MTD, UCSB and the Santa Barbara County Association of Governments.

Policy
AM2: Encourage the use of alternative transportation modes by businesses within the Specific Plan area (MM 3.9-9).

Action
AM2.1: If and when a Goleta Valley alternative transportation program is developed to reduce traffic and/or air quality impacts which applies to all existing and future businesses in the Valley, provisions shall be incorporated into leases that would require that the program apply to all new businesses in the Specific Plan area. A

clause shall be included in all leases for businesses involving 25 or more employees that allows the lease to be reopened if such a program is adopted after the lease is approved so that existing businesses would also participate in the regional program (MM 3.9-9).

Action
AM2.2: New construction or major remodels within the Specific Plan area may be required upon permit application to tailor a Transportation Demand Management program for the development. Measures targeting employees may include, but not be limited to, provision of:

a. Bicycle lockers and showers.

b. Lunchrooms.

c. Preferential parking for carpools.

d. Free bus passes

e. Employee parking cash-out programs

f. Day care facilities, where determined to be appropriate (MM 3.20-1).

Action
AM2.3: In addition to the above measures, the Airport shall pay an air pollution offsite mitigation fee of $240,000, payable to the Santa Barbara County Air Pollution Control District (APCD), designated for use in support of reduction of emissions for one of the following purposes:

a. Inclusion in matching funds necessary to receive a government grant for the purchase of new low emissions buses, such as the Clean Air Express or electric shuttles proposed for Goleta; or

b. Inclusion in funds for direct purchase of the above vehicles; or

c. Retrofitting of diesel-powered engines in buses, boats, agricultural equipment or other machinery; or

d. Such other purposes which would result in reduction of air emissions by the APCD, in consultation with the City of Santa Barbara.

The payment shall be made over a period of three years, commencing with the issuance of a building permit for any project which involves more than 5,000 square feet of net new development.

BIKEWAY/PEDESTRIAN CIRCULATION

Policy
BP1: Facilitate bicycle travel and pedestrian circulation within the Specific Plan area and to adjacent areas, allowing for the safe and convenient use of bicycles as an alternative mode of transportation.

Action
BP1.1: Ensure that the internal bicycle network within the Airport Specific Plan area is developed with consideration of the Goleta Transportation Improvement Plan and connected to regional bicycle corridors wherever practical.

Action
BP1.2: Provide sufficient street width for bicycle and pedestrian use on designated roadways as shown on Figure 16.

Action
BP1.3: Work with the County to accommodate the integration of the future La Patera Lane bicycle and pedestrian overcrossing as determined to be appropriate.

STORM DRAINAGE

Policy

SD1: Provide an adequate storm drainage system to meet existing and future needs.

Action

SD1.1: Study the entire Specific Plan area to determine overall storm drainage needs. Implement the recommendations of the study when development is proposed in the areas where improvements are needed.

Action

SD1.2: Continue to coordinate with the Regional Water Quality Control Board and other agencies to improve the quality of storm water discharge into waterways.

Action

SD1.3: Require that new development provide storm drainage that meets or exceeds RWQCB standards.

SANITARY SEWERS

Policy

SS1: Provide an adequate sanitary sewer system to meet existing and future needs.

Action

SS1.1: Study the entire Specific Plan area to determine overall sanitary sewer system needs. Implement the recommendations of the study when development is proposed in the areas where improvements are needed.

Action

SS1.2: Continue to coordinate with the Goleta Sanitary District to provide an adequate sanitary sewer system in the Specific Plan area.

WATER SUPPLY

Policy

W1: Provide adequate domestic water supply and fire flow to the Specific Plan area to meet existing and future demand.

Action

W1.1: Study the possibility of removing the master water meter and replacing it with individual meters to improve overall water flows and metering. If the master meter is retained, investigate increasing the size of the meter to increase flows.

Action

W1.2: Continue to improve the water system and fire flow by constructing water main extensions, loop connections, etc.

Policy

W2: The Airport Department shall continue to educate its employees and tenants about water conservation.

ENERGY (GAS AND ELECTRICITY)

Policy

E1: Provide adequate gas and electrical service to the Specific Plan area in a safe and aesthetically pleasing manner.

Action

E1.1: Continue to work with the utility companies to ensure that adequate gas and electrical service are provided.

Action

E1.2: Set up a program to finance undergrounding of utilities in the Specific Plan area.

Action

E1.3: New habitable buildings or additions of 5,000 square feet or more shall be reviewed by an en-

ergy specialist and recommendations made to reduce energy usage. The City shall review and incorporate the recommendations, as appropriate, prior to issuance of building permits (MM 3.9-8).

LAW ENFORCEMENT

Policy

LE1: Provide adequate police and security services on Airport property.

Action

LE1.1: Continue to work with the FAA and law enforcement agencies to address aviation related safety concerns.

Action

LE1.2: Continue to work with the Santa Barbara Police Department to provide law enforcement services for non aviation activities on Airport property.

FIRE

Policy

F1: Provide for both aviation and non-aviation rescue and fire fighting services to meet FAA and other safety requirements.

Action

F1.1: Continue to work with the FAA and other agencies to address aviation related safety concerns.

Action

F1.2: Continue to work with Santa Barbara City and County Fire Departments to provide fire suppression and rescue services for non-aviation structures and uses on Airport property.

SOLID WASTE

Policy

SW1: Encourage recycling, reuse and reduction of solid waste.

Action

SW1.1: New construction and major remodeling projects shall develop and implement a solid waste management plan, subject to review and approval by the Santa Barbara County Public Works Department Solid Waste Division. The Management Plan shall focus on ongoing waste diversion and include the following elements:

a. Source separated collection of recyclables.

b. Tenant and employee education.

c. Reporting requirements.

d. Landscaping that minimizes excessive trimming and generation of organic waste through plant selection and design (MM 3.8-2).

Action

SW1.2: During construction, the developer shall contract with a disposal company that recycles construction and demolition debris (MM 3.8-1).

Action

SW1.3: The Airport Department shall work with the Santa Barbara County Public Works Department Solid Waste Division to educate its employees and tenants about solid waste reduction in the Airport area (MM 3.8-1 and 3.8-2).

HOUSING

Policy

H1: The Airport shall comply with or contribute to City-wide programs to provide affordable housing.

ECONOMIC DEVELOPMENT

Policy

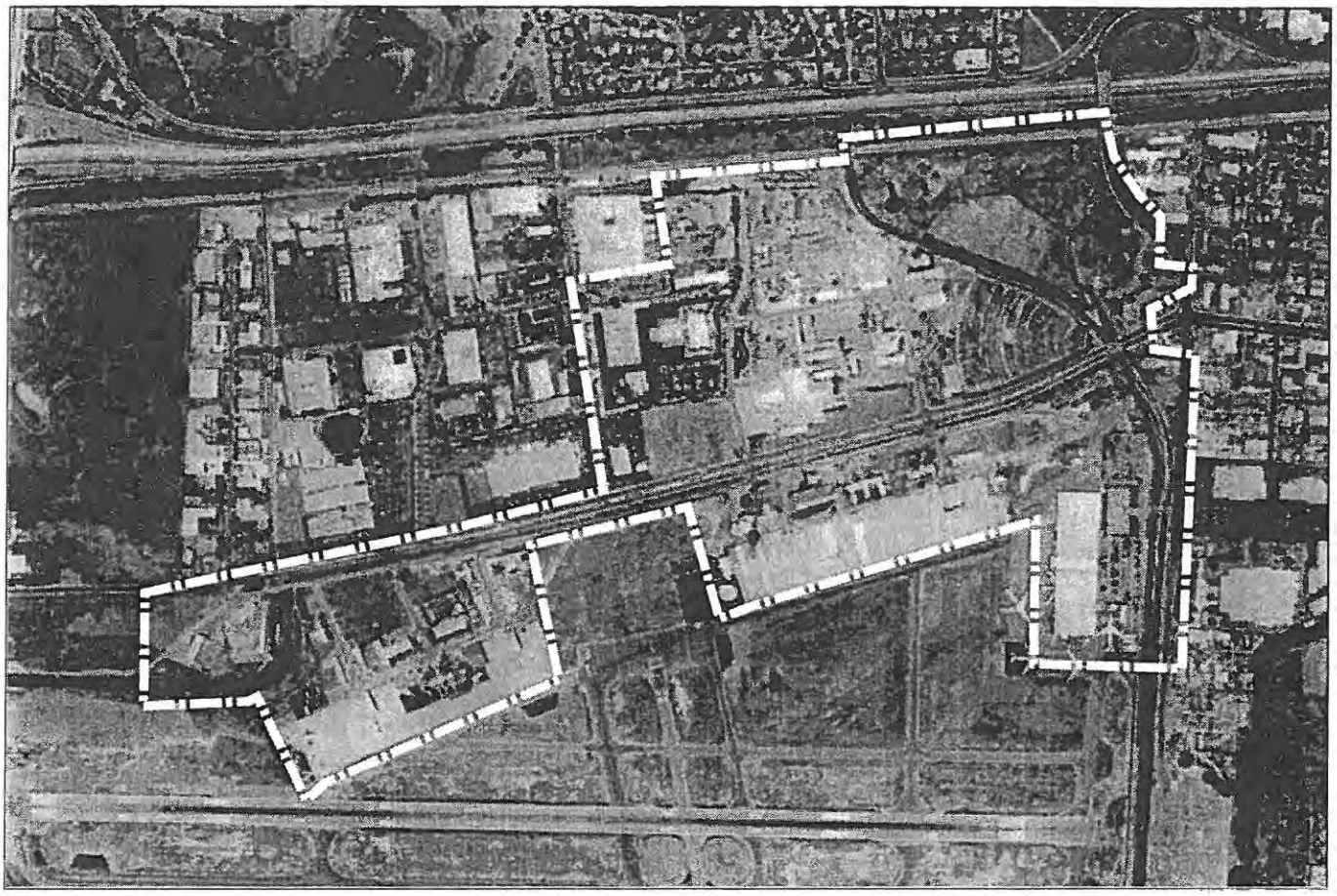
ED1: Of the 240,000 net square feet allowed in the Specific Plan area, 80,000 square feet is reserved for projects which the City Council determines meet the criteria for Economic Development projects as outlined in Zoning Ordinance Section 28.87.300 and the goals of the Economic Development Plan and Implementation Program and the Economic Community Project. Within the Coastal Zone portion of the city Airport property, the provisions of Measure E shall not be used for the purpose of making findings regarding the consistency of any project with the certified Local Coastal Program.

ENVIRONMENTAL IMPACTS

Policy

EI1: All mitigation measures outlined in the EIR/EA (and listed in Appendix F) shall be incorporated into individual projects, as applicable, when such projects receive discretionary review.

I. Plan Overview



BACKGROUND/HISTORY

The City of Santa Barbara has owned and managed the Santa Barbara Municipal Airport since 1942. Figure 1 presents an aerial perspective of the Airport and Specific Plan area. It is the largest commercial service airport on the California coast between San Jose and Los Angeles, located in the "South Coast" region of Santa Barbara County.

A chronology of important historical events surrounding the Airport is presented below.

- In 1928, Gordon Sackett and Royce Stetson rent the cow pasture at the corner of Hollister and Fairview to begin a flying school.

- In 1930, the first two hangars are constructed in the northeast corner of the Airport. General Western Aircraft Corp. uses the hangars for construction of the Meteor airplane. These hangars exist today, although they are in a state of disrepair due primarily to flooding from nearby San Pedro Creek. The first paved runways are also constructed.

- In 1936, United Transport Corporation, now United Airlines, begins commercial service from the Airport.

- In 1941, City of Santa Barbara voters pass a $149,000 bond issue to purchase 528 acres in the Goleta Slough area for construction of a commercial airport.

- In 1942, United Airlines leases land for an airline passenger terminal. Edwards and Plunkett design the 7,000 square foot Spanish Colonial Revival style Terminal building. The U.S. Government leases the Airport for use as a Marine Corps Air Station. The Federal government spends $10 million in improvements to the Airport.

- In 1948, Airport streets are formally dedicated in honor of Santa Barbara airmen who lost their lives during World War II.

- In 1949, the City Council accepts the Airport from the U.S. Government plus additional acreage not previously owned by the City.

- In 1950, former military buildings are leased for aviation and commercial/industrial uses to support operation and maintenance of the Airport.

- In 1960, the Airport is annexed to the City of Santa Barbara.

- In 1965, Jack M. Conroy of Aero Spacelines brings Guppy airplane design to the Airport. Guppy operations begin.

- In 1966, Pacific Airlines lands the first Boeing 727, a 90 passenger jet, at the Airport.

- In 1967, United Airlines' lease for the Airline Terminal expires and ownership reverts to the City. The Terminal is expanded.

- In 1968, Runway 7/25 is extended from 4,500 feet to 6,052 feet.

- In 1969, the Airline Terminal is dedicated and named after local aviator, Earle Ovington.

- In 1976, the Airline Terminal is expanded to 20,000 square feet.

As indicated in the above chronology, much of the development within the Specific Plan area dates back to World War II. There are several remodeled buildings in the area, but many are older buildings that may not be cost-effective to be brought up to current building and code standards.

AIRPORT REVENUES AND EXPENDITURES

The Santa Barbara Municipal Airport is owned and operated by the City of Santa Barbara. The Airport Department is an "Enterprise Fund," which means that it is self-supporting based on revenues from user fees and tenant rents. It receives no local tax dollars for its operations. A small amount of money goes to the City's General Fund for services provided. The remainder of the monies received is spent on Airport operations, maintenance and capital improvements. Grant monies are also received from the Federal Aviation Administration (FAA) for most of the major Airport projects such as runways, taxiways, lighting, etc. As of 1997, the Airport is debt free.

In 1996, the Airport and its 116 businesses constituted one of the largest employers in Santa Barbara County, with a total of about 1,500 employees. Of these, about 28% were aviation related and 72% were non-aviation related. The rents received from non-aviation tenants in the Specific Plan area are crucial to the economic health of the Airport as a whole and constitute about 44% of the total Airport revenues.

Figure 1
Aerial Photo

Specific Plan Area

N

0 200 400 600 800 Feet

EDAW, Inc.

In 1996, about $2.12 million in sales tax was generated from Airport tenants, with 87% of this money going to the State and some coming back to the County for services. The remaining 13% goes to the City to support services such as police and fire.

In 1996, Airport tenants and aircraft owners paid over $800,000 in property taxes which support schools, police, fire and other services throughout the County. The City receives about 13% of the taxes generated. The remainder goes to schools, the County and other special districts.

PLANNING APPROACH AND PROCESS

CITY AIRPORT GOALS

Prior to beginning the Airport Master Plan process, the City Council adopted goals and policies that direct development at the Airport. These City Goals for the Airport were adopted by City Council on November 20, 1990.

GOAL

1. *PROVIDE THE COMMUNITY WITH DIRECT ACCESS TO THE NATIONAL AIR TRANSPORTATION SYSTEM.*

Policy

1A. ***Provide a diversity of air transportation services to meet the needs of the South Coast communities.***

Actions

- *To ensure that quality service continues to be provided, maintain contact with airlines regarding services.*
- *Priority shall be given to Airport related services on all non-commercial Airport property, except the Goleta Slough, on the south side of Hollister Avenue.*
- *Prepare a Master Plan Update which addresses current and future air transportation services consistent with coastal and other planning policies.*

Policy

1B. ***Provide modern and safe airport facilities for aviation users of all types.***

Actions

- *Provide a terminal that meets existing and reasonable future passenger needs.*
- *Provide building and parking facilities to meet the needs of the travelling public.*
- *Maintain and continue to improve airfield facilities, including, but not limited to, aircraft parking, runways, taxiways and lighting systems.*
- *Priority shall be given to Airport related activities on all non-commercial Airport property, except the Goleta Slough, on the south side of Hollister Avenue.*
- *Prepare an Airport Master Plan Update which accommodates current and future Airport facility needs consistent with coastal and other planning policies.*

GOAL

2. *ASSESS FUTURE DEVELOPMENT OF AIRPORT PROPERTY AS IT RELATES TO THE GOLETA SLOUGH AND OTHER SENSITIVE HABITATS CONSISTENT WITH THE INTENT AND PURPOSE OF THE LOCAL COASTAL PLAN AND THE COASTAL ACT.*

Policy

2A. ***Continue to manage the Goleta Slough in an environmentally sound manner.***

Action

- *Maintain the existing agreement and Memorandum of Understanding with the Department of Fish and Game for the purposes of protecting and maintaining that sensitive wetland habitat.*

Policy

2B. ***Assess any proposed development within the Airport area for potential adverse environmental impacts on the Goleta Slough and implement all applicable mitigation measures prior to any development.***

In 1996, about $2.12 million in sales tax was generated from Airport tenants, with 87% of this money going to the State and some coming back to the County for services. The remaining 13% goes to the City to support services such as police and fire.

In 1996, Airport tenants and aircraft owners paid over $800,000 in property taxes which support schools, police, fire and other services throughout the County. The City receives about 13% of the taxes generated. The remainder goes to schools, the County and other special districts.

PLANNING APPROACH AND PROCESS

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Policy

2A. Continue to manage the Goleta Slough in an environmentally sound manner.

Action

- *Maintain the existing agreement and Memorandum of Understanding with the Department of Fish and Game for the purposes of protecting and maintaining that sensitive wetland habitat.*

Policy

2B. Assess any proposed development within the Airport area for potential adverse environmental impacts on the Goleta Slough and implement all applicable mitigation measures prior to any development.

Action

- *Consider the potential environmental effects on the Slough as a result of the Master Plan Update and Specific Plan and incorporate all mitigation measures.*

GOAL

3. ENSURE THAT THE AIRPORT CONTINUES TO BE A VITAL ECONOMIC CONTRIBUTOR TO THE COMMUNITY BY MAINTAINING THE AIRPORT'S ECONOMIC SELF-SUFFICIENCY THROUGH EFFECTIVE USE OF ITS EXISTING RESOURCES.

Policy

3A. Develop clear guidelines for future use of the areas zoned A-C and A-I and portions of the A-F Zone.

Actions

- *Prepare a comprehensive Specific Plan which takes into account environmental constraints, revenue needs and City and County planning policies.*
- *Maintain market rates on all rental property.*
- *Establish fair and reasonable user fees for aviation tenants.*
- *Provide efficient and economical property management and maintenance services for the leased business/industrial facilities on the Airport.*
- *Provide primarily commercial activities along Hollister Avenue which help to support aviation-related facilities.*

GOAL

4. COORDINATE PLANNING FOR THE AIRPORT AND RELATED FACILITIES WITH THE SURROUNDING COMMUNITY.

Policy

4A. Minimize noise from airfield operations, particularly as they impact adjacent residential areas.

Actions

- *Implement the recommendations of the FAR Part 150 Noise Study.*
- *Update the FAR Part 150 Noise Study.*
- *Continue to hold meetings of the Noise Abatement Committee.*

Policy

4B. Involve the County, UC Santa Barbara, the surrounding community and affected agencies in existing and future Airport operations and facilities.

Actions

- *Hold community workshops in the early planning stages of the Master Plan Update and Specific Plan.*
- *Solicit comments on the Master Plan Update and the Specific Plan from the County Planning Commission, UCSB, the Department of Fish and Game and other interested agencies.*

Policy

4C. Educate the public about existing and future activities at the Airport.

Actions

- *Continue to hold Airport Day to educate the public about the Airport, including its economic benefits to the community.*
- *Continue to provide a Goleta Slough access procedure for educational purposes.*
- *Continue to distribute the Airport Newsletter.*
- *Continue the Adopt-a-School Program.*
- *Continue the Airport Tour Program.*
- *Continue presentations to community groups regarding Airport operations, future plans and community benefit.*
- *Continue participation in local Chamber of Commerce activities.*

AIRPORT MASTER PLAN

In 1994, the City began a planning process to develop an "Airport Master Plan." The goal is to plan for all 950 acres of Airport property in a comprehensive manner. Figure 2 depicts the regional context of the Airport property.

The Airport Master Plan consists of two parts: the Aviation Facilities Plan and the Airport Industrial Area Specific Plan. The areas covered are illustrated in Figure 3.

Aviation Facilities Plan

The Aviation Facilities Plan covers the part of the Airport that is focused on air transportation activities. It includes the Airline Terminal, the runways and taxiways and related facilities. The Aviation Facilities Plan considers existing Airport activities and operations and estimates Airport needs through the early 21st century. Airport needs are based on projections of increased passengers generated by growth in population, tourism and jobs. These proposed improvement projects are discussed in detail within the Aviation Facilities Plan. The Aviation Facilities Plan is separate from this Specific Plan, but has been considered in its development and the related environmental document.

Approximately 400 acres of the Master Plan area is included in the Goleta Slough Ecological Reserve, which is managed by the California Department of Fish and Game. In 1996 and 1997, the Goleta Slough Management Committee, a broad-based advisory group, is developing a long-term restoration and management plan for the Goleta Slough Ecosystem Management Plan area that includes all of the City-owned portion of the Goleta Slough.

Airport Industrial Area Specific Plan

The Airport Industrial Area Specific Plan encompasses 225.2 acres of Airport property located along the north and south sides of Hollister (refer to Figure 3). This area currently includes both aviation and non-aviation-related uses and activities. Table 1 below provides a breakdown of the acreage and other Specific Plan statistics.

Table 1
Specific Plan Statistics
1996

North of Hollister	104.4 acres
South of Hollister	120.8 acres
Total Specific Plan	225.2 acres
Existing Tenants	116 tenants
Existing Building Space	701,099 s.f.
Long-term Leases/Land Uses (over 20 years)	75 acres

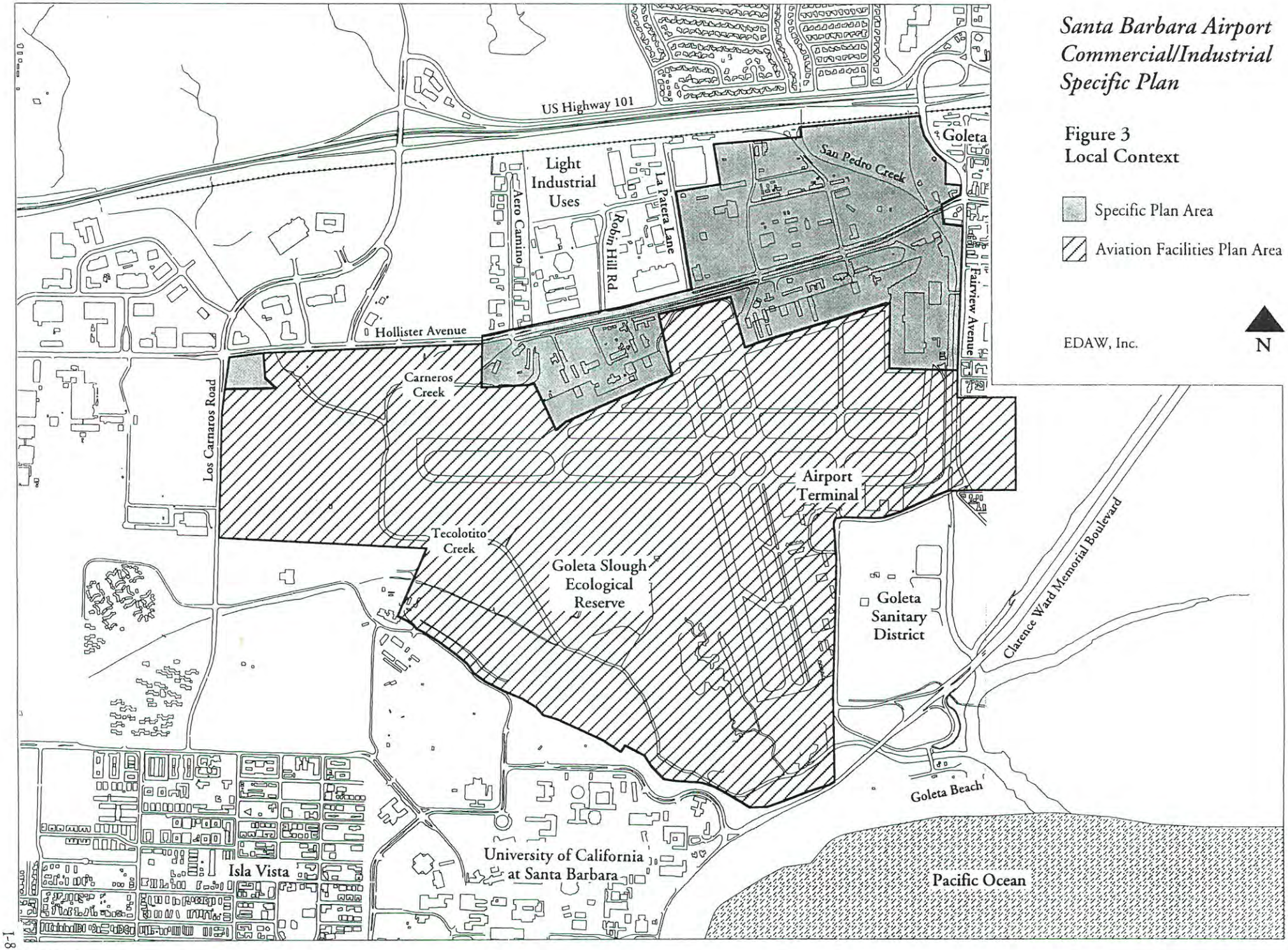
The overall purpose of the Specific Plan is to identify appropriate land uses and locations where implementation will assist in revenue generation for the Airport's operation, maintenance and capital improvements. It is the intent of the Airport Industrial Area Specific Plan to improve existing and add new square footage for commercial, industrial and/or aviation related uses (through 2010) in a manner that will take into account City and County goals and policies.

The need for a comprehensive plan to guide future development of the Airport property along Hollister Avenue has been discussed since the late 1980s. In 1988, the Airport Department developed a work program for preparation of the Airport Specific Plan. There are three (3) key factors which contributed to the initiation of this Specific Plan. These include:

1) the Airport's commercial/industrial property is key to the financial stability of the Airport.

2) most of the property within the Specific Plan area is currently underutilized; and

3) without a comprehensive plan in place, new buildings are sited on a case-by-case basis.



Santa Barbara Airport Commercial/Industrial Specific Plan

Figure 3
Local Context

Specific Plan Area

Aviation Facilities Plan Area

EDAW, Inc.

N:4s246:009

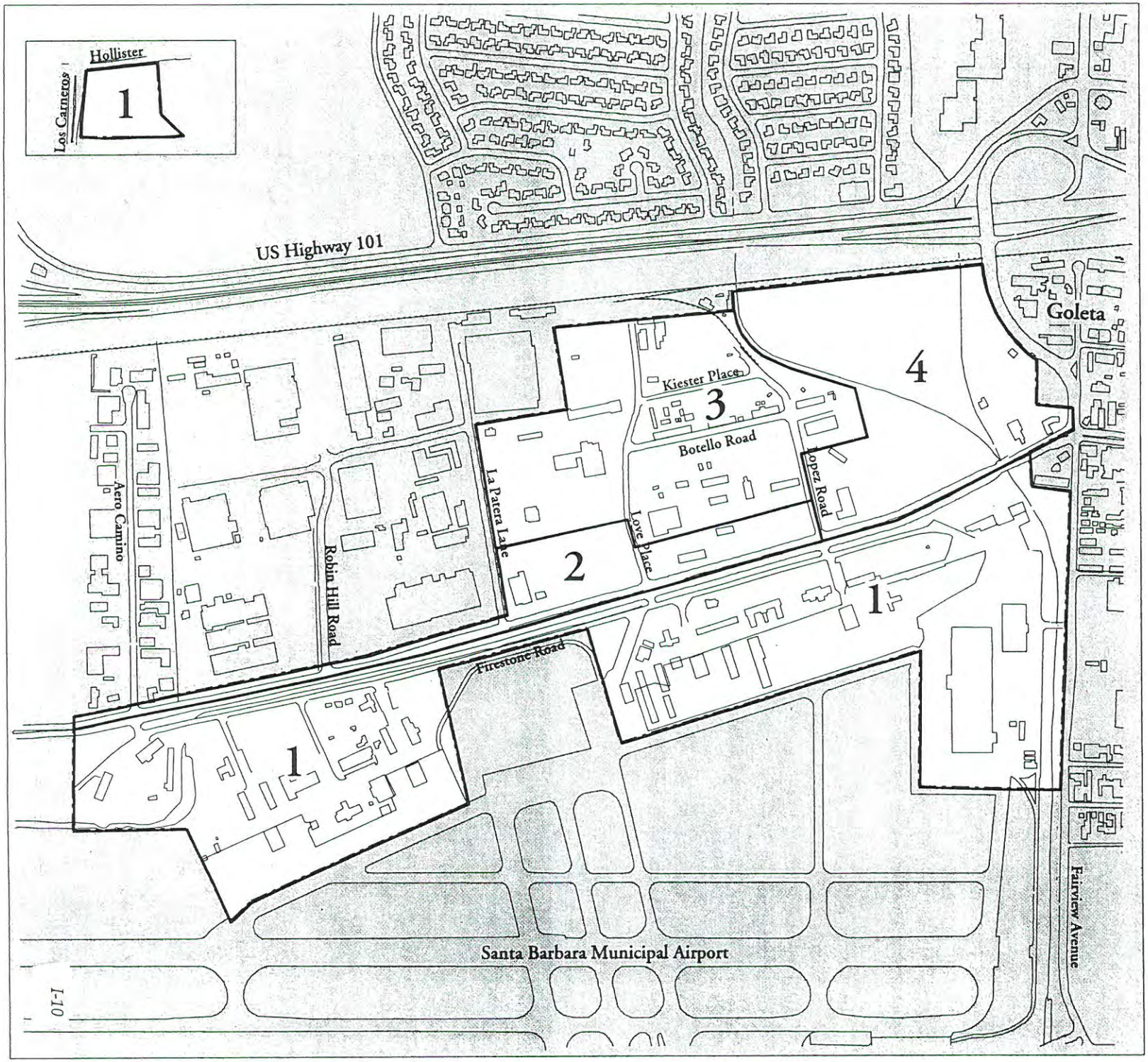
Specific Plan Economic Development Alternative

In 1995, the City Council placed an amendment to Charter Section 1508 before the voters. This amendment created a new category for development of nonresidential property. Square footage from other categories (Pending, Approved and Small Additions) that has not been developed for a variety of reasons, was placed in a new Economic Development category. There is no increase in the total amount of nonresidential square footage allowed by Charter Section 1508 (3 million square feet). The new category is intended to be used to promote new development that provides substantial economic benefit to the City and South Coast through the provision of high income jobs and diversification of the area economy.

In March 1996, the City Council approved consideration of an Economic Development Alternative in the environmental review of the Specific Plan. Consideration of this alternative allows up to 80,000 square feet of additional square footage (for a net increase of 240,000 square feet) to be analyzed in the EIR/EA and by the Planning Commission and City Council in adoption of the Specific Plan. Upon approval of the Specific Plan Economic Development Alternative by the City Council, the additional 80,000 square feet can only be used for an Economic Development project or projects that meet the criteria set forth in Zoning Ordinance Section 28.87.300. The Specific Plan is approved with the inclusion of the Economic Development square footage.

THE PLANNING SUBAREAS

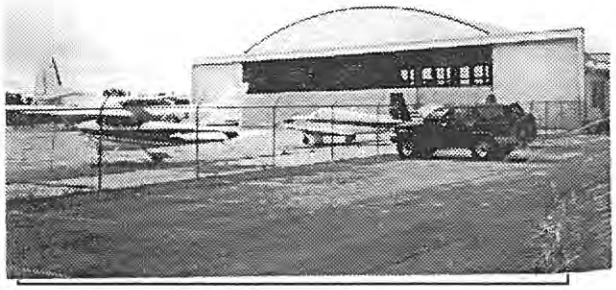
The 225.2 acre Specific Plan area has been divided into four (4) distinct Sub-Areas in an effort to simplify the discussions of development potential, future uses, infrastructure needs, etc. The Sub-Areas for the Specific Plan area are shown in Figure 4. A total of eight (8) Sub-Areas (4 south of Hollister and 4 north of Hollister) were originally identified during the initial planning stages of this project. These eight (8) Sub-Areas and their potential Land Use Options were presented at a community meeting for review and comment by the public (discussed in more detail later in this Chapter). Following this meeting, the Planning Team (which consisted of members of the Airport Department, Community Development Department and the City's Consultant Team) completed further review and analysis of future uses which may be developed in each of the eight Sub-Areas. It was determined that some of these original sub-areas could be logically combined based on what future uses will ultimately develop. Thus, the Sub-Areas were reduced from the original eight to a total of four. Generally, the four Sub-Areas can be distinguished as follows:



Santa Barbara Airport Commercial/Industrial Specific Plan

Figure 4
Planning Subareas

EDAW, Inc.



Sub-Area 1

This area encompasses the entire Specific Plan area south of Hollister Avenue, including the area located at Los Carneros Road and Hollister Avenue. The existing uses in this area are primarily Airport Facilities, the primary exceptions being the corner of Los Carneros Road and Hollister Avenue, the Airport maintenance yard, a few minor non-aviation related uses and restaurants. With the exception of the area west of Carneros Creek, this area has access to the flightline. This sub-area encompasses 120.8 acres.

Sub-Area 2

This area extends approximately 250 feet north of Hollister Avenue between La Patera Lane and Frederic Lopez Road. A majority of this area is vacant. The existing auto dealership, a nonconforming use, is located at the west end of this sub-area. This sub-area encompasses 18.6 acres.

Sub-Area 3

This area extends north of Sub-Area 2 up to the railroad tracks. The east and west boundaries of this Sub-Area generally fall between Frederic Lopez Road and La Patera Lane. Southern California Edison presently has a regional facility in this area. The area north of Francis Botello Road is primarily light industrial with open yard uses. South of Francis Botello Road is a mix of open yard and light industrial uses. This sub-area encompasses 46.4 acres.

Sub-Area 4

This area generally extends east of Frederic Lopez Road and Sub-Areas 2 and 3. This is a recreation area which includes the former drive-in parking

lot, golf course and theater uses. This also includes the area along Hollister Avenue to its intersection with Fairview Avenue. This sub-area encompasses 39.4 acres.

COMMUNITY PARTICIPATION PROGRAM

An extensive Community Participation Program was developed and implemented for the Airport Master Plan consistent with Airport Goal #4 adopted by the Santa Barbara City Council (see page I-5). As mentioned previously, Goal #4 states "Coordinate planning for the Airport and related facilities with the surrounding community." Policies 4B and 4C also iterate the need for community involvement in the Airport's planning activities.

To ensure that the Aviation Facilities Plan and Airport Industrial Area Specific Plan address the community's needs and are sensitive to the issues, the City has utilized several media to solicit community participation in the planning process. The City also solicited involvement and comments from the community during the EIR/EIS and EIR/EA public review process. The public involvement media which have been implemented are listed below:

- Community Meetings
- Community Newsletters
- Stakeholder Interviews
- Airport Tenant Surveys
- Public Hearings

Community Meetings

A total of three community workshops were held to solicit public input prior to the preparation of the Draft Specific Plan. A summary of the meetings' purpose and attendance is provided below. A more detailed explanation of the meetings' process, questions and answers and small group discussions is provided in the Final Summary Report prepared by Moore Iacofano Goltsman Inc. (MIG).

Community Meeting #1 - Informational Open House

The first Community Meeting for the Santa Barbara Airport Master Plan was held October 5, 1994, at the Goleta Valley Community Center. The purpose of Community Meeting #1 was to introduce the Santa Barbara Airport Master Planning Process to the community and answer questions of clarification regarding Airport operations, the Santa Barbara Airport Master Plan and the Environmental Impact Report and Statement (EIR/EIS) being prepared for the Master Plan. Approximately 150 people attended the first Community Meeting.

Community Meeting #2 - Airport Specific Plan Visions and Issues Workshop

This meeting was held October 19, 1994, at the Goleta Valley Youth Sports Center. The purpose of Community Meeting #2 was, first, to respond to questions raised during Community Meeting #1 regarding Airport operations and the proposed Aviation Facilities Plan improvements. Second, the meeting was an opportunity for Airport users and tenants, and Goleta Valley residents, property owners and business owners to discuss their visions and issues for the Airport Specific Plan area. In addition to discussing their visions, participants also discussed the advantages and disadvantages of a variety of land uses and activities under consideration for the Specific Plan area. Approximately 125 people attended the workshop.

Community Meeting #3 - Informational/Update Meeting

The third Community Meeting for the Santa Barbara Airport Master Plan was held February 16, 1995, at the Goleta Valley Community Center. The purpose of Community Meeting #3 was to update Goleta and Santa Barbara community members on the status of the Airport Master Plan Process, introduce the Specific Plan Land Use Options developed to date and provide an update regarding the Facilities Plan. The meeting also provided community members with an opportunity to ask ques-

tions and make comments regarding the items described above. Approximately 75 people attended the third Community Meeting.

Community Newsletters

Three Community Newsletters were prepared and circulated to citizens of the community surrounding the Airport Specific Plan area. The first newsletter, entitled "The Guide," was circulated in September 1994. It provided an overview of the Santa Barbara Airport Master Plan process, gave a description of the Airport's history and explained how members of the public could get involved in the planning process. The second newsletter, entitled "Master Plan Update," was circulated February 1, 1995. This newsletter provided a summary of the first two community meetings and the Specific Plan market study and gave a Draft Aviation Forecast Update. The third newsletter, entitled "Master Plan Update," was circulated in June 1995. This newsletter provided a summary of the February community meeting, briefly identified the alternatives to the extension of the main runway under study and gave a status report on the proposed extension of Runway 15R/33L and the Master Plan Update Process. This newsletter also gave a comparative summary of the 1990 Draft Aviation Facilities Plan and the recently completed Aviation Forecast Update. Other newsletters were released as the process continued.

Stakeholders Interviews

As part of the Santa Barbara Airport Master Plan's Public Participation Program, thirty-three confidential interviews were conducted with community leaders, neighborhood representatives, elected officials and business leaders during July 1994. The purpose of these interviews was to establish personal contact with the community early in the planning process in order to:

- Explain the components of the Airport Master Plan;
- Gather interviewees' input, perceptions and insights regarding the proposed changes to the Airport and related facilities; and
- Identify other community and business leaders who should participate in the planning process.

The interviews were conducted by James Oswald of MIG and were approximately one hour in duration. In some cases, more than one person was interviewed in the same session. The interviewees are grouped into five basic categories: (1) elected officials and staff; (2) community and environmental groups; (3) business interests and Airport tenants; (4) homeowner groups; and (5) UCSB administration, faculty and students.

Following is a comprehensive summary of the key issues and visions discussed in each interview. A wide variety of opinions and insights were expressed, some of them contradictory. However, the following key themes were generally agreed upon by the majority of each group.

- The Airport Master Plan should be a coordinated effort produced in cooperation with City and County interests and with consideration of the Goleta Community Plan and UCSB's Long Range Development Plan.
- The Airport is an asset to the community and should continue to function safely and efficiently. The Terminal building should retain its quaint ambiance and charm when it is expanded.
- The Goleta Slough is a sensitive environmental resource and impacts should be studied carefully and mitigated whenever possible.
- The population and tourism growth projections for the future need to be verified.

- Traffic impacts, especially on the Fairview Avenue/Hollister Avenue intersection and along the Hollister Avenue corridor, need to be addressed.
- Responsibility for emergency response services should be clarified.
- Noise issues must be carefully studied and mitigated whenever possible.
- More jobs and parks and recreation facilities are needed in the Airport area.
- Good communication, information and community participation are essential for the success of the planning effort.

Airport Tenant Surveys

In November 1994, the Airport staff prepared and circulated surveys to all tenants existing at that time. The surveys included questions dealing with the amount of existing square footage occupied and the future need for increases in square footage. It also inquired about special service, utility and/or roadway visibility requirements. The survey questioned tenants about ideal times for possible relocation. In general, the results of the surveys identified a need for approximately 81,700 square feet of new interior space and for approximately 39,000 square feet of new exterior footage. Sixteen (16) existing tenants identified a need for expansion.

ENVIRONMENTAL REVIEW

An Environmental Impact Report/Environmental Assessment (EIR/EA) has been prepared to address how the Specific Plan may impact the environment. Because the aviation projects under review would involve federal funding and federal permits, they are subject to the National Environmental Policy Act (NEPA). The Federal Aviation Administration (FAA) is the NEPA lead agency required to oversee an Environmental Assessment (EA) and approval of a Finding of No Significant Impact (FONSI) for the project. The City of Santa Barbara is the lead agency under the California Environmental Quality Act (CEQA) to develop the Environmental Impact Report (EIR). Several key issues have been studied as part of the EIR/EA document consistent with NEPA and CEQA. An EIR/EIS is also being prepared for the Aviation Facilities Plan.

Summary of EIR/EA Findings

The Final EIR/EA concludes that the Specific Plan will have the following impacts:

Class I - Significant Adverse and Unavoidable:

- Traffic, Project Specific and Cumulative
- Solid Waste, Project Specific and Cumulative
- Air Quality, Project Specific
- Schools, Cumulative

Class II - Significant Adverse, but Mitigable

- Air Quality (Construction)
- Hazardous Materials (Construction), Project Specific
- Cultural Resources, Project Specific
- Biotic Communities, Project Specific and Cumulative
- Wetlands, Project Specific and Cumulative
- Ground Transportation, Project Specific and Cumulative

Class III - Adverse, but Not Significant

- Floodplains, Project Specific
- Tenant Relocation
- Water Supply, Cumulative
- Biotic Communities, Cumulative
- Endangered and Threatened Species, Cumulative
- Wetlands, Cumulative

The measures to mitigate the Class II and III impacts to less than significant have been included in Appendix F and, to the degree appropriate, incorporated into this Specific Plan as policies and actions. Many of the mitigation measures are directly related to construction of new projects in the Specific Plan area. These measures have been included in the Plan and will also be incorporated into project conditions at the time individual projects are considered.

Beneficial Impacts

- Assists in providing for long term financial stability for the Airport
- Contributes to economic development on the South Coast
- Provides a comprehensive plan for the Airport that considers the surrounding community

MARKET OVERVIEW

A major goal of the Airport Specific Plan is to provide for long-term economic self-sufficiency for the Airport. The Airport Department is an "Enterprise Fund," i.e., it is responsible for raising or securing all funds to finance its operations, maintenance and capital projects. The Airport Department is responsible for recovering all costs of operations on its property through fair market rents and user fees.

A major goal of the City is to maximize revenues collected by the Airport Department from the lease and rent of its properties. Therefore, the City contracted with an economics consultant, Economics Research Associates (ERA), to prepare a study that would assist decision-makers in analyzing the market potential of various uses that could be located on 56 acres north of Hollister Avenue. The possible uses that were studied were not intended to be an all inclusive list but were based on informal inquiries made by potential business developers or members of the community. The uses studied were:

- Industrial;
- Big box retail, e.g., a building materials/hardware outlet and/or a wholesale club; and
- Entertainment/Recreation Complex.

The City's objective for this study was to determine if the land is marketable in a way that will generate sufficient revenues to support Airport operations.

The findings of the September 1994 study include the following:

ECONOMIC AND DEMOGRAPHIC OVERVIEW

The South Coast suffered through a period of recession during the early 1990s; however, the outlook for the region is for reasonably steady growth over the next 4 or 5 years. According to the Santa Barbara County Association of Governments (SBCAG), the annual population growth rate in the South Coast area is projected to resume its pre-1980 rate of less than one percent. In terms of employment, SBCAG projects that employment will increase annually by nearly two percent a year between 1995 and 2000. Additional development at UCSB, consistent with its adopted Long Range Development Plan, as well as the establishment of the Commercial Spaceport at Vandenberg AFB has the potential to create more jobs in the region.

Industrial Demand

Industrial uses include light and heavy industry, warehouses, research and development (R&D), flex space (higher quality multi-use space) and incubator space. ERA expects total demand for industrial space on the South Coast to increase from

9.1M square feet in 1994 to 9.7M square feet by 2005 and 10.2M square feet by 2015. This represents a 12% increase over 20 years. The study indicates that there will be demand for industrial space at the Airport and that approximately 38 acres will be needed over the next 20 years. Storage yard uses do not bring as high a return on the land as other industrial uses and thus are viewed as interim uses and are not included in this total. However, yard uses may remain in the long-term because they provide a needed service to the community.

Box Retail Demand

ERA evaluated the South Coast market demand for two types of warehouse style box retail outlets: a building materials/supply store (e.g., Home Depot) and a wholesale club (e.g., Price/Costco). The analysis indicates insufficient demand for the building materials/supply store but strong demand for a Price/Costco type store. However, since a Price/Costco store was being discussed for development on one of two other sites in Goleta, this idea was dropped from further consideration in the Study.

Demand for an Entertainment/Recreation Complex

Interest has been expressed in having a multi-anchored entertainment/recreation complex including a family entertainment center (FEC), a cinema complex and an ice rink/exhibition hall. ERA found strong demand for a cinema complex of six new screens (assuming the two screens at the Cinema Theater remain), marginal support for an FEC and inadequate support for an ice rink facility without some form of public or other subsidy.

MARKET STUDY RECOMMENDATIONS

The Market Study recommends that 38 to 40 acres be designated for industrial development. This would include allowing existing tenants to relocate and, at least on an interim basis, allow industrial or storage yard uses to remain. The remaining 16 to 18 acres should be devoted to a cinema complex, possibly the FEC and perhaps 1 or 2 restaurants. Portions of the FEC (e.g., miniature golf course) could be placed in the floodway adjacent to San Pedro Creek since the construction of substantial buildings is not permitted within this area. As an alternative, the floodway could accommodate the expansion of the existing golf course.

Given the high degree of financial risk associated with land development, ERA suggests that the City of Santa Barbara and its Airport Department primarily function as a landlord. In this way, the City can facilitate development in the Specific Plan area through the establishment of a ground lease. ERA recommends against the Airport Department building major new space for its tenants or speculative space to attract new tenants.

On the basis of the recommendations made in the Market Study, in the summer of 1996, the City, through the Airport Department, circulated a Request for Qualifications and a Request for Proposals (RFQ/RFP) to the development community. This RFQ/RFP was intended to set up a competition for development of a 15 acre site north of Hollister Avenue. The property involved is bounded by Hollister Avenue, David Love Place, Francis Botello Road and Frederic Lopez Road. Two proposals were received by the City and are being reviewed for consideration of a master ground lease in this area. Both proposals are generally consistent with this Specific Plan.

KEY FINDINGS

As stated above, the City has implemented community participation activities and a planning process to identify a preferred land use plan for the Specific Plan area. Two general goals which have been articulated for the Airport Specific Plan during the planning process are: **(1) "To improve the area and consider new uses, while providing economic self-sufficiency for the Airport; and (2) to take into account all City and County goals and policies."** The following summarizes the key findings which resulted from the initial community meetings, stakeholders interviews and planning efforts by the Specific Plan team (see Acknowledgements). These findings were presented at Community Meeting #3 (February 16, 1995) and can be broken into the following 4 categories: 1) Planning Context; 2) Economic Context; 3) Aviation Uses; and 4) Land Use and Building Management. The findings within these categories can be summarized as follows:

PLANNING CONTEXT

1. Specific Plan should be compatible with:

   - Goleta Community Plan
   - UCSB's Long Range Development Plan
   - Old Town Goleta

2. South of Hollister Avenue

   - Functionally different than north of Hollister
   - Priority to aviation related uses

3. North of Hollister Avenue - Priority to the following uses:

   - Relocated tenants from south of Hollister
   - Light Industrial
   - Research and Development
   - Commercial
   - Recreation/Entertainment
   - Other

ECONOMIC CONTEXT

The Airport must have economic sustainability through:

- Flexibility in land use patterns;
- Flexibility in tenant types and mix; and
- Ability to respond to growth within the region.

AVIATION USES

1. Aviation related uses should be given the highest priority in future space allocation decisions south of Hollister.

2. Provide for increased general aviation services.

3. Provide for competition among Fixed Base Operators (FBOs).

LAND USE AND BUILDING MANAGEMENT

1. Retaining existing tenants is an important priority.

2. Open yard uses should continue north of Hollister near the railroad tracks.

3. New small incubator and research and development uses are desirable as space availability permits.

4. Recreation opportunities are desired for families and youth.

5. Small community serving uses such as restaurants, cleaners, banks, etc. are desired vs. larger retail uses that would serve the whole region.

6. The Airport property should be visually appealing.

The key findings provide a guide for the development of the Specific Plan Land Use Plan and create a "vision" for the Airport's Planning area. This vision is discussed in Chapter III of this document. Figure 5 graphically depicts the general land use concept described in the above findings.

SCOPE OF THE SPECIFIC PLAN

Under California Law (Government Code Section 65459 et al.), cities and counties may use Specific Plans to develop policies, programs and regulations to implement the jurisdiction's adopted General Plan. Specific Plans often function to coordinate individual development proposals within a defined area.

The law requires that a Specific Plan include text and diagrams specifying:

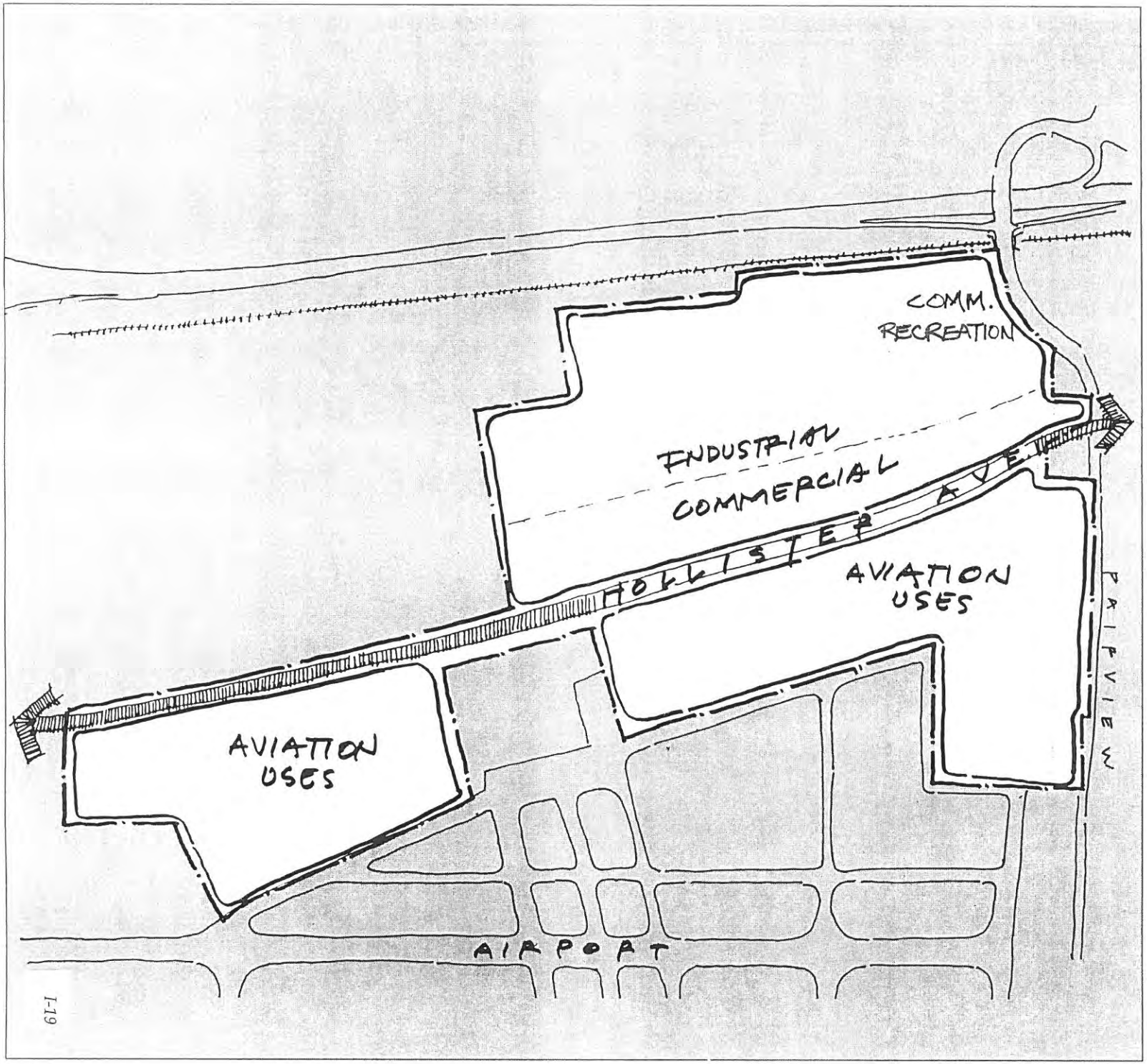
- The distribution, location and intensity of land uses, including open space, within the plan area;

- The distribution, location and capacity of infrastructure, including transportation, sewage, water, storm drainage, solid waste and energy systems;

- Standards and criteria for development and utilization of natural resources; and

- An implementation program, including capital improvement plans, regulations and financing strategies.

Specific Plans are intended to be vehicles for implementing the goals and policies of a community's General Plan and can only be adopted or amended if they are consistent with the jurisdiction's General Plan.



Santa Barbara Airport Commercial/Industrial Specific Plan

Figure 5
General Land Use Concept

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II. Opportunities and Constraints

MAJOR ENVIRONMENTAL ISSUES

During the initial planning phases of the Specific Plan, the team outlined major environmental constraints which would present significant impacts for development. The form of the land, existing roadway network, Goleta Slough and historic resources present constraints for future development. These issues are discussed below. Careful consideration of these constraints was given by the City and Consultant planning team when developing land use option plans for the area.

CULTURAL RESOURCES

The historic role of the Airport and adjacent areas (as described in Chapter I of this document) is still evident today in some of the historic structures which exist within the planning area. San Buenaventura Research Associates performed a study in 1994 and 1995 to define the potential significance of buildings on the Airport property. The study included consultation, research, field identification and evaluation phases. The consultation phase included a meeting and site visit with members of the City of Santa Barbara Historic Landmarks Commission and City Council to help define the scope of the historic study. The purpose of this

meeting was also to elicit comments from Commission members regarding the evaluation of potential City landmarks and their significance. Research included telephone interviews and the identification and review of pertinent historical documentation including City directories, library holdings and archival materials held by the City of Santa Barbara and the United States Navy, among others. Field identification included the inspection, documentation and photographing of all buildings and structures on Airport property. The evaluation stage included an analysis of potential significance using the National Register of Historic Places and City of Santa Barbara Landmarks and Structures of Merit criteria. Table 2 summarizes the Historic Resources within the Specific Plan and adjacent area.

As shown on Table 2, three (3) buildings may be eligible for the National Register and Landmark status. Building 480, the Passenger Terminal, is located outside the Specific Plan area. The other two buildings (248 and 249) are shown on Figure 6. These hangars were constructed in 1929 and were original hangars for the airfield. These buildings will be preserved during the buildout of the Specific Plan (refer to Chapter VII).

Policy

CR1: Encourage the reuse of existing historical buildings.

Action

CR1.1: Establish zoning incentives, such as greater flexibility in allowed uses, to protect historic buildings shown in Table 2 on the north side of Hollister Avenue.

Action

CR1.2 Give priority to the reuse of existing buildings within the Specific Plan Area before they are removed.

Table 2
Historic Resources

Building No.	Building Name	National Register Eligible	Local Landmark (L) and Structure of Merit (SofM) Eligible
239	Parachute Loft		SofM
241	Dope & Spray		SofM
246	Propeller Shop		SofM
247	Hangar, A&R		SofM
248	Hangar, GWA	*	L
249	Hangar, GWA	*	L
251	Storage		SofM
258	Squadron Headquarters		SofM
260	Squadron Headquarters		SofM
261	Hangar, Squadron		SofM
267	Hanger, Squadron		SofM
309	Hangar, Squadron		SofM
317	Hangar, Squadron		SofM
323	Magazine, Small Arms		SofM
325	Magazine, High Explosives		SofM
349	Paint & Oil Storage	*	SofM
480	Passenger Terminal		L

Action

CR1.3: Prior to demolition, historic buildings shown in Table 2 shall be documented by a qualified architectural historian, consistent with the City MEA Cultural Resources Section (MM 3.13-2).

In addition to historic buildings, there are archaeological resources within the Specific Plan area. Because the Goleta Slough area was rich with natural resources, it developed into a center of prehistoric occupation by the Chumash people. There are three prehistoric sites within the Specific Plan area. In addition, there are some historic sites in the area. These are discussed in more detail in the Specific Plan EIR/EA. A Phase 1 Archaeological Assessment, prepared for the Airport by Snethkamp & Associates in 1993, includes High, Medium and Low Sensitivity Areas and sets out review requirements for each sensitivity area.

Policy

CR2: The potential for archaeological resources shall be examined prior to applying for development review for new construction in accordance with the MEA Cultural Resources Section and the Phase 1 Archaeological Resources Study prepared for the Airport (MM 3.13-1).

Action

CR2.1: Any required significance testing or mitigation activities shall be elements of a Cultural Resources Management Plan prepared consistent with the City MEA Cultural Resources Section for Phase 2 and 3 studies and the Phase 1 Archaeological Resources Study prepared for the Airport (MM 3.13-1).

FLOODING

The Specific Plan is bordered on the east and west by two major streams. San Pedro Creek is located in the eastern portion of the planning area and Carneros Creek is located in the western portion of the planning area. The area surrounding the Specific Plan is an area of convergence of six (6) major streams. The 6 major streams that drain to the area are Glen Annie/Tecolotito, Carneros, San Pedro, Las Vegas, San Jose and Atascadero Creeks. Topographically, the area consists of a flat plain (less than 0.2 percent slope) with shallow local depressions.

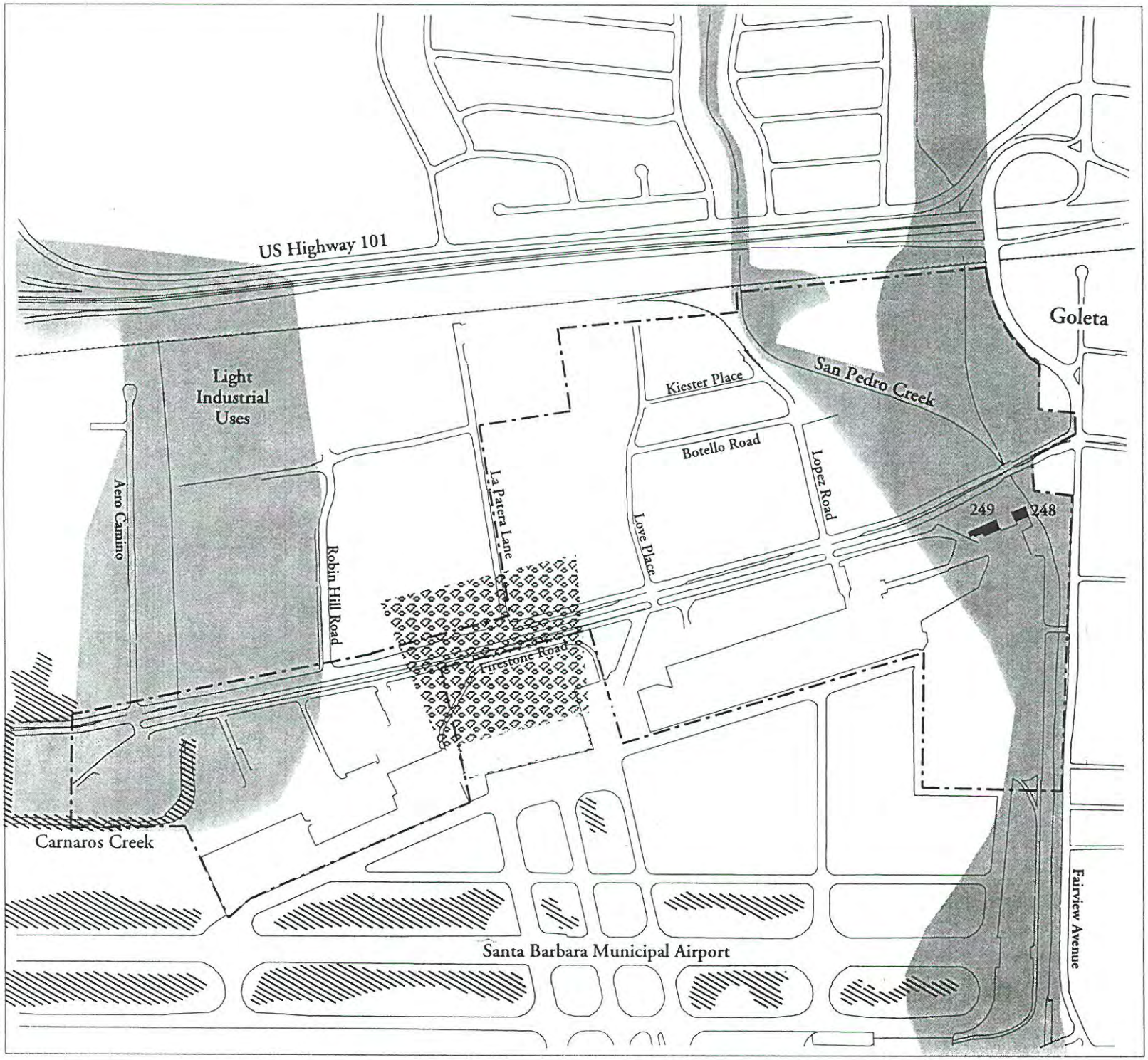
Based on the above, the Specific Plan and surrounding area is subject to flooding during severe storm events. Figure 6 shows the floodway hazard area and the 100-year floodplain as identified by FEMA (1991). This zone corresponds to a rise in the storm flow water level of one foot during a 100-year storm event if all other portions of the 100-year flood area are developed above the level of inundation. This area has been defined by FEMA to preserve the conveyance of flood waters during a 100-year storm event. The development and filling of the floodway is restricted to mitigation of potential flood hazards. No future structures have been planned within the floodway areas of the Airport Specific Plan. While the floodway area cannot be utilized for future building development, uses such as parking and golf course expansion may be considered. Areas within the 100-year floodplain, but outside the floodway may be developed so long as the finished floor elevations exceed the floodplain elevation. The following flooding policies apply to this area:

Policy

F1: Any development in the Specific Plan area shall be carried out in compliance with Flood Control regulations (MM 3.11-1).

Action

F1.1: A detailed map shall be prepared showing building layouts, anticipated floor area, Regulatory Floodway Boundary and 100 year flood elevations for any development, in particular those developments along Carneros and San Pedro Creeks. In the Floodway, special building practices or design procedures may be re-



Santa Barbara Airport Commercial/Industrial Specific Plan

Figure 6
Development Constraints

- Floodway
- Wetlands
- Runway Protection Zone
- Buildings Eligible for National Register and Landmark Status

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quired to reduce flood exposure, including, but not limited to the following:

a. Provide flood conveyance equal to that which currently exists;

b. Locate parking lots and other open space land uses which are more compatible with a higher flood hazard, within the Floodway; and

c. If equal conveyance cannot be shown, where feasible and necessary, process a Letter of Map Revision to realign the Regulatory Floodway (MM 3.11-1).

BIOLOGY

The Goleta Slough Ecological Reserve borders the southwestern boundary of the Specific Plan. The Goleta Slough is composed of salt marsh, seasonal freshwater and upland habitats. It is one of California's few remaining coastal wetland habitats and it is a regular and seasonal feeding and resting area for numerous species of birds.

In studies conducted on the Goleta Slough by the Department of Fish and Game and the California Coastal Commission, the two agencies concur that the Goleta Slough is suitable for preservation and rejuvenation as a wildlife area.

Section 7 of the Federal Endangered Species Act of 1973 provides for designation of Critical Habitats of endangered species under Federal Register rulemaking procedures. The only species that are listed as Federally Endangered that may be in the Goleta Slough or associated creeks are the Red-legged frog and the Steelhead. The Belding's Savannah Sparrow is listed as endangered under the California Endangered Species Act.

The City of Santa Barbara General Plan, Local Coastal Plan and Airport Zoning Ordinance include policies and standards to preserve and maintain this environmentally sensitive resource. The GSR (Goleta Slough Reserve) designation was incorporated into the Airport Zoning Ordinance in 1991. The classification is as follows: "this area covers lands designated Recreational/Open Space on the Airport and Goleta Slough Coastal Plan; intended to preserve and maintain environmentally sensitive habitat areas of the Slough for the benefit and enjoyment of future generations; any development in or adjacent to any wetland area must be designed to preserve wetland as it exists or improve Slough habitat values. In aircraft approach zone areas, a dual A-A-P/G-S-R zone is set. In this area, where a conflict in regulation or restriction between the two zones is noted, the most restrictive section applies."

Because the Goleta Slough is adjacent to the Specific Plan area, careful consideration was given to this area when developing land use option plans to make sure that future development will not result in significant impacts on the Slough.

Policy

B1: The Airport shall continue to participate in and support the goals of the Goleta Slough Management Committee (GSMC) and shall support the development and implementation of the Goleta Slough Ecosystem Management Plan (MM 3.14-1 and 3.16-1).

Action

B1.1: The Airport shall assist the GSMC in identifying funding to support the Committee and its activities over the long term (MM 3.14-1 and 3.16-1).

Action

B1.2: The Airport shall make available any reports on water quality monitoring and other information relating to the City-owned portion of the Goleta Slough (MM 3.14-1 and 3.16-1).

Action

B1.3: Any projects in the Specific Plan area that result in drainage to the Slough or its tributary creeks shall be referred to the GSMC for review and comments (MM 3.14-1 and 3.16-1).

Policy

B2: In the Coastal Zone, a buffer strip a minimum of 100 feet in width shall be maintained in a natural condition on the periphery of all wetland communities and creeks, based on the "Environmentally Sensitive Habitats of the Airport and Goleta Slough Map, dated January 1998," except as may be necessary to provide minor improvements for flooding and drainage control, and improvements that would enhance protection of the wetlands or creeks while protecting adjacent flood prone activities. Within the Coastal Zone, existing facilities within the creek or wetland setback necessary for Airport operations may be retained and maintained in a normal fashion.

Outside the Coastal Zone, new development shall not occur within 100 feet of U.S. Army Corps of Engineers jurisdictional wetlands without a demonstration that encroachment is necessary for the project, that wetlands within the Coastal Zone will not be adversely affected and that wetland functions and values shall not be impaired without mitigation. Existing facilities in the buffer outside the Coastal Zone may be retained and maintained in a normal fashion. Only compatible land uses shall be allowed within the setback.

In any wetland or creek buffer, only native vegetation shall be planted and maintained in the setback wherever feasible (MM 3.16-2 and 3.16-3).

TRAFFIC/CIRCULATION

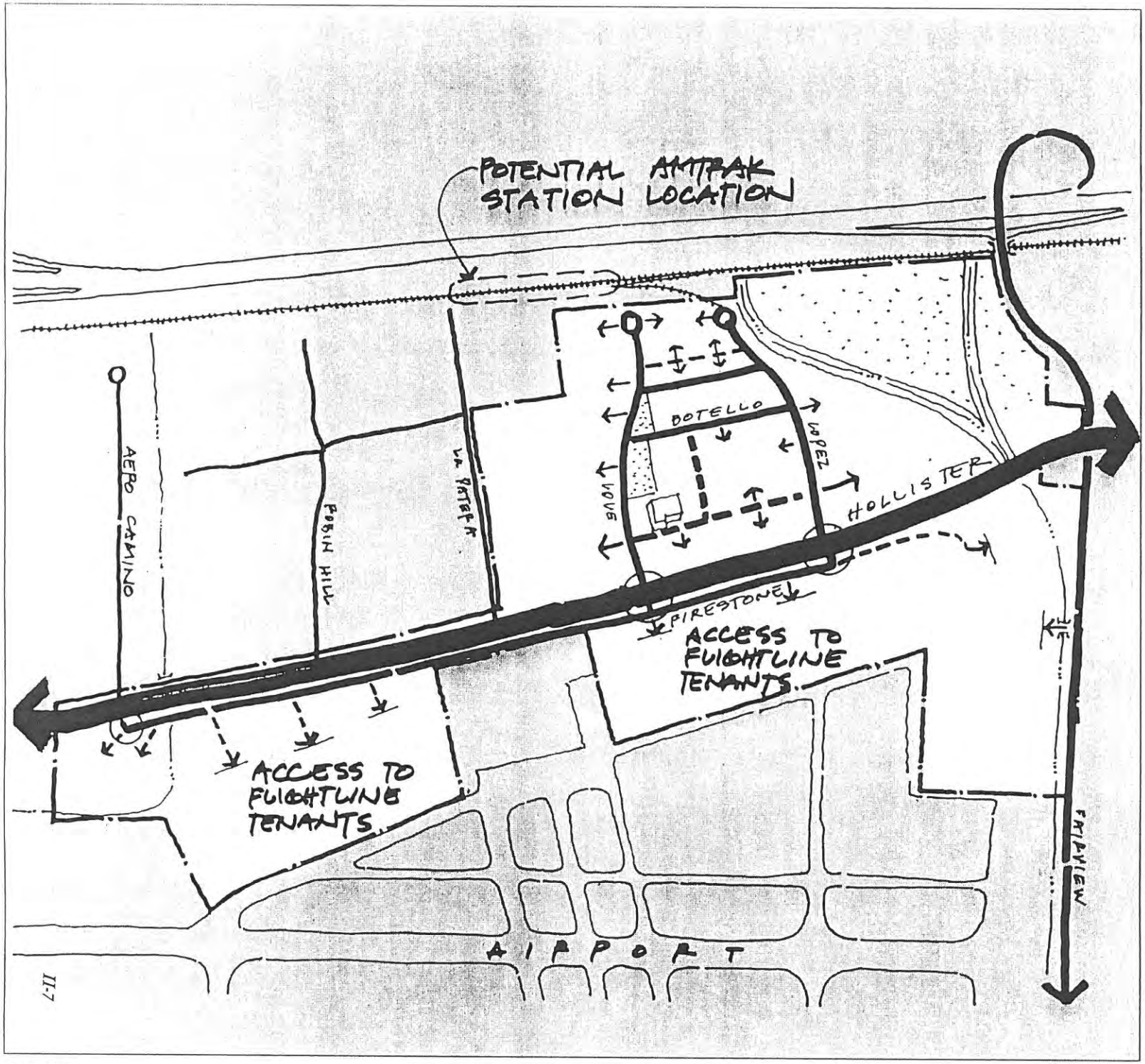
The circulation system adjacent to the Airport is composed of regional highways, arterial streets and collector streets. For the EIR/EA, Associated Traffic Engineers (ATE) prepared studies about the area's existing and projected traffic. The principal components of the street network within the Specific Plan area are illustrated in Figure 7 and discussed in the following text.

Hollister Avenue is a four-lane arterial street that bisects the Specific Plan area. This roadway serves as the major alternative east-west travel route to U.S. Highway 101 in the Goleta area. Hollister Avenue extends easterly from its terminus at the U.S. Highway 101 interchange through the community of Goleta. East of the Goleta area, Hollister Avenue connects to State Street, which extends through the City of Santa Barbara's north side and central business districts to the Pacific Ocean on the east.

Fairview Avenue, located east of the Airport property and along the eastern boundary of the Specific Plan, is a north-south arterial roadway that contains four lanes north and south of U.S. Highway 101. South of Hollister Avenue, Fairview Avenue narrows to two lanes and continues to its terminus at James Fowler Road. Fairview Avenue provides access to the eastern portion of the Airport Specific Plan as well as the Airport's main Terminal facility.

Specific Plan Collector Street System. A grid street system (shown in Figure 7) serves the existing land uses within the Airport Specific Plan area located north of Hollister Avenue and west of Fairview Avenue. Primary access to this area is provided via the connections of David Love Place and Frederic Lopez Road to Hollister Avenue. South of Hollister Avenue, access is provided to the Specific Plan area via the signalized access of Aero Camino to Norman Firestone Road. Additional unsignal-

Figure 7
Existing Circulation System



Limited Access from Hollister Ave.

Potential Future Roadway Access Locations

Direct Access to Flightline Tenants

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ized intersections at Norman Firestone Road exist in the southern Specific Plan area.

Roadway Operations

The operational characteristics of the roadway segments within the study area were analyzed based on the County's engineering roadway capacities. In rating a roadway's operating condition, "Levels of Service" (LOS) A through F are used, with LOS A indicating very good operations and LOS F indicating poor conditions. The County has established LOS C as the minimum acceptable standard for roadway operations.

According to ATE's traffic analysis of existing conditions, comparison of the existing average daily traffic (ADT) volumes with the County's design capacities indicates that the roadway segments in the study area currently operate at LOS C or better.

Intersection Operations

Because traffic flow on urban street networks is most restricted at intersections, a detailed traffic analysis must examine the operating conditions of critical intersections during peak travel periods. The City and County have established LOS C as the minimum acceptable standard for intersection operations. The results of the modeling indicate that most of the study area intersections currently operate at acceptable levels of service during the peak hour periods.

As shown in Figure 7, there is currently limited access (within the Specific Plan area) from Hollister Avenue and intersections along Norman Firestone Road are in need of improvement. Lastly, there is an existing need to better accommodate pedestrians and bicycles within the Specific Plan roadway network. The proposed circulation plan for the Airport Specific Plan must take these existing needs and circulation constraints into consideration and propose improvements which will help alleviate existing problems and provide adequate service for future development within the area.

AIRFIELD OPERATIONS/SAFETY

The key policy for considering air safety in development of the Specific Plan is:

Policy

AS1: All new uses and substantial changes of use within the Airport Runway Protection and Approach Zones, as shown on the Constraints Map (Figure 6), shall be referred to the Airport Land Use Commission for review and recommendations, as determined to be appropriate in consultation with ALUC staff.

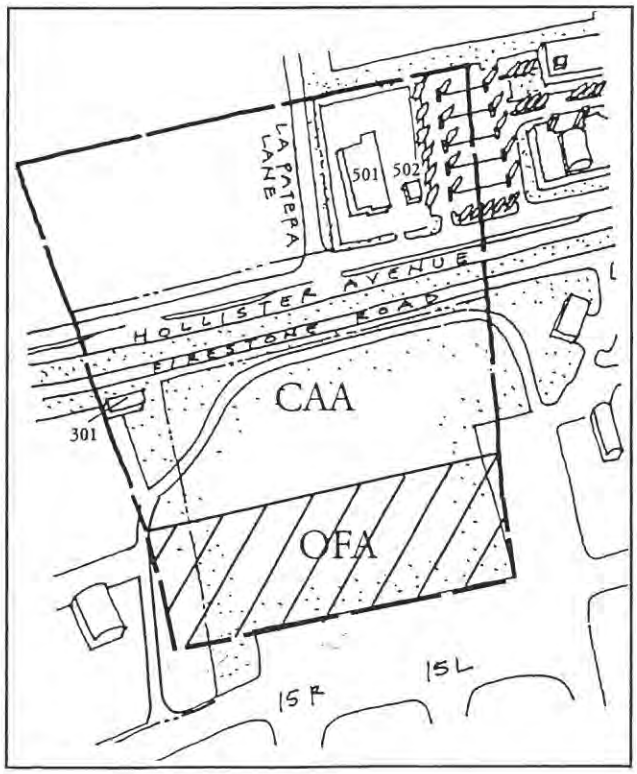
Airfield safety issues are primarily focused around the Runway Protection Zone and the Approach Zone which are discussed in more detail below. Outside of these two zones, however, height restrictions may still apply. However, given the City's height restrictions and those included in the Specific Plan, such restrictions are unlikely to pose a problem in the Specific Plan area.

RUNWAY PROTECTION ZONE

A safety constraint which must be considered in developing the Specific Plan is the Runway Protection Zone (RPZ) requirements of the FAA. The sketch on the following page shows the RPZ dimensions for runways 15L/33R and 15R/33L. Figure 6 also illustrates the boundary of the RPZ in relation to the entire Specific Plan. The RPZ's function is to enhance the protection of people and property on the ground. The RPZ is divided into an "Object Free Area" (OFA) and a "Controlled Activity Area" (CAA), with the OFA more restrictive (these areas are also shown in the sketch). Appendix A of this document lists the RPZ and OFA di-

mensions (the remaining area of the RPZ is the CAA). The following discussion summarizes the land use requirements for the RPZ which are stipulated in the FAA Advisory Circular 150/5300 series. Land use restrictions in this area are also set forth in the Santa Barbara County Airport Land Use Plan and these are based on the FAA standards.

1. While it is desirable to clear all objects from the RPZ, some uses are permitted outside of the Runway OFA, provided that they do not attract wildlife and do not interfere with navigational aids. Golf courses (but not club houses) and agricultural operations (other than forestry or livestock farms) are expressly permitted under this provision. Automobile parking facilities, although discouraged, may be permitted, provided the parking facilities and any associated appurtenances, in addition to meeting all of the preceding conditions, are located outside of the OFA extension (as depicted in Figure 6).



2. Land uses prohibited in the RPZ are: residences and places of assembly (churches, schools, hospitals, office buildings, shopping centers and other uses with similar concentrations of persons typify places of public assembly).

There are currently no incompatible uses in the OFA. Several uses are located within the CAA. South of Hollister Avenue, these include an airfield access road and Building No. 301. North of Hollister Avenue and on Airport property are located Building Nos. 501 and 502, which are automobile dealerships. The CAA also includes Norman Firestone Road and Hollister Avenue. The existing buildings in the CAA may remain since they are existing non conforming uses; substantial alteration to the buildings, however, may be viewed as new development and may be found inconsistent with the allowed uses in the RPZ. Construction of additional structures would not be consistent with the FAA regulations. The FAA regulations indicate, however, that vehicle parking may be permitted. Roadways may or may not be considered compatible in this area; nonetheless, these are existing uses. Airport access roads are normally found to be acceptable in the RPZ. The Airport will work with tenants to minimize incompatibility with FAA regulations.

All uses in the RPZ must also be consistent with height restrictions stipulated by the FAA in the Federal Aviation Regulations Part 77. Uses must also not result in lighting, glare, smoke or electrical interference which would distract or confuse pilots. These requirements are called out in more detail in the Santa Barbara County Airport Land Use Plan and in FAA Advisory Circular No. 150/5190-3A.

APPROACH ZONE

A second constraint related to airfield operations and safety is the Approach Zone. The Approach Zone is an extension of the Runway Protection Zone. Concentrations of people or uses with potential fire hazards are generally not allowed in the zone. There are also height restrictions because it is an area that is heavily used by aircraft approaching Runway 15/33. Uses that are proposed in the Approach Zone are required to be reviewed by the Airport Land Use Commission (ALUC) in order to assure compatibility with the Airport Land Use Plan (ALUP). Existing uses that are in the Specific Plan within the Approach Zone include open storage and small storage buildings that are part of Southern California Edison. When the Southern California Edison project was approved in the mid-1980s, the ALUC found that the use was consistent with the ALUP.

Like the Runway Protection Zone, all uses in the Approach Zone must also be consistent with height restrictions stipulated by the FAA in the Federal Aviation Regulations Part 77. Uses must also not result in lighting, glare, smoke or electrical interference that would distract or confuse pilots.

SITE/BUILDING ISSUES

In addition to the environmental issues which pose constraints on future development, the Planning Team has considered several site and building issues which pose both opportunities for and constraints to the future buildout of the Specific Plan area. These issues are discussed below.

TENANT RELOCATION

The two (2) key Specific Plan policies for considering tenant relocations are:

Policy
TR1: Provide opportunities that promote aviation related uses south of Hollister Avenue.

Action
TR1.1 Encourage aviation-related uses south of Hollister Avenue.

Policy
TR2: Preserve and encourage the expansion of existing businesses on Airport property.

Action
TR2.1 Consider tenant relocation on a phased basis.

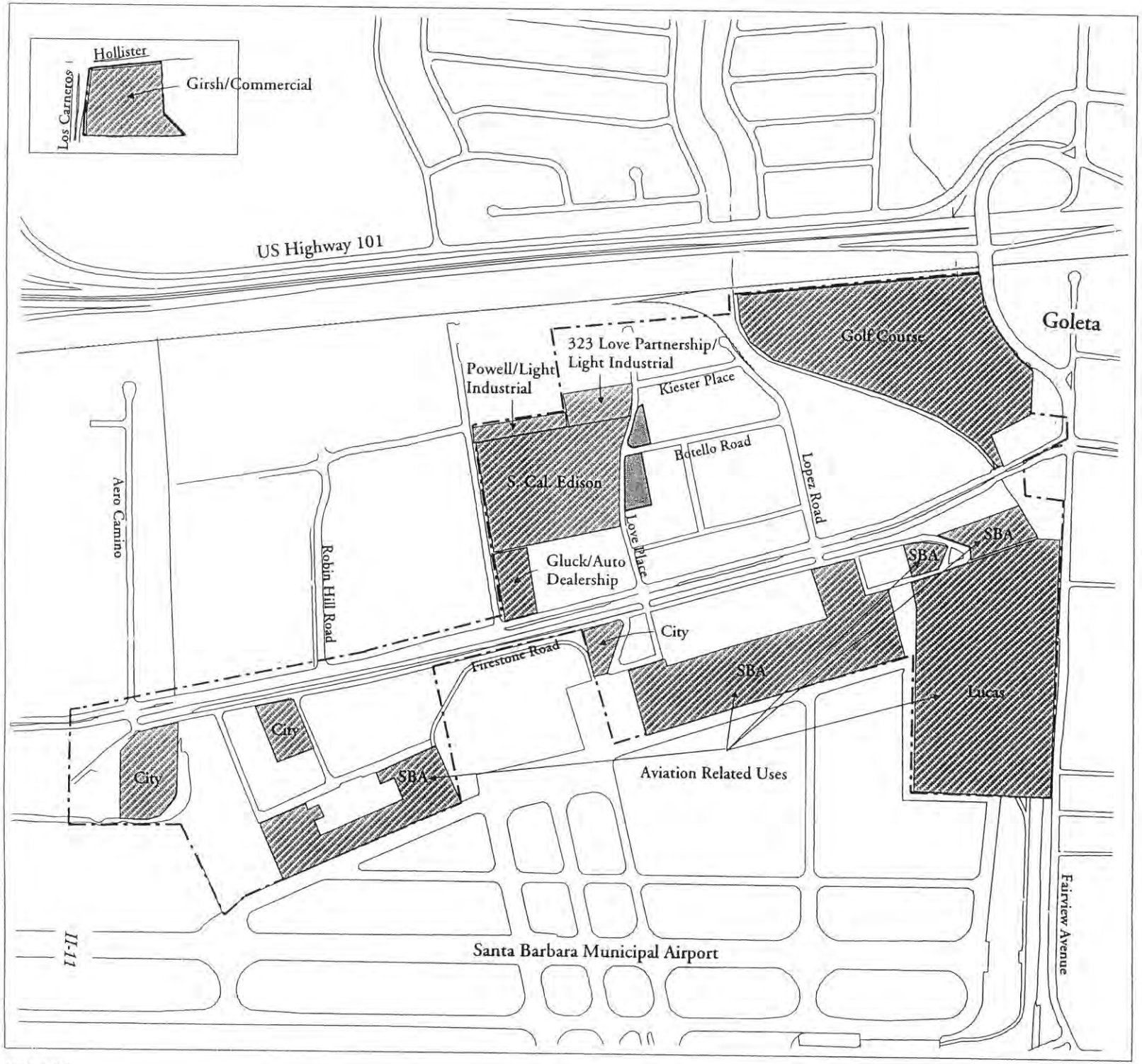
Existing and future tenants of the Specific Plan area are the key to the Airport's continued financial self-sufficiency. Extensive planning and consideration have been given to the relocation of existing tenants and the need to phase the relocation over time.

The first exercise the Planning Team completed in relation to tenant relocations was to identify existing tenants with long term leases (20 years). The golf course is also considered a long-term use since it is one of the few uses that can be sited in the floodway. Figure 8 illustrates the locations of these existing tenants. Since the Specific Plan has a planning horizon year of 2010, no changes to the long-term leaseholds could logically be proposed.

The phasing of tenant relocations ties directly into the phasing of building removals. For example, buildings which have been identified for future demolition need to have existing tenants relocated prior to the removal of space. Market demand and tenant expansion will also affect the timing of tenant relocation. Additionally, the City will consider reuse of an existing building before it is removed. Chapter VII provides a more detailed discussion of future tenant relocations and building removal. The existing building condition and life span were key factors in determining the phasing of building demolitions.

Santa Barbara Airport Commercial/Industrial Specific Plan

Figure 8
Long-Term
Leaseholds and Uses



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VACANT AND UNDERUTILIZED PARCELS

The second site/building issue examined by the Team is the future development opportunities which arise from existing land use patterns within the Specific Plan area. Figure 9 depicts the existing land uses. Figure 1 in Chapter I also illustrates the existing land uses within the planning area from an aerial perspective. These figures show that only a few vacant parcels exist north of Hollister Avenue. However, analysis of building space shows that many of the existing buildings are currently vacant or underutilized. Both of these opportunities were looked at when developing the recommendations for the area.

VISUAL QUALITY IMPROVEMENTS

The site/building visual quality issues are essential to address in that the success of improving the Specific Plan area's visual appearance will have a positive effect on the Airport's economic sustainability. A Policy and Action which emerged through the community participation process are listed below:

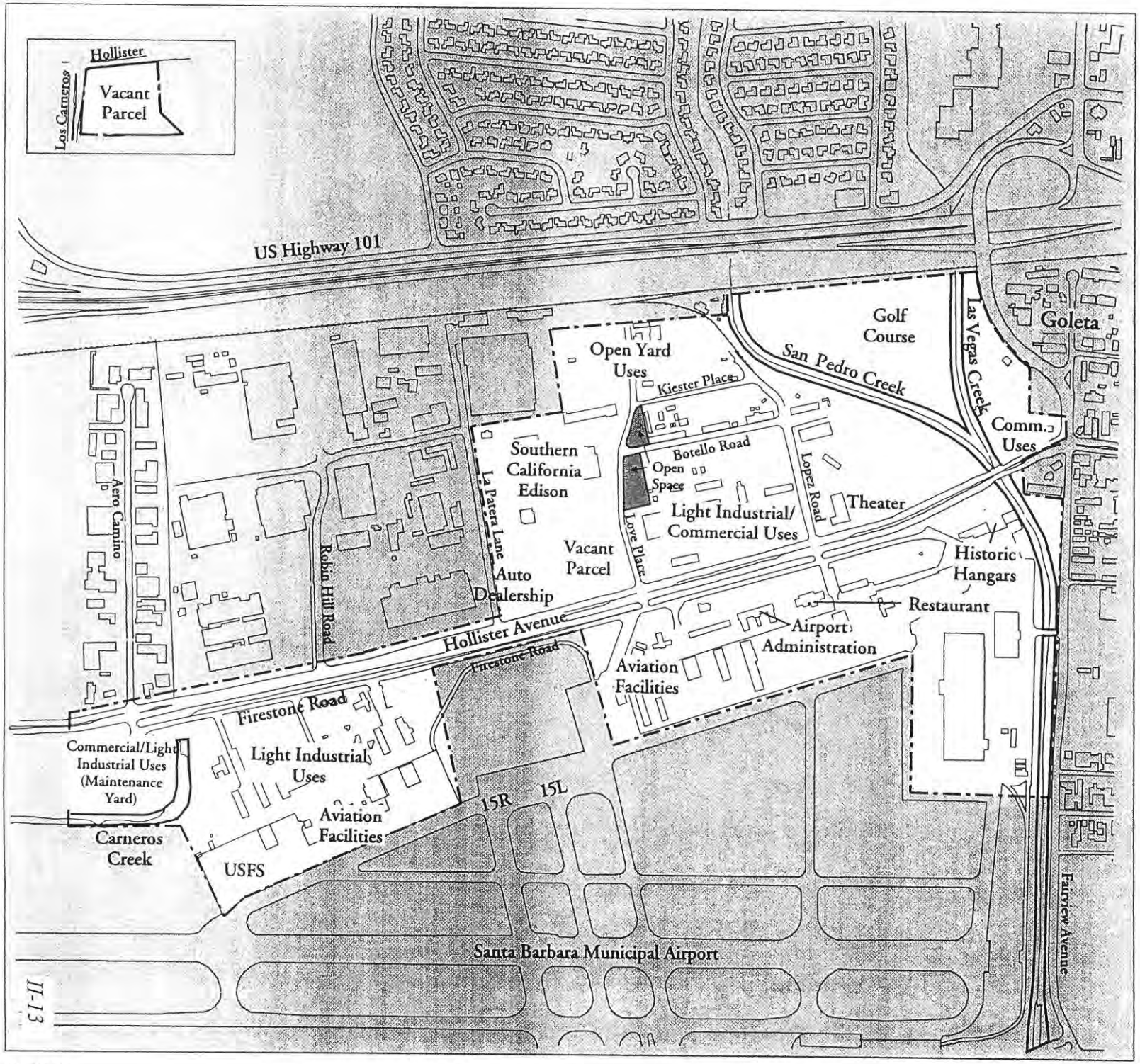
Policy
VQ1: Improve the visual quality of the environment and buildings in the Specific Plan area.

Action
VQ1.1: Develop and implement development standards and design guidelines for the Specific Plan area.

Action
VQ1.2: Implement undergrounding of utilities for the Specific Plan area.

Chapters IV through VII of this document respond directly to this Policy and Action.

As stated above, a majority of the buildings within the planning area are older and in need of repair. A consistent landscape theme is also needed for the area, particularly north of Hollister Avenue. One planning technique for improving the visual quality of the area north of Hollister Avenue is to establish a "green" edge along Hollister Avenue and a landscaped walkway through the future Airport commercial area. Street trees and shrubs could also be provided along major streets and at key entrances. The second technique involves a "layering" of building intensity which decreases from south to north. Open Yard uses are confined to the area north of Francis Botello Road to the railroad tracks. These basic concepts which improve visual appearance are discussed in more detail in Chapters IV and V of this document.



Santa Barbara Airport Commercial/Industrial Specific Plan

Figure 9
Existing Land Use

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III. The Vision for the Specific Plan Area

Original 1942 Terminal

On the basis of the key findings discussed in Chapter I, the Airport Goals adopted by the City Council on November 30, 1990, and the concerns and interests of a wide spectrum of the community, a vision has emerged for the Airport Industrial Area Specific Plan. This vision recognizes that the Specific Plan area has diverse characteristics and opportunities closely linked with the surrounding fabric of the community. It is a place where industrial and aviation service businesses can expand and continue to flourish; where newly emerging commercial and industrial uses and commercial recreation can provide tenants and citizens with additional conveniences and amenities; and where a more pedestrian-friendly environment will assist in reducing the need for the automobile.

The Airport Industrial Area Specific Plan provides a planning framework within which such a vision can take place. The Plan recognizes the strategic regional importance of the Airport and the unique opportunities that the area offers. It recognizes the importance of maintaining the Airport's economic self-sufficiency and the potential of vacant and under-utilized properties to be reused in a way that will promote the success and viability of the Airport. It also recognizes the presence of many existing tenants and businesses which have established their livelihoods and wish to remain in the Specific

Plan area. The Plan strives to balance multiple and sometimes conflicting objectives in a way that provides a coherent blueprint for the future. More specifically, the Plan responds to the Key Findings outlined in Chapter I and the following 12 Planning Policies:

The Key Findings in Chapter I provide a guide for the development of the Specific Plan and create a "vision" for the Airport's Planning area.

VISION

Policy
V1: Preserve the economic self sufficiency of the Airport by allowing flexibility in land use patterns, tenant types and mix.

Policy
V2: Provide opportunities that promote aviation related uses south of Hollister Avenue. Encourage the relocation of non-aviation uses to the north side of Hollister Avenue.

Policy
V3: Preserve and encourage the expansion of existing businesses on Airport property.

Policy
V4: Create a pattern of development that ties in with and complements future redevelopment of Old Town Goleta with consideration of the Goleta Community Plan, UCSB's Long Range Development Plan and the Airport Land Use Plan.

Policy
V5: Provide for R & D, light industrial, small incubator and community serving commercial uses. For commercial uses, give priority to uses which provide support service for the immediate Specific Plan area and do not detract from Old Town Goleta businesses.

Policy
V6: Encourage the reuse of existing buildings if they are in sound structural condition and it is cost effective to rehabilitate them.

Policy
V7: North of Hollister Avenue, provide for commercial recreation opportunities for families and youth.

Policy
V8: Encourage the continuation and expansion of open yard uses north of Francis Botello Road.

Policy
V9: Promote aesthetically pleasing development in the Specific Plan area, particularly along the Hollister Avenue corridor.

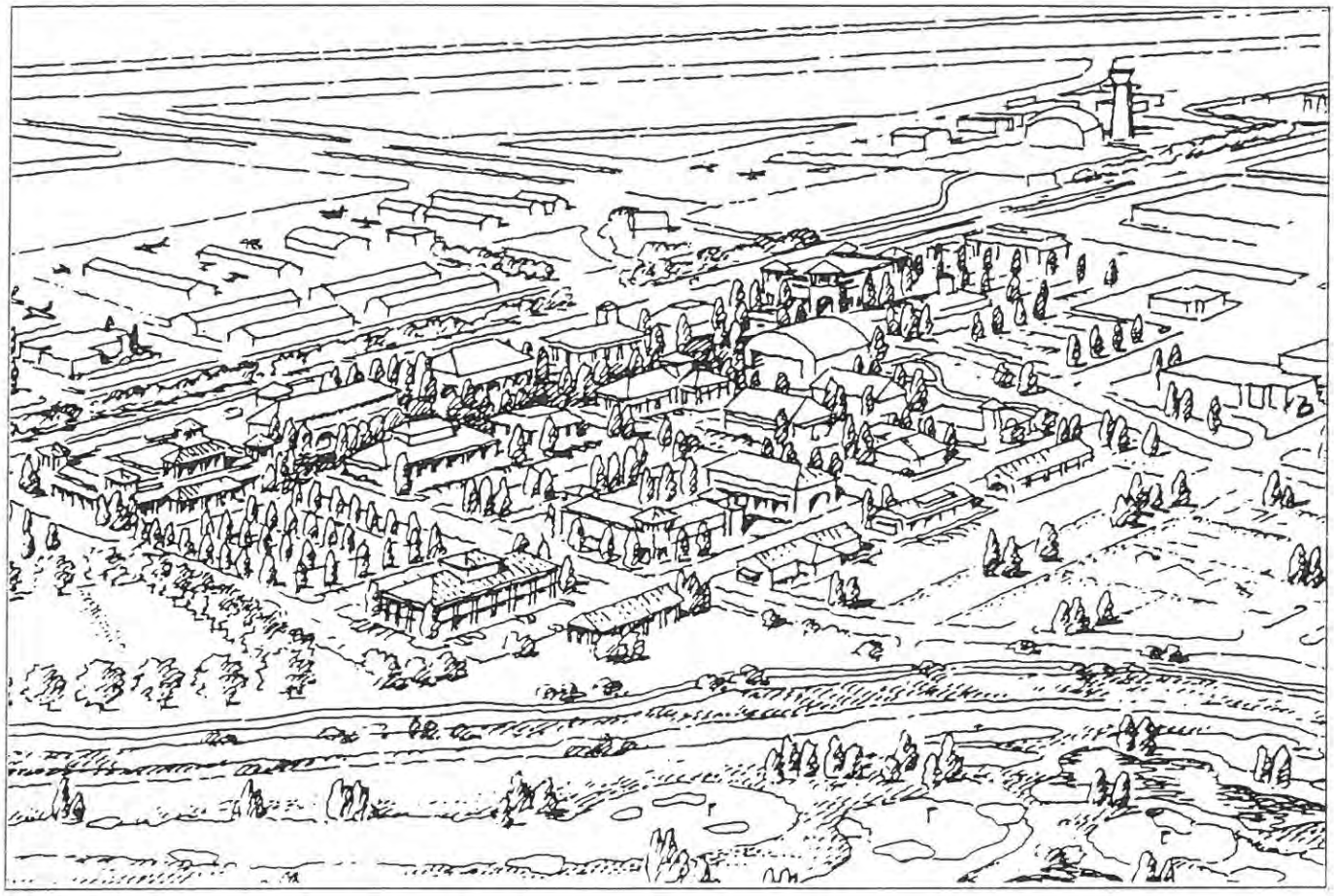
Policy
V10: Recognize and acknowledge the history of the Airport by incorporating findings of architectural history reports into projects, continuing to name streets with the full names of local deceased WWII aviators, by preserving existing historic buildings when reasonable to do so, and by otherwise recognizing Airport history.

Policy
V11: Provide a system of alternate transportation modes that is coordinated with County, UCSB and Santa Barbara County Association of Governments plans.

Policy
V12: Encourage environmentally sound development in the Specific Plan area that is consistent with the City Council goals for the Airport.

It is the above Policies, based on the Key Findings, that set the framework for the proposed zoning, land use plan, illustrative plan and the remaining discussions in this document.

IV. Land Use and Urban Design



THE LAND USE MAP

On the basis of the planning policies set forth in the preceding Chapter, this Chapter of the Specific Plan establishes the distribution, location and extent of land uses within the planning area.

Through urban design guidelines, the Chapter also describes the desired form, scale and character of future development. As discussed in Chapter I: Plan Overview, and illustrated in Figure 4, the planning area has been divided into four Sub-Areas, each with its own distinct development possibilities. Land use policies and actions, as well as urban design guidelines, have been developed for each of these Sub-Areas and are presented within this Chapter of the Specific Plan.

The Land Use Map, shown in Figure 10, reflects the overall vision of the Specific Plan as a mixed-use district with viable commercial and industrial businesses. South of Hollister Avenue, the uses include aviation-related uses and facilities, public/institutional uses and open space. North of Hollister Avenue, the uses include commercial, light industrial and family entertainment uses, a golf course and open space.

EXISTING ZONING

The existing zoning for the Specific Plan area includes four primary zones and an overlay zone. The four primary zones, established in 1974, are:

- A-A-P, Airport Approach and Primary Surface;
- A-F, Airport Facilities;
- A-C, Airport Commercial; and
- A-I, Airport Industrial.

The A-A-P Zone is focused on the Airport operations area (runways, taxiways and overflight areas) and is intended to prevent any use that would interfere with Airport operations.

The A-F Zone is intended to provide a location for aircraft and Airport-related uses adjacent to the flightline. The A-F Zone is intended to exclude most uses that do not use the flight facilities at the Airport. However, it should be noted that there are a number of nonconforming uses existing in this zone. One of the Key Findings of the Specific Plan is to relocate these uses, if possible, to the north side of Hollister Avenue.

The A-C Zone is designed to provide for recreational uses, hotels and related commerce, general offices, automotive and boat-related commerce, research and development industries and laboratories, administrative centers, very light and highly specialized manufacturing operations and other similar places of employment characterized by a low intensity of operations. General retail commerce is generally excluded because these uses are adequately provided for in the Old Town Goleta area.

The A-I Zone is intended to allow low volume industrial uses and to promote incubator businesses and small businesses providing services to the area. The A-I Zone allows uses which are more appropriate located away from Hollister Avenue and the immediate public view because of their lack of visual appeal.

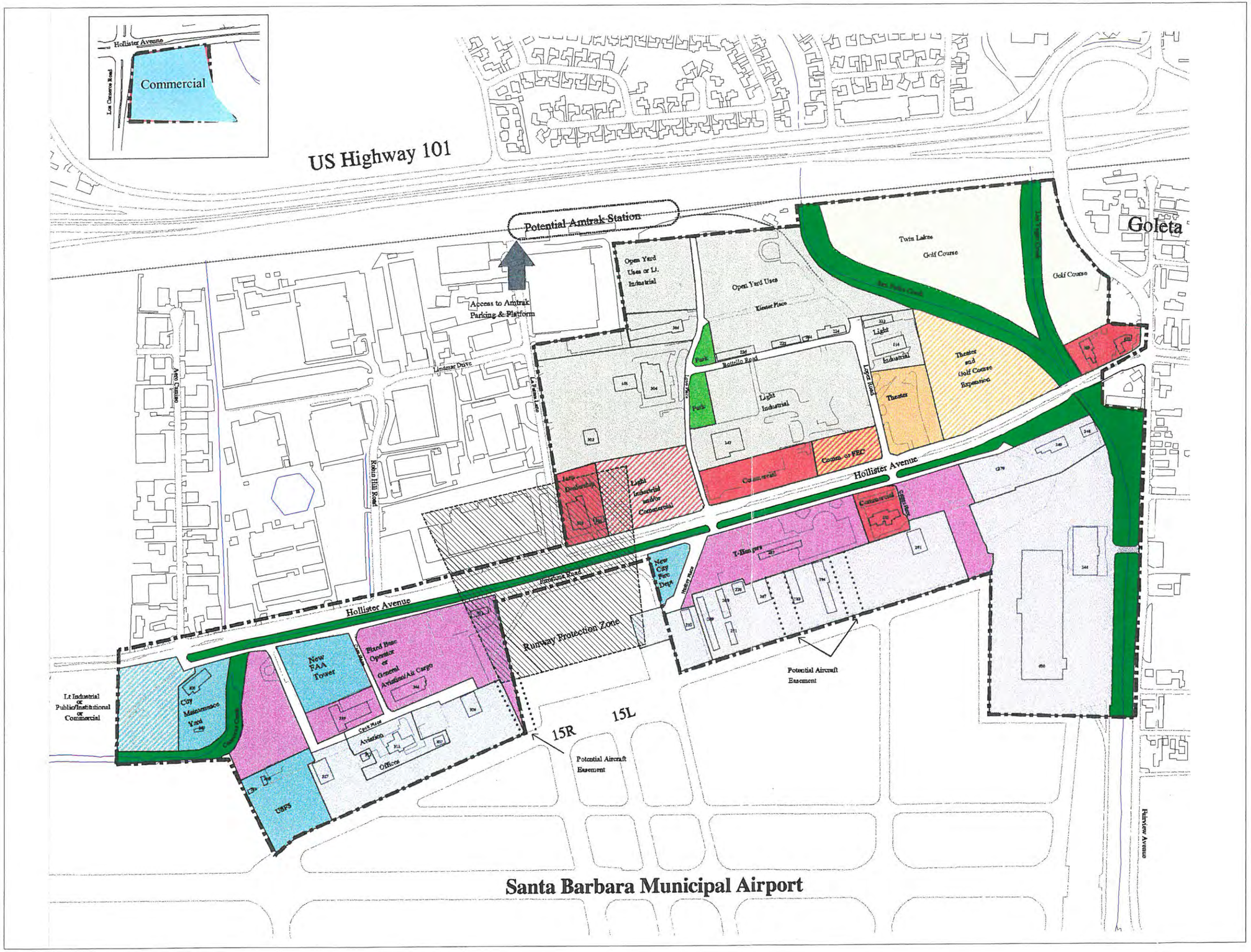
In 1982, the California Coastal Commission certified the Local Coastal Plan (LCP) for the Airport and Goleta Slough area of the City. The LCP called for the creation of two new zones, the Goleta Slough Reserve (G-S-R) Zone and the Special District Zone (S-D-3) Coastal Overlay Zone. The G-S-R Zone applies to areas of environmentally sensitive habitat in and immediately around the Goleta Slough and generally includes those areas that have been incorporated in the State Ecological Reserve System by a Memorandum of Understanding with the California Department of Fish and Game.

The S-D-3 Zone applies to all property on the south side of Hollister Avenue. Property within this zone is in the Coastal Zone and is subject to the Local Coastal Plan. Some developments will require a Coastal Development Permit.

NEW ZONING DESIGNATIONS

To achieve the Vision Policies for the Specific Plan and the land use policies and actions described for its four Sub-Areas, a total of six land use/zoning districts have been formulated for the Plan. Two of the districts currently exist within the Airport Zoning Ordinance and three have been renamed and revised. The Commercial Recreation Zone is a new zone which was developed specifically for the Plan area. Figure 11 displays these zoning districts along with the three General Plan designations for the area. While these zoning districts reflect the desire for a mixture of uses within each zone, they also recognize that certain portions of the Specific Plan area offer opportunities for particular land uses to predominate. For example, the A-F Zone, adjacent to the airfield, is reserved for aviation-related uses. Appendix B of this document provides the range of uses allowed within each of the new or amended zoning districts. The precise treatment of each of these land use districts is described in each of the four Sub-Areas of the Specific Plan

Figure 10
Land Use Map



North of Hollister Avenue

- Light Industrial
- Commercial
- Entertainment Use (FEC)
- Golf Course
- Park
- Open Space

South of Hollister Avenue

- Existing Aviation Related Uses
- Proposed Aviation Related Uses
- Public/Institutional
- Open Space

Note:

Only theater parking expansion will occur in floodway.

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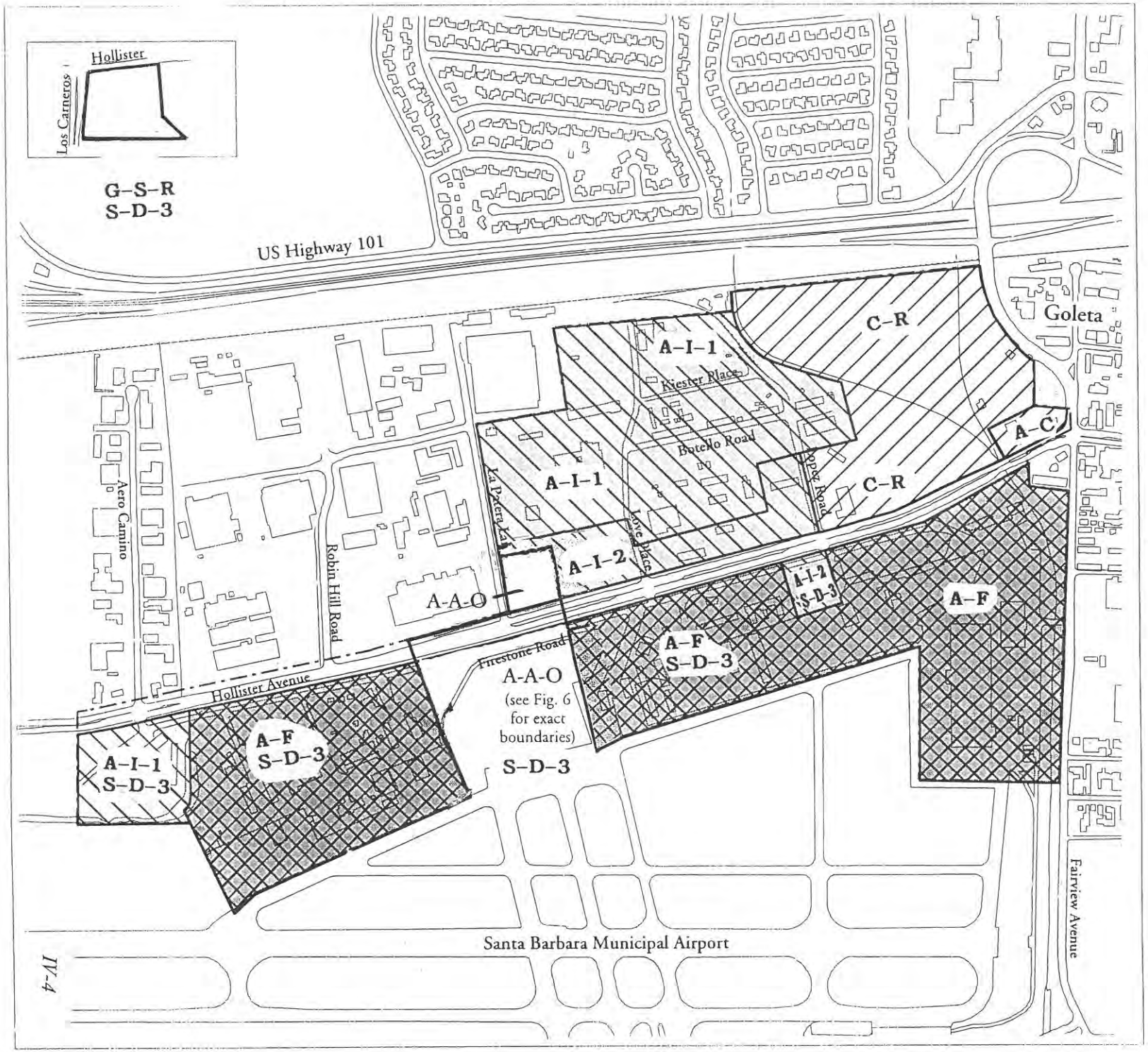

Santa Barbara Airport Commercial/Industrial Specific Plan

Figure 11
Proposed Zoning and General Plan Designations

Zoning

- A-F Aviation Facilities
- A-I 1&2-Airport Industria
- A-C Airport Commercial
- C-R Commercial Recreati on
- A-A-O Airport Approach & Operations Surface
- S-D-3 Special District 3 Coastall Overlay Zone ne

General Plan

- Commercial
- Industrial
- Major Public and Institutional

N

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later in this Chapter. More specifically, the zoning districts include:

A-A-O *Aircraft Approach and Operation* - (Formerly the A-A-P Zone) Area for aircraft landing, takeoff and overflight; includes runways, taxiways, lights and other aircraft control and guidance systems, access roads, runway protection zones and runway and taxiway safety areas. This zone is essentially the same as the previous A-A-P Zone, except that agricultural uses have been eliminated. The name of the zone has been changed to recognize changes in terms used by the Federal Aviation Administration. This zone does not allow hangars, aircraft tie-down areas, buildings or other actively used facilities.

A-F *Aviation Facilities* - Area in the immediate vicinity of flight activities; intended for uses which are an integral and necessary part of aviation and Airport related activities; uses not related to aviation and/or Airport activities are excluded. This zone is similar to the previous A-F zone; however, motels and accessory uses are no longer allowed. Additional aviation related uses, such as aviation equipment and accessories sales and/or repair, aviation storage and aviation related museums have been added to the allowed uses in this zone. Private parking facilities would be allowed subject to the issuance of a Conditional Use Permit. The new zone allows short term use of vacant buildings and land for non-aviation uses if such uses do not conflict with A-F uses, there is limited economic value if restricted to A-F uses and such uses will not preclude the future use of the property for A-F uses. Residential uses are prohibited except in association with a fire station. Residential uses are not allowed in any other zone at the Airport. The uses allowed on a short term basis must be uses that are allowed in the A-C, A-I-1 or A-I-2 zones. The boundaries of this revised zone are substantially the same as the old A-F zone.

A-C *Airport Commercial* - Area for low intensity commercial operations and commercial operations which support adjacent businesses (e.g., administrative center, research and development, general office, restaurant, branch bank, tire sales and installation, auto diagnostic center, secretarial service, printing or photographic shop, dry cleaning establishment). Most general retail sales (e.g., clothes and shoes, grocery stores, furniture) and all residential uses are specifically prohibited. The area of this zone has been substantially reduced and applies only to areas fronting Hollister Avenue between Fairview Avenue and San Pedro Creek.

A-I-1 *Airport Industrial 1* - Area designated for light industrial and manufacturing uses (e.g., research and development, electronic products manufacture, storage, contractors yards, lumber, sand and brick yards), subject to performance and development standards. Open yard uses are not allowed south of Francis Botello Road. This area is north of a new street (B Street) that may be located about 250 feet north of Hollister Avenue. An area west of Carneros Creek south of Hollister Avenue is also zoned for A-I-1 uses. Even though this property is close to the flightline, it is separated from and has no access to the flightline because of Carneros Creek. Finally, there are a number of historic buildings in this and the A-I-2 Zones (see Table 2). While not all of these buildings can or should be saved, an incentive which allows greater flexibility in the allowed uses for such buildings is included to encourage adaptive reuse of the buildings.

A-I-2 *Airport Industrial 2* - Area designated for light industrial and manufacturing uses and for related commercial services (e.g., branch bank, printing and photographic shop, dry cleaning establishment, mailing service, convenience store, secretarial service, restaurant); new and used car agencies are also allowed. This zone builds on the A-I-1 zone and applies to the area adjacent to and north of Hollister Avenue between Frederic Lopez Road and La Patera Lane. It also applies to a small area south of Hollister Avenue where there is an existing restaurant. Like the A-C zone, general commercial retail is not allowed since these uses are available in Old Town Goleta and other nearby areas. Uses allowed in the C-R Zone may be allowed on the west side of Frederic Lopez Road if developed in conjunction with adjacent C-R zoned property as generally depicted in Figure 10.

C-R *Commercial Recreation* - Area designated for any use or development, either public or private, providing amusement, pleasure or sport dimension, exercise or other resource affording relaxation or enjoyment which is operated primarily for financial gain. Typical uses may include, but are not limited to: batting cages, theater, golf course, miniature golf course, bumper cars, game arcade, go-carts and family entertainment centers. The area zoned for C-R uses includes the existing golf course and movie theater properties. An area west of Frederic Lopez Road in the A-I-2 zone may also be used for C-R uses if developed in conjunction with adjacent C-R zoned property.

G-S-R *Goleta Slough Reserve* - This zone primarily applies to areas within the boundaries of the Aviation Facilities Plan. However, an area at the corner of Hollister Avenue and Los Carneros Road is designated G-S-R, with a proviso that this particular site may be used for a low intensity nature or interpretive center with some parking if it is determined to be necessary or appropriate to mitigate impacts caused by improvements proposed in the Aviation Facilities Plan.

S-D-3 *Special District 3, Coastal Overlay* - This zone applies to all property south of Hollister Avenue and remains unchanged from the previous zoning. As indicated above, property within this zone is subject to the Local Coastal Plan. Development may require a Coastal Development Permit.

The following Zoning Policies and Actions have been created to implement the proposed zoning described above.

Policy

Z1: Amend Title 29 of the Santa Barbara Municipal Code (Airport Zoning) to incorporate the changes in allowed uses and new zoning districts included in the Airport Specific Plan as outlined in Appendix B.

Action

Z1.1: Amend the allowed uses and/or zone name in the A-F, A-C and A-A-O (formerly A-A-P) Zones.

Action

Z1.2: Amend the A-I Zone to include the A-I-1 and A-I-2 districts.

Action

Z1.3: Create a new Commercial Recreation (C-R) Zone.

Action

Z1.4: If determined to be necessary or appropriate to mitigate for Aviation Facilities Plan impacts, consider amending the G-S-R Zone to allow a nature and/or interpretive center or other low intensity use, with parking, determined to be appropriate by the Planning Commission on an approximately one (1) acre area immediately

adjacent to the corner of Hollister Avenue and Los Carneros Road.

Action

Z1.5: Consider changing the Airport Zoning Ordinance to allow tall aviation-related buildings or structures. The Santa Barbara City Charter height restriction of 60 feet may preclude facilities for larger aircraft (e.g., hangars and maintenance buildings) from being built. Allowing some relief from this standard through establishment of a hangar height definition in the Zoning Ordinance will promote flexibility at the Airport without violating the spirit of the height restriction.

Policy

Z2: Rezone and change the General Plan designation in the Specific Plan area to conform to the recommendations shown in Figure 11.

Action

Z2.1: Rezone Sub-Area #3 to Airport Industrial-1 (A-I-1) Zone.

Action

Z2.2: Rezone Sub-Area #2 and a small area of Sub-Area #1 to Airport Industrial-2 (A-I-2) Zone.

Action

Z2.3: Add the Aircraft Approach and Operations (A-A-O) Zone to the westernmost part of Sub-Area #2.

Action

Z2.4: Rezone the areas that have the existing A-A-P Zone to the A-A-O Zone.

Action

Z2.5: Rezone most of Sub-Area #4 to the Commercial Recreation (C-R) Zone, leaving those leaseholds which front on Hollister Avenue between Fairview Avenue and San Pedro Creek zoned A-C.

Action

Z2.6: If determined to be necessary or appropriate to mitigate Aviation Facilities Plan impacts, consider rezoning the area at the corner of Hollister Avenue and Los Carneros Road from Airport Commercial/Aircraft Approach and Operations Zone (A-C/A-A-O) to Goleta Slough Reserve/ Aircraft Approach and Operations Zone (G-S-R/A-A-O).

Policy

Z3: Amend Title 29 to address landscaping in new development that promotes aesthetically pleasing and pedestrian oriented development while using land efficiently.

Action

Z3.1: Reduce the 25 percent landscaping requirement in the Santa Barbara Municipal Code for all new development to 15 percent.

DEVELOPMENT PROGRAM AND ILLUSTRATIVE PLAN

Figure 4 and Appendix B identify the Sub-area locations and types of land uses to be developed within the Specific Plan area over a 10-15 year time period. Table 3 depicts the square footage available for new development within the Specific Plan area based on Charter Section 1508 requirements. Development potential within the Sub-Areas will be influenced by several factors including market need, tenant relocation and infrastructure availability and improvements. The circulation plan (Chapter V) includes improvements to the existing circulation system to accommodate future traffic demand. Chapters VI and VII discuss necessary infrastructure improvements, tenant relocations, buildings to be demolished and phasing of future development.

The concept for the Specific Plan has evolved from a synthesis of several factors. The analysis of existing underutilized parcels and buildings has influ-

enced the location and density of various land uses. Visually sensitive areas and National Register eligible buildings have been preserved to the extent feasible.

Existing roads have been utilized as much as possible to reduce the cost of new utilities and roads. New roadways and/or realignments in the Specific Plan complete the system, providing a logical sequence of gateways, intersections and major streets. Existing development and/or natural boundaries (i.e., streets, creeks) as well as the amount and type of potential future development influenced the creation of distinct planning Sub-Areas (see Figure 4).

The Illustrative Plan (Figure 12) and Aerial Perspective Plan (Figure 13) indicate how the Airport Industrial Area Specific Plan could potentially build out in conformance with the overall planning principles and within the land use regulations and design guidelines established for the Plan. It is important to emphasize that the illustrative plan indicates only one potential development concept and that the actual buildout will likely vary from this initial projection. As stated above, the development program (Table 3) indicates the potential distribution and density of land uses within each of the planning Sub-Areas. As envisioned, the full buildout of the Specific Plan could result in up to 70,000 square feet of new aviation related facilities (excluding T-hangars), 102,000 square feet of new Airport commercial uses, 20,000 square feet of new commercial recreation uses and approximately 220,000 square feet of new industrial uses. The Plan assumes that 532,750 square feet of existing commercial/industrial and aviation facilities space will remain. More specific provisions related to building, massing, setbacks and articulation are described in the design guidelines. The design guidelines also illustrate and describe recommended building setbacks along key street and roadway sections throughout the Specific Plan area.

The remainder of this Chapter focuses on the four Sub-Areas of the Plan, describing the land use objectives and policies for each and providing urban design guidelines that describe the scale, character and treatment of future buildings and open space. It should be noted that all new development should conform to the existing City design guidelines as modified specifically for the Airport Specific Plan.

PLANNING SUB-AREAS

The following provides a more detailed discussion of future development proposed within the four (4) Planning Sub-Areas. The 12 policies in the Vision (Chapter III of this document) provide overall guidance for the future development of the Sub-Areas. The specific policies which apply to each of the four Sub-Areas are presented below.

Policy

SA1: Create a pattern of development that is consistent with the recommendations of this Specific Plan as follows:

Sub-Area

1: Create opportunities for expansion of existing and new aviation related uses within this planning area which falls adjacent to the airfield east of Carneros Creek. Provide for expanded aviation services, e.g., Fixed Base Operators, air cargo, USFS facilities, T-hangars, etc. At the corner of Hollister Avenue and Los Carneros Road, consider providing for a nature and/or interpretive center or other appropriate low intensity use with parking.

Sub-Area

2: Create opportunities for new community commercial uses which would provide service to existing Airport tenants and improve the visual character of the Specific Plan area. Opportunities should continue to exist for light industrial, R & D and small incubator businesses. Prohibit the development of strip commercial type uses.

Table 3
Square Footage Available and Expected Need for Specific Plan Including Economic Development

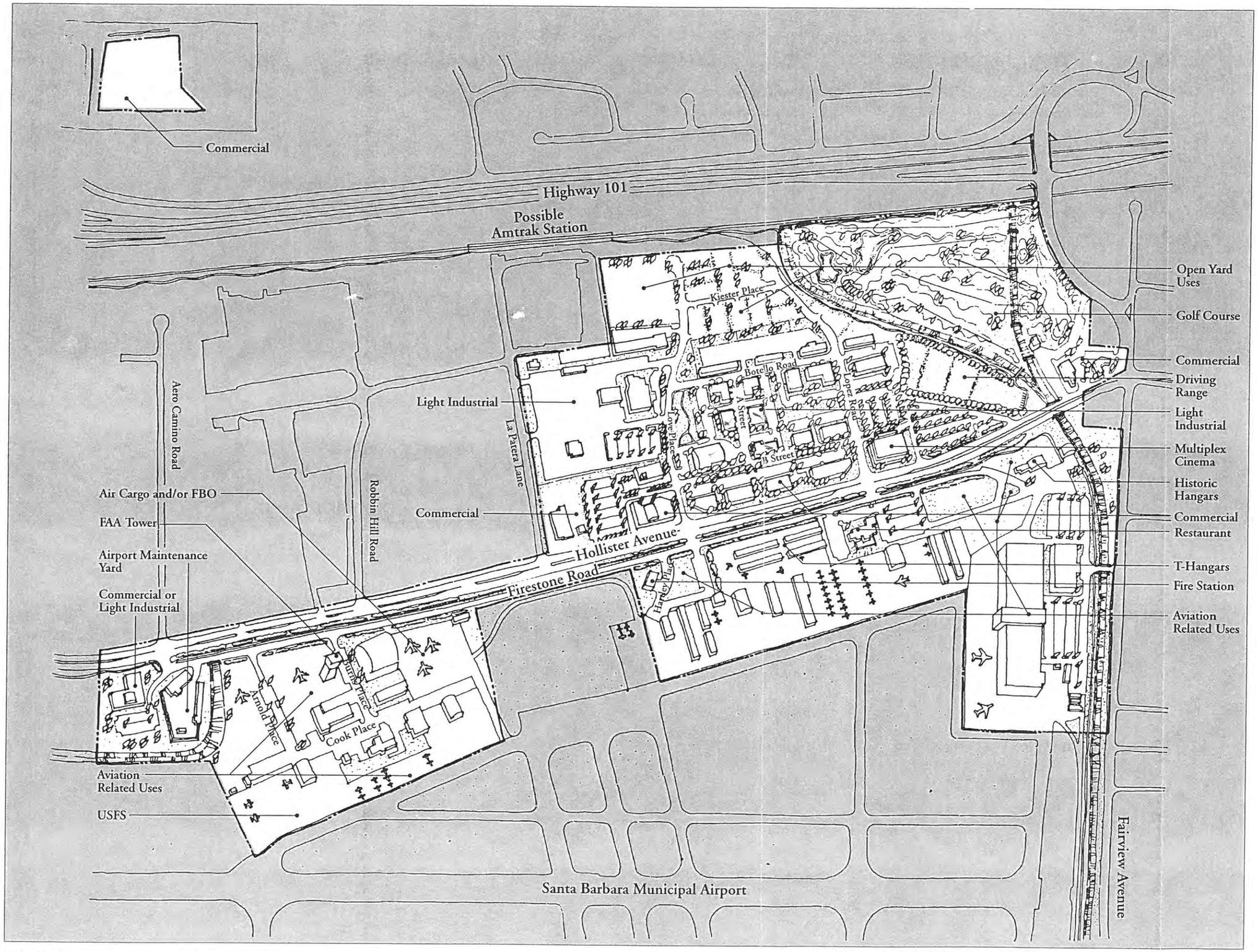
Net Square Footage Available for New Buildings	
Demolition from adoption of Charter Section 1508 to 1997 =	15,000 sf
Average of 1 Small Addition (3,000 sf) per Year (x 15 yrs)[1] =	+ 45,000 sf
Estimate of sf available for Vacant Land under Charter Section 1508 =	+100,000 sf
SF added for Economic Development under Charter Section 1508 =	+80,000 sf
Subtotal available =	240,000 sf
Demolition planned in SP area =	+172,000 sf[2]
Total Square Footage Available =	**412,000 SF**
Net Square Footage Expected to be Needed for New Buildings[3]	
[Note: The sf are approximates and may vary although the total will not exceed 412,000 sf]	
Sub-Area 1	+100,000 sf
Sub-Area 2	+122,000 sf
Sub-Area 3	+170,000 sf
Sub-Area 4	+ 20,000 sf
Total Square Footage Needed/SP Area including Economic Development =	**412,000 SF**

1 There are approximately 62 "parcels" on Airport property. Charter Section 1508 allows one Small Addition of 3,000 sf/parcel with an existing structure as of November 1989 and restricts square footage to no more than 30,000 sf/year in the Small Additions Category. Therefore, an average of one Small Addition per year is assumed over the 15 years of the Specific Plan. Theoretically, 186,000 additional sf are possible under the Small Additions Category (62 x 3,000 sf). In addition, many of these parcels are vacant and can be developed at the rate of 0.25 sf of building for each sf of land.

2 A detailed discussion and breakdown of buildings to be removed within the Specific Plan area is provided in Chapter VII.

3 Feasibility analysis only - The square footages are approximate and may vary although the total will not exceed 412,000 sf.

Figure 12
Illustrative Plan



Note:
This illustrative plan indicates only one potential development concept and the actual buildout will likely vary from this initial projection.

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Figure 13
Aerial Perspective Plan

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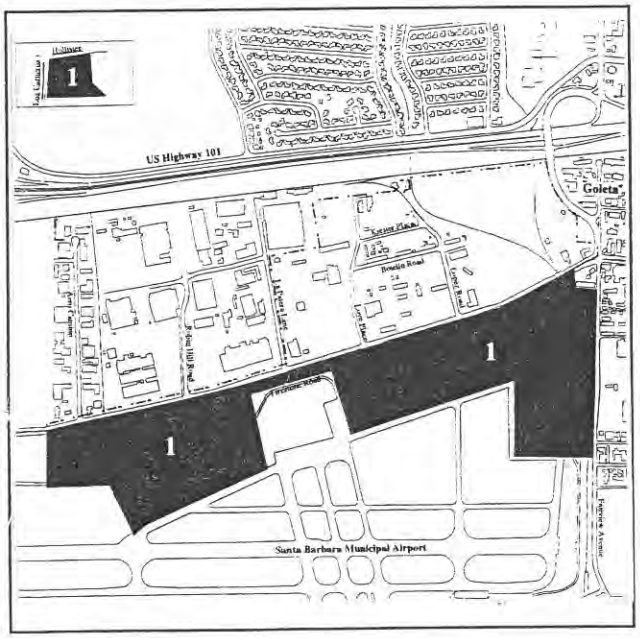
Sub-Area
3: *Create opportunities for expansion of existing and new light industrial, R & D, small incubator businesses and open yard uses. Consider commercial recreation uses immediately west of Sub-Area 4 (see Figure 4) as an interim or short term use if there is not adequate demand for industrial uses in this Sub-Area.*

Sub-Area
4: *Create opportunities for expansion of existing and new Commercial Recreation uses such as the theater, miniature golf with arcade, golf course club house relocation, etc., as outlined in the recommendations of the Specific Plan Market Study. In areas constrained by flood hazards, explore possible commercial recreational uses such as golf course expansion and parking for commercial recreation uses.*

In considering how each of these Sub-Areas could ultimately build out, a Parcel Plan was created and is included in Appendix C of this report. Parcels south of Hollister Avenue are identified with letters and parcels north of Hollister Avenue are identified with numbers. Corresponding acreages for each of the parcels are also shown.



SUB-AREA #1 - (120.8 ACRES)

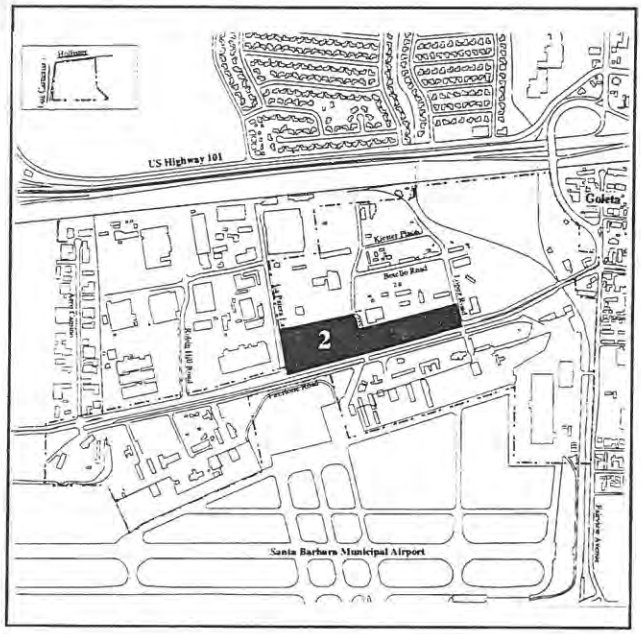
As stated previously, this area encompasses the entire Specific Plan area south of Hollister Avenue, including the non-contiguous area located at Los Carneros Road and Hollister Avenue. The existing uses in this area are primarily Airport Facilities, the exceptions being the vacant area at Los Carneros and Hollister, the City maintenance yard and restaurants. Even though the maintenance yard and vacant area are close to the flightline, they are separated from and have no access to the flightline because of Carneros Creek.

As shown previously on Figure 11, there are five (5) zoning categories proposed in this Sub-Area along with the Special District 3, Coastal Overlay, Zone. The majority of the area is zoned A-F, Aviation Facilities. The City Maintenance Yard is proposed to be zoned A-I-1, Airport Industrial-1. The restaurant area is proposed to be zoned A-I-2, Airport Industrial-2. The non-contiguous vacant area leasehold is now controlled by the City and is proposed to be zoned G-S-R, Goleta Slough Reserve, with a portion of the area having an A-A-O overlay. The rezoning to G-S-R will be carried out with the Aviation Facilities Plan if determined to be appropriate or necessary to mitigate impacts caused by that Plan.

As shown in Table 3, the Plan estimates 100,000 habitable square feet of new development within this Sub-Area, with demolition of 103,000 square feet of existing buildings. New building construction will be laid out in a way that will help this area to operate more efficiently. The Plan specifically calls for new aviation facilities occurring in two general areas within Sub-Area 1 (see Figure 12, Illustrative Plan).

New commercial or industrial development could also occur within the area adjacent to the City maintenance yard which carries A-I-1 zoning. An interpretive or nature center with a small parking

area could be constructed on the property immediately adjacent to the corner of Hollister Avenue and Los Carneros Road. Improvements to intersections along Norman Firestone Road are proposed in this Sub-Area to adequately service new development. A detailed discussion of these improvements is provided in Chapter V of this document.



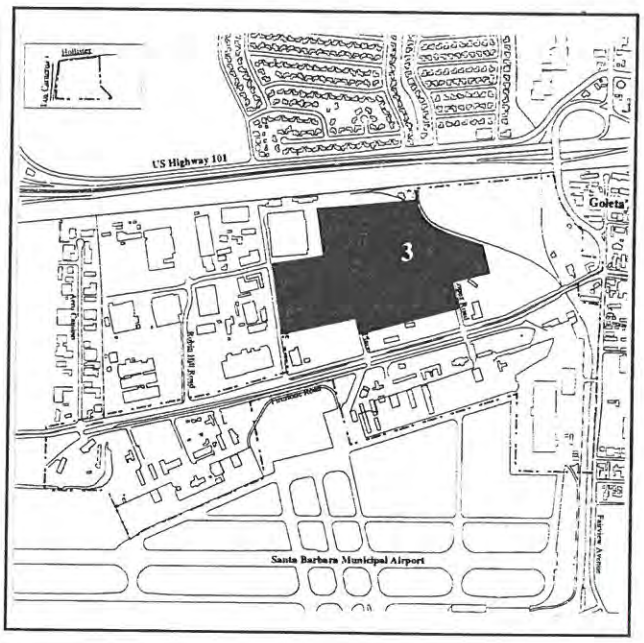
SUB-AREA #2 - (18.6 ACRES)

As stated previously, this area extends approximately 250 feet north of Hollister Avenue between La Patera Lane and Frederic Lopez Road. A majority of this area consists of vacant land. An existing auto dealership is located at the west end of this Sub-Area.

As shown on Figure 11, this Sub-Area is proposed to be zoned A-I-2, Airport Industrial-2, with the most westerly portion having an A-A-O overlay. Appendix B identifies special support commercial uses which would be an allowed use in this Sub-Area. West of Frederic Lopez Road, C-R uses would be allowed in conjunction with development in Sub-Area 4 if there is insufficient demand for uses allowed in the A-I-2 Zone.

As shown in Table 3, the Plan estimates 122,000 square feet of new development within this Sub-Area, with about 6,200 square feet to be demolished. This would result in a net increase of 114,000 square feet. Access to the new commercial area could be provided via a new east/west roadway, B Street, if determined to be necessary. The details of this roadway are discussed in Chapter V.

In addition, if the automobile dealership now on the western edge of this Sub-Area expands easterly toward David Love Place, the existing buildings should be demolished and new buildings constructed outside the A-A-O Zone. This would enhance safety for this area immediately under the approach for Runways 15/33. In addition, there would be a substantial reduction of the nonconforming use in the A-A-O Zone and the Runway Protection Zone.

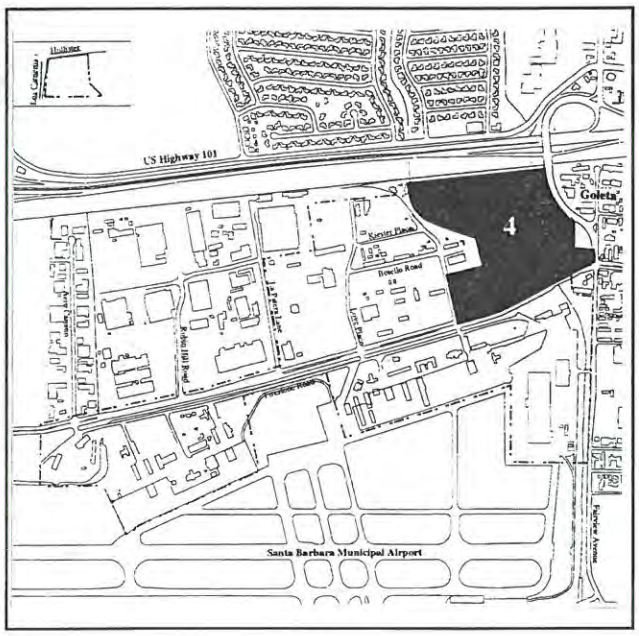


SUB-AREA #3 - (46.4 ACRES)

As stated previously, this area extends north of Sub-Area 2 up to the railroad tracks. The east and west boundaries of this Sub-Area generally fall between Frederic Lopez Road and La Patera Lane. The areas north and south of Francis Botello Road are currently primarily light industrial with open yard uses. West of Frederic Lopez Road, C-R uses are allowed in conjunction with development in Sub-Area 4 if there is insufficient demand for uses allowed in the A-I-1 Zone.

As shown on Figure 11, this Sub-Area is proposed to be zoned A-I-1, Airport Industrial-1. Appendix B specifies that open yard uses will not be allowed south of Francis Botello Road. This provision is included in order to concentrate the open yard uses away from Hollister Avenue to improve the visual quality and cohesiveness of the area.

As shown in Table 3, the Plan estimates 170,000 square feet of new light industrial development within this Sub-Area along with demolition of 52,100 square feet, resulting in a net increase of 118,000 square feet. A Street, a new north/south roadway, may be provided to service some of this new light industrial development, if determined to be necessary. Robert Kiester Place may also be relocated approximately 150 feet north of its existing location. This relocation would allow the roadway to service open yard uses from both sides. Francis Botello Road may also be relocated approximately 10 feet south in order to provide space for landscaping in front of existing buildings expected to remain. The details of the proposed roadway improvements are discussed in Chapter V.



SUB-AREA #4 - (39.4 ACRES)

As stated previously, this area generally extends east of Frederic Lopez Road and Sub-Areas 2 and 3. This is a recreation area which includes the former drive in parking lot and existing golf course and theater uses.

As shown on Figure 11, most of this area would be given a new zoning designation of C-R, Commercial Recreation. Appendix B specifies uses which may occur in this new zone such as batting cages, miniature golf, bumper cars, game arcades and

family entertainment centers. The area fronting Hollister Avenue between Fairview Avenue and San Pedro Creek would remain in the A-C zone, providing for a transition between Old Town Goleta and the Airport property.

The Plan estimates 20,000 square feet of new development as identified in Table 3, with possible demolition of 11,250 square feet. This would result in a net increase of 8,750 square feet in this area. Approximately 15,000 square feet is anticipated to be developed as a new eight (8) screen Multiplex Cinema. However, other sites for new cinema space are being considered in Goleta, both to the west at Hollister Avenue and Storke Road and in Old Town Goleta. If either of these sites is developed with new cinema space, other commercial recreation uses will be considered. Possibilities include expansion of the existing golf course (i.e., driving range), development of a miniature golf course or other similar uses.

URBAN DESIGN GUIDELINES

The existing Airport Design Guidelines were adopted in 1991 as an implementation measure of the Airport Local Coastal Plan. The Guidelines recognize that the Airport is a major gateway to the Santa Barbara area and seek to establish cohesiveness and compatibility within the Airport property. The Guidelines generally provide for an architectural style south of Hollister Avenue that "has its roots in Hispanic/Mediterranean architecture but shall relate immediately to the existing (adjacent) structures." Development north of Hollister Avenue must also have its roots in Hispanic/Mediterranean architecture, but not traditional styles. Landscaping and color are intended to serve as significant unifying elements within the area. Major entries along Hollister Avenue should be emphasized with skyline trees.

In reviewing new or remodeled buildings in the past, the Architectural Board of Review (ABR) and the architect have struggled to make aviation-related buildings such as the Air Traffic Control Tower and aircraft hangars relate to Hispanic/Mediterranean architecture. In July 1997, the ABR reviewed the proposed Specific Plan policies that relate to their purview and agreed that certain functional aviation-related buildings should reflect their function. Other aviation-related buildings and non-aviation buildings, such as the Aircraft Rescue and Fire Fighting Station, can use materials that evoke Hispanic/Mediterranean architecture, without adhering strictly to that style.

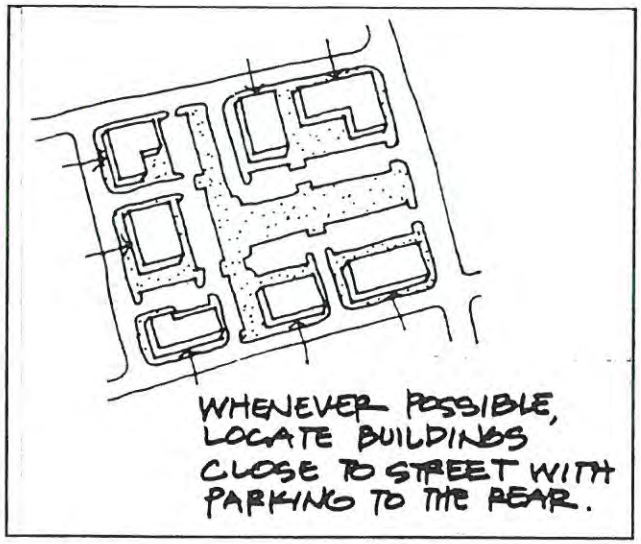
The purpose of revising these urban design guidelines is to translate the land use concepts and intensities identified in the previous sections into more specific and detailed instructions and requirements for the public, City staff, ABR and future tenants of the Specific Plan area. The policies, actions and guidelines below are intended to supplement the Airport's existing design guidelines and create an image of what the area could be. The guidelines also promote the use of shared parking. Finally, major remodels are defined as those which exceed in cost 50 percent of the valuation as defined by the Uniform Building Code.

Policy

DG1: Promote aesthetically pleasing development in the Specific Plan area, particularly along the Hollister Avenue corridor.

Action

DG1.1: The City Council shall, by resolution, adopt urban design guidelines for the Airport Industrial Area Specific Plan area.



BUILDING MASSING

As shown in the above sketch, buildings shall be located close to the street for ease of access with parking in the rear wherever possible.

SETBACKS

Policy

SB1: ***Provide appropriate setbacks to create a pedestrian-friendly atmosphere. Entrances should be close to streets with minimal separation between buildings and sidewalks.***

Action

SB1.1: *Buildings along Hollister and Fairview Avenues and the first blocks of David Love Place and Frederic Lopez Road north of Hollister Avenue shall provide front yard setbacks of 20 feet measured from the curb face to assist in creating a landscaped corridor.*

Action

SB1.2: *Buildings along all street frontages other than those included in Action SB1.1 above shall be built to a front yard setback of 10 feet for the first story and 20 feet for the second and third stories, measured from the curb face, to assist in creating a landscaped corridor.*

The setback provisions discussed in the Policies above are aimed at ensuring a positive relationship between new development and the existing uses and assisting in improving the visual character of the Specific Plan area, particularly north of Hollister Avenue. The setback areas should be used mainly for pedestrian access and landscaping.

Properties designated for Commercial and/or Industrial uses should comply with the setback guidelines outlined in the above policies. When determined to be necessary, setback modifications will be considered.

PARKING ACCESS AND TREATMENT

- *Parking Standards:* Off-street parking standards for all land use designations shall comply with the City of Santa Barbara Zoning Ordinance and Chapter V of this document.

- *Access to Parking Facilities:* In general, curb cuts and driveways shall meet the approval of City Transportation staff. Driveways should be a minimum of 50 feet from minor street intersections. For other intersections, the distance will vary depending upon traffic conditions. No more than 50 parking spaces should be served from a single driveway or parking access point.

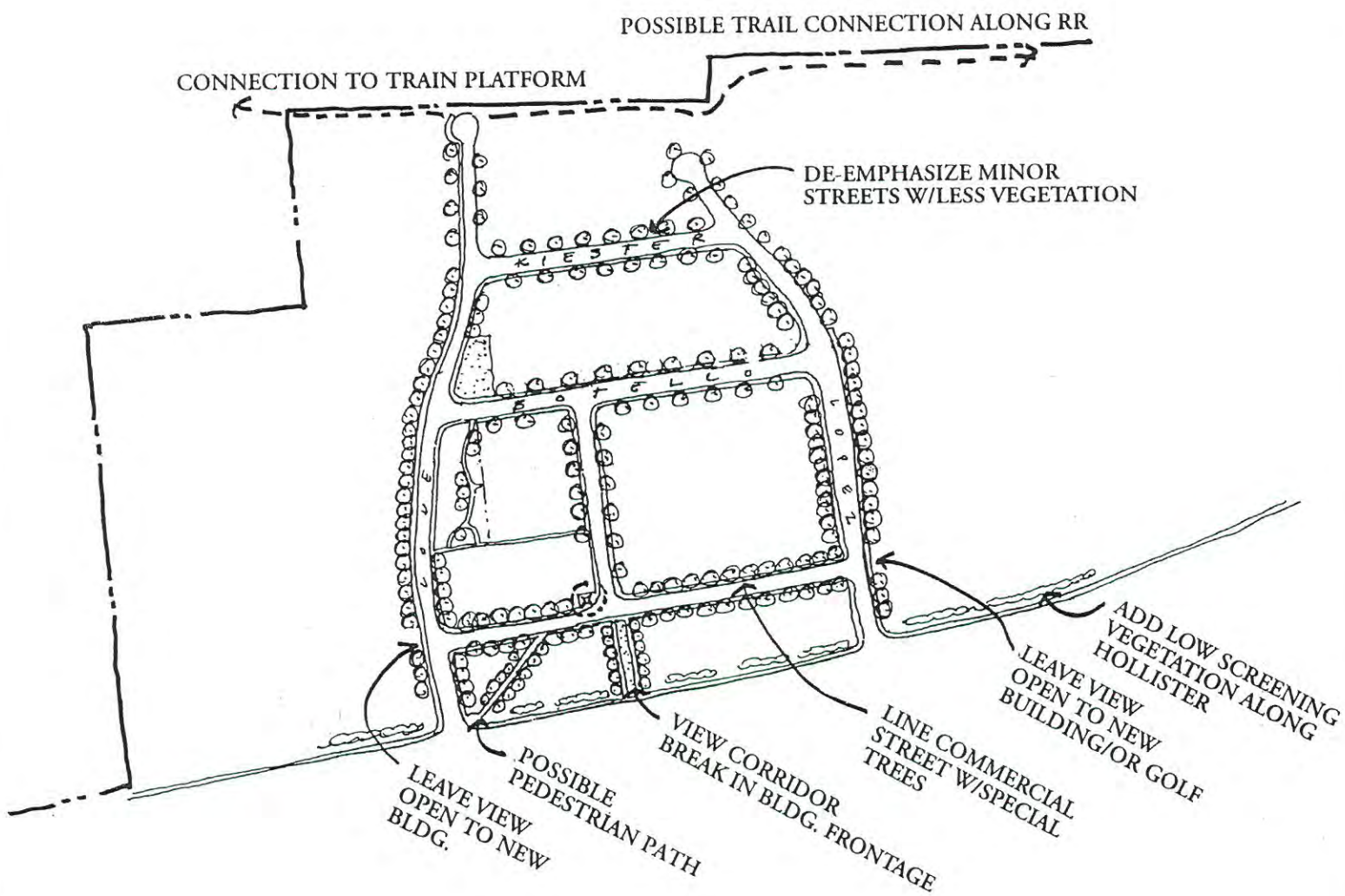
LANDSCAPE TREATMENT

Figure 14 illustrates the landscape treatment in the northern half of the Specific Plan area. The proposed emphasis on major streets with significant trees and de-emphasis of minor streets with less

vegetation will assist in improving the visual character of the area. Urban Tree Grants may be available to help finance the installation of new trees in the Specific Plan area. The development of view corridors shown on Figure 14 should also be encouraged.

Presently, properties in the Specific Plan area are required to put 25 percent of their land into landscaping. This is an excessive amount of landscaping in comparison to other areas of the City and the surrounding area. A reduction to 15 percent would provide ample landscaped area.

Figure 14
General Landscape Concept



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V. Circulation

INTRODUCTION

This Chapter of the Specific Plan describes the program of transportation improvements that support new development within the planning area. Because the layout of the primary roadways is long established within the area, the types of transportation improvements required for future development are confined primarily to the construction of local streets which will distribute traffic within the planning area and help avoid undue impacts on adjacent areas.

The policies and related actions included in the following sections describe the program of transportation improvements that will contribute to the emergence of the Airport Specific Plan area as a vital mixed-use community.

VEHICULAR CIRCULATION

The program of roadway improvements recommended by the Airport Industrial Area Specific Plan maintains and reinforces the existing grid pattern of streets that defines the area. Planned improvements address key circulation issues within the Planning area and mitigate Plan impacts on the surrounding area.

Policy
VC1: Provide a system of vehicular circulation within the planning area that enhances the existing roadway network and adequately services existing and new development.

Action
VC1.1: Consider the deletion of Gerald Cass Place (as shown in Figure 15) when uses consistent with the Specific Plan are proposed in that vicinity.

Action
VC1.2: Prepare detailed traffic engineering plans to determine the extent and timing of the following intersection and street improvements (as shown on Figure 15):

a. Augustus Griggs Place/Norman Firestone Road

b. Aero Camino/Norman Firestone Road

c. Cyril Hartley Place/Norman Firestone Road

d. Robert Kiester Place relocation approximately 150 feet to the north, if determined to be necessary.

e. New 'A' Street perpendicular to Hollister Avenue between new 'B' Street and Francis Botello Road, if determined to be necessary.

f. New 'B' Street parallel to Hollister Avenue between Frederic Lopez Road and David Love Place, if determined to be necessary.

Once the appropriate designs are complete, implement the recommendations when development consistent with the Specific Plan is proposed in the vicinity of the planned street improvement.

Action
VC1.3: As determined to be appropriate, prepare a Neighborhood Mobility Plan.

Policy
VC2: In accordance with an agreement between the City and the County, each project that generates additional traffic shall contribute to the improvement of the circulation system in the surrounding County area, as required by the Goleta Transportation Improvement Plan (including alternate modes such as bikeways and electric shuttles) in order to assist in the mitigation of Specific Plan impacts (MM 3.20-2 and -6).

Figure 7 (in Chapter Two) illustrates the existing circulation system for the Airport Specific Plan. For the most part, the major elements of the existing roadway network remain unchanged with the implementation of the proposed project; however, in order to provide curb and gutter drainage, all streets will need to be reconstructed (please refer to Figure 15, Proposed Circulation).

North of Hollister Avenue, the major circulation improvements include 1) the proposed relocation of Robert Kiester Place approximately 150' north of its existing location; 2) the construction of a new east/west roadway (B Street), if determined to be necessary; and 3) the construction of a new north/south roadway segment (A Street), if determined to be necessary, which intersects with B Street. The relocation of Robert Kiester Place would allow this roadway to serve open yard uses on both sides of the roadway and could provide for more efficiently sized lease areas for open yard uses. The new roadways proposed would service and provide access to the future commercial uses (between B and Hollister) and the future industrial development (between B and Francis Botello). The dimensions of these new roadways are discussed below in Roadway Design.

South of Hollister Avenue, the major circulation improvements include 1) the abandonment of Gerald Cass Place; 2) an intersection improvement at Aero Camino and Norman Firestone Road; 3) the abandonment and relocation of Cyril Hartley Place; and 4) an intersection improvement at Augustus Griggs Place and Norman Firestone Road.

The abandonment of Gerald Cass Place would allow for the development of future Air Cargo and/or FBO uses to occur (see Figure 12, Illustrative Plan, in Chapter IV).

The intersection improvements at Aero Camino and Norman Firestone Road would involve restriping this signalized intersection and adding curb and gutter.

The improvements at Cyril Hartley Place are proposed to correct an existing problem due to the angled street configuration and location of stop signs on Norman Firestone Road. Since the new Fire Station is located adjacent to this existing roadway, it is important for this access to be well defined. As shown on Figure 15, the existing Cyril Hartley Place would be abandoned and reconstructed approximately 100-150 feet east to align with David Love Place. The southern part of the new Cyril Hartley Place would extend west at a 45° angle.

The intersection improvements proposed at Augustus Griggs Place are needed to correct an existing queuing problem. There is no space for two cars to stack without blocking Norman Firestone Road. It is currently envisioned that a signal is necessary to improve this intersection; however, the details of this intersection improvement require further study. Action VC1.2 requires this future study.

Policy VC2 is focused on the Specific Plan's impacts outside the Plan area. According to the Specific Plan EIR/EA, two intersections are impacted by development proposed under the Specific Plan: 1) Los Carneros Road/U.S. 101 Southbound Ramps; and 2) Fairview Avenue/Hollister Avenue. In order to mitigate these impacts, it will be necessary to contribute to: 1) the construction of an additional northbound right-turn lane at the Los Carneros Road/U.S. 101 Southbound Ramps; and 2) add a second left turn lane on the northbound approach to the intersection and widen the off-ramp to provide an additional lane at SR 217 Southbound Ramps/Hollister Avenue and extend Kellogg Avenue from its southern terminus to South Fairview Avenue at James Fowler Road and include a half-diamond interchange at State Route 217 or whichever design is selected. The City and County have reached an agreement regarding how the City and development within the City at the Airport will contribute to the mitigation of these impacts by payment of traffic impact fees.

ROADWAY DESIGN

Policy

RD1: Improve the visual and pedestrian quality of the street network of the planning area by providing landscaping and pedestrian connections to the surrounding area.

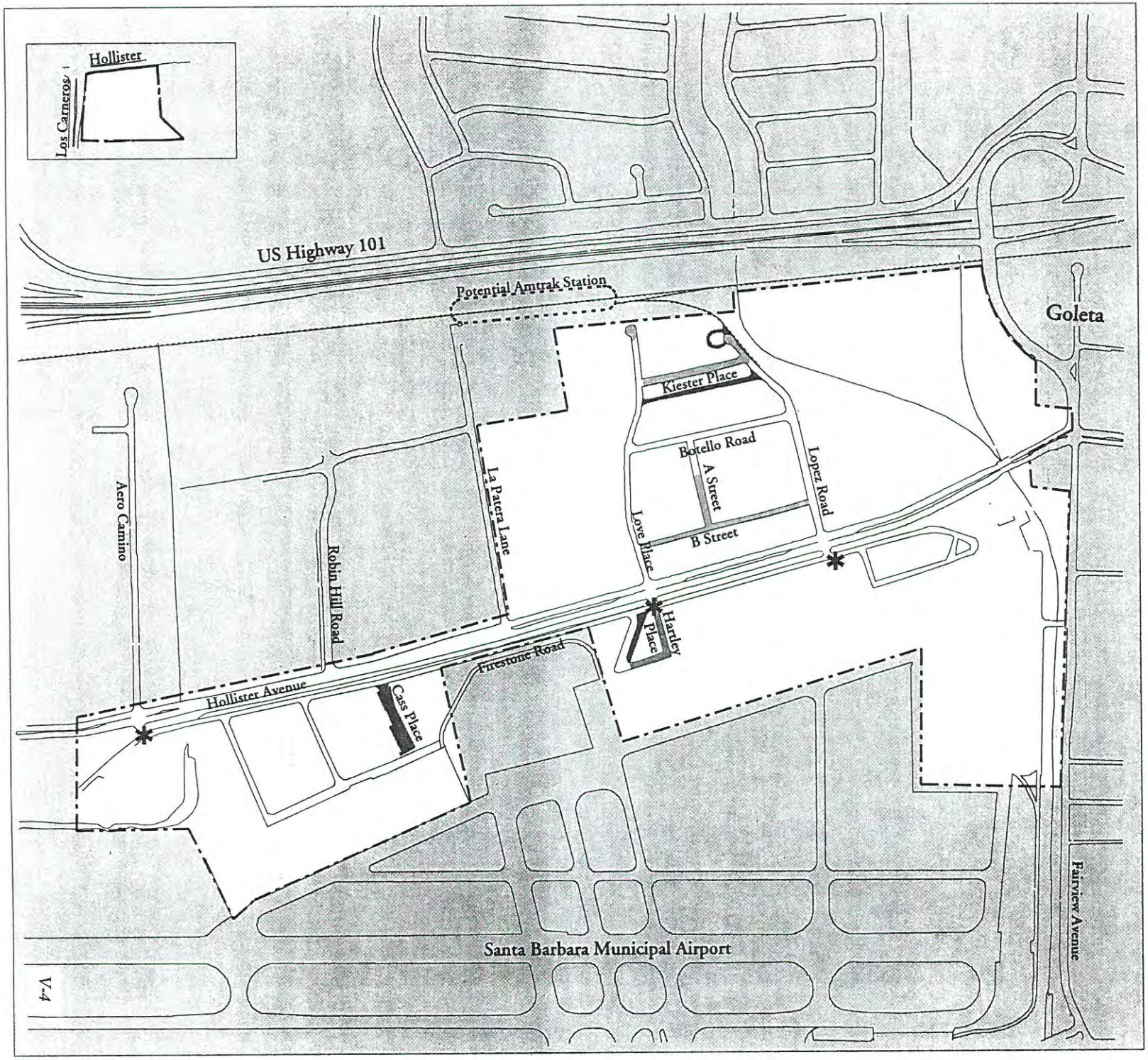
In addition to providing movement corridors for vehicles, the streets within the Specific Plan will help to give character to the area and provide an important amenity for pedestrians. The discussion below establishes design standards for streets within the plan area.

Action

RD1.1: Create a comfortable pedestrian environment by providing street trees and adequate sidewalk widths and promoting landscaping adjacent to roadways.

Action

RD1.2: Develop a program for sidewalk, transit stop, parkway and bikelane improvements that will be implemented when development



Santa Barbara Airport Commercial/Industrial Specific Plan

Figure 15
Proposed Circulation

New Roadway

Abandon Roadway

Intersection Improvement Planned

N

0 200 400 600 800 Feet

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consistent with the Specific Plan is proposed in the vicinity of the needed improvement.

Action RD1.3: *When Francis Botello Road needs to be reconstructed, relocate Francis Botello Road approximately 10 feet south in order to provide for landscaping on the north side of the street in front of existing buildings.*

Within the area north of Hollister Avenue, paved curb to curb width will be 44 feet, with two travel lanes and space for parking and/or bike lanes on each side of the street for each of the existing and proposed roads. In addition, sidewalks with landscaped parkways containing street trees should be provided on each side of the street. This street design is based on a 1997 study prepared by Flowers & Associates for the City.

PARKING

Policy P1: ***Provide for sufficient parking to serve businesses in the Airport Industrial Area Specific Plan area while encouraging the use of alternate modes of transportation to reduce parking demand.***

Policy P2: ***Provide for efficient parking by allowing shared parking for complementary uses and other appropriate measures.***

Parking is needed to satisfy the demands of future employees and patrons within the Specific Plan area while minimizing unneeded parking. The following Actions implement the above policies.

Action P2.1: *Provide on-street parking on roadways as determined to be appropriate by the Transportation and Parking Manager.*

Action P2.2: *Consider a modification of Santa Barbara Municipal Code Chapters 28.90 and 29.90 parking requirements within specific project areas if complementary uses provide an opportunity for shared parking.*

Action P2.3: *Revise parking requirements for specific uses and zones as shown in Appendix E.*

The parking requirements for the Airport Industrial Area Specific Plan provide adequate supply to accommodate peak parking demands without over parking individual sites. After completion of the Circulation Element Update, additional changes to parking requirements may be made.

As stated above, on-street parking will be allowed in the Specific Plan area north of Hollister Avenue, along Francis Botello and Frederic Lopez Roads and A and B Streets, if constructed. The remaining spaces would be located off-street within the developed parcel adjacent to the use.

Many of the individual projects that occur within the Specific Plan area will include a range of uses that may have differing peak-load demands for parking and/or that will promote pedestrian rather than auto access from one activity to another. Within specific and/or adjacent development proposals, shared parking should be considered after the completion of a parking analysis.

ALTERNATE MODES OF TRANSIT

Policy AM1: ***Accommodate and support alternative transit modes and facilities within the Airport Specific Plan area as shown in Figure 16.***

Action
AM1.1: *Work with the County, CalTrans and Amtrak to accommodate the integration of the proposed Amtrak station, as determined to be appropriate.*

Action
AM1.2: *Work with the Metropolitan Transit District (MTD) and other agencies to increase bus and/ or shuttle use along Hollister Avenue between Old Town Goleta and the industrial area to the west. Where appropriate, add lighting, information signs and shelters at transit stops in the Specific Plan area.*

Action
AM1.3: *Coordinate bicycle facilities and pedestrian pathways on Airport property with those in the County.*

Action
AM1.4: *All transportation planning should be coordinated with the County, MTD, UCSB and the Santa Barbara County Association of Governments.*

Policy
AM2: Encourage the use of alternative transportation modes by businesses within the Specific Plan area (MM 3.9-9).

Action
AM2.1: *If and when a Goleta Valley alternative transportation program is developed to reduce traffic and/or air quality impacts which applies to all existing and future businesses in the Valley, provisions shall be incorporated into leases that would require that the program apply to all new businesses in the Specific Plan area. A clause shall be included in all leases for businesses involving 25 or more employees that allows the lease to be reopened if such a program is adopted after the lease is approved so that existing businesses would also participate in the regional program (MM 3.9-9).*

Action
AM2.2: *New construction or major remodels within the Specific Plan area may be required upon permit application to tailor a Transportation Demand Management program for the development. Measures targeting employees may include, but not be limited to, provision of:*

a. Bicycle lockers and showers.

b. Lunchrooms.

c. Preferential parking for carpools.

d. Free bus passes

e. Employee parking cash-out programs

f. Day care facilities, where determined to be appropriate (MM 3.20-1).

Action
AM2.3: *In addition to the above measures, the Airport shall pay an air pollution offsite mitigation fee of $240,000, payable to the Santa Barbara County Air Pollution Control District (APCD), designated for use in support of emission reduction for one of the following purposes:*

a. Inclusion in matching funds necessary to receive a government grant for the purchase of new low emission buses, such as the Clean Air Express or electric shuttles proposed for Goleta; or

b. Inclusion in funds for the direct purchase of the above vehicles; or

c. Retrofitting of diesel-powered engines in buses, boats, agricultural equipment or other machinery; or

d. Such other purposes which would result in reductions in air emissions by the APCD, in consultation with the City of Santa Barbara.

The payment shall be made over a period of three years, commencing with the issuance of a building permit for any project which involves more than 5,000 square feet of net new development.

DAVID LOVE PLACE/LA PATERA LANE UNSTAFFED AMTRAK STATION

Several sites were studied by the California Department of Transportation (CalTrans) for an unstaffed Amtrak Station (which requires 800 linear feet of land adjacent to the tracks) that includes a platform and shelter. The chosen site is on the northern edge of the Airport Specific Plan and is referred to as the "Love Place/La Patera Lane" site in the January 1995 Project Study Report prepared by CalTrans. This site will also include a new passenger rail layover facility. A layover facility requires between 1,000 - 1,500 linear feet off the main track where a train can wait safely out of the way of other equipment. CalTrans anticipates that the layover track will be within the existing railroad right-of-way section leased from the Union Pacific Railroad Company.

The following discussion/analysis of the above proposals was taken from the January 1995 Project Study Report prepared by CalTrans.

The David Love Place/La Patera Lane location was originally considered as two separate sites. Due to their close proximity and the length (minimum 800 feet) required for the platform, they have been combined. The adjacent industrial uses are generally compatible. This site offers good regional and local access and is central to employment sites and UCSB. Visibility can be enhanced. This is the Amtrak and CalTrans preferred station site. Union Pacific owns property which could potentially be leased for parking.

Ample space has been allocated for the location of an Unstaffed Amtrak Station and/or Layover Facility. The extension of David Love Place to the northern Specific Plan boundary and the provision of a sidewalk on the western side of David Love Place will facilitate pedestrian access to these facilities. According to CalTrans, proposed parking for this station is estimated to be outside the Specific Plan boundary between the World Food Building and the existing railroad track.

DAVID LOVE PLACE/LA PATERA LANE LAYOVER FACILITY

The David Love Place/La Patera site is also considered as one site due to the length required for the layover track. This layover track may need to be placed to the side of the main track, close to existing industrial structures. The property is owned by Union Pacific. The layover facility is not within the Specific Plan area.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT

The Santa Barbara Metropolitan Transit District (MTD), which operates more than 20 separate bus routes, is the major provider of public transit within the community. MTD bus routes serve most major employers, retail centers, recreational areas, institutional facilities and residential areas within the MTD's service area. The service area reaches from Carpinteria to Goleta. There are both express and local routes, including stops in the Airport Specific Plan area.

The City coordinates with MTD on the location and type of bus pockets and roadway improvements needed to accommodate their buses. Continued coordination will be necessary in the Airport area.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) focuses on the driving population during morning and afternoon peak travel hours. Because this population is largely composed of people traveling to and from work, or commuters, TDM strategies are most effectively implemented or organized by the employer. These strategies are geared toward eliminating commuting trips during peak traffic hours. The most common TDM strategies include car and vanpooling, telecommuting, alternative work schedules, incentives and deterrents ("carrots and sticks") to reduce driving to work and facilities to encourage use of alternative transportation modes (such as showers, clothes lockers and bicycle racks to encourage bicycle riders).

In March 1991, the City adopted a TDM Ordinance. The TDM Ordinance is a joint effort between the City and Santa Barbara County (Goleta planning area) and is administered by the Santa Barbara County Association of Governments (SBCAG). The ordinance requires employers to implement strategies to reduce peak hour commute trips and establish higher average vehicle occupancy rates by commuters. The TDM is designed to be gradually implemented with full implementation expected by the year 2000. It should be noted, however, that the California legislature has enacted a law that prevents the City from pursuing mandatory TDM measures. However, there is some question regarding the ability to require such measures in order to mitigate significant environmental impacts on traffic. Encouraging the use of alternative modes of transportation also helps to reduce air quality impacts. Action AM2.3 focuses on reduction of air pollutant emissions. Providing opportunities to use alternative modes through the provision of low emission buses, such as the Clean Air Express or electric shuttles, is one way to reduce air quality impacts. However, if, for some reason, these funds cannot be used for such purposes, provisions have been included which allow for their use to reduce emissions by other methods.

BIKEWAY/PEDESTRIAN CIRCULATION

Policy
BP1: ***Facilitate bicycle travel and pedestrian circulation within the Specific Plan area and to adjacent areas, allowing for the safe and convenient use of bicycles as an alternative mode of transportation.***

Airport Goal #4, adopted by the Santa Barbara City Council on November 20, 1990, states, "Coordinate planning for the Airport and related facilities with the surrounding community." The County of Santa Barbara has adopted the Goleta Transportation Improvement Plan (GTIP) which designates Class I bikeways within the Airport Specific Plan area. The following actions implement the above policy.

Action
BP1.1: *Ensure that the internal bicycle network within the Airport Specific Plan area is developed with consideration of the Goleta Transportation Improvement Plan and connected to the regional bicycle corridors wherever practical.*

Action
BP1.2: *Provide sufficient street width for bicycle and pedestrian use on designated roadways as shown on Figure 16.*

Action BP1.3: *Work with the County to accommodate the integration of the future La Patera Lane bicycle and pedestrian overcrossing as determined to be appropriate.*

A pedestrian walkway/bikeway network, or Urban Trail System, is a complementary system separated from vehicular roadways. The proposed bikeway/pedestrian circulation system is illustrated in Figure 16. The bikeway plan has been developed to complement the County of Santa Barbara's GTIP. Two Class I bikeways identified in the GTIP have been incorporated into the Specific Plan area. These are described below.

According to the GTIP, a Class I bikeway provides a completely separated roadway section for the exclusive use of bicycles and pedestrians with cross-flow minimized.

Hollister and Fairview Bikeways: A Class I Bikeway will be constructed along the east side of the Airport along South Fairview Avenue. This bikeway is partially outside the boundaries of the Specific Plan area. This path and the Class II path along Hollister Avenue may be linked by a bicycle/pedestrian bridge across San Pedro Creek, approximately 20 feet south of Hollister Avenue (Figure 16). The South Fairview Avenue project has been funded and is undergoing environmental review and final design. Construction is expected to begin in 1998, concurrent with other improvements to South Fairview Avenue. The GTIP presently shows a future Class I bike path along Hollister Avenue between Los Carneros Road and the bicycle/pedestrian bridge across San Pedro Creek. However, the existing Class II bikelane is likely to remain because construction of the Class I facility requires that either Norman Firestone Road be moved south or that the drainage trench between Norman Firestone Road and Hollister Avenue be covered in order to provide the necessary right-of-way. Norman Firestone Road cannot be moved to the south because it would result in shifting the access road closer to the Runway Safety Area for Runways 15/33. This reduces safety for both aircraft using the runway and vehicles on the road. In addition, shifting Norman Firestone Road south will encroach on existing building setbacks. The drainage trench cannot be covered because it includes areas defined as wetlands that the City now proposes to use for biofiltration purposes.

South Coast Regional Class I Bikeway: This bike path is a long-term project which consists of constructing an east-west Class I bikeway along the Union Pacific Railroad and US 101 roadway section from the Winchester Canyon overcrossing to the Santa Barbara City limits near La Cumbre Road. It would provide a fast, safe and convenient route connecting a significant portion of shopping, residential and employment centers. Three to five years of planning and 12 to 15 million dollars are expected to be needed to obtain bikeway section, construction of the path itself and connections to adjacent routes. The project is expected to be built in small segments over a 20-year period. One priority segment is from La Patera to San Jose Creek to connect commuters in Old Town with these proposed Class I systems. Another priority segment is from Storke Road to La Patera, connecting the industrial research parks with Old Town Goleta.

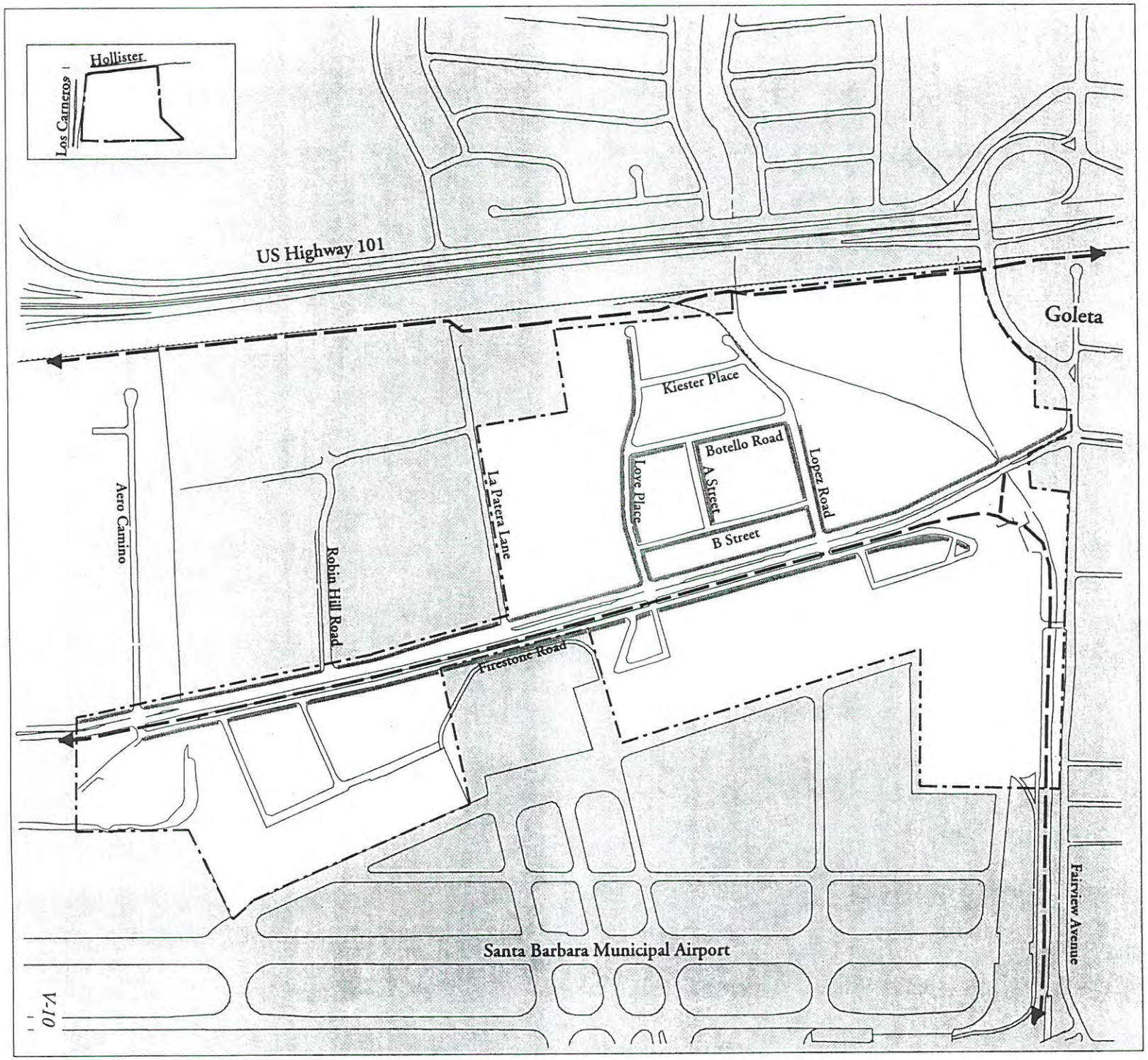
The Urban Trails System (bikeways and pedestrian circulation) would connect the development blocks with the existing and proposed open space and park and the future Amtrak station. The Urban Trail System would link special centers of activity, or nodes, located throughout the Specific Plan area. This circulation system must be carefully planned and implemented in order to function successfully. Combined with the proposed road improvements, this system would provide a framework in which the major pedestrian activities take place. Rather than being limited to just a pedestrian sidewalk, this system is seen as a major interconnecting element in the overall design of the Specific Plan (see Figure 16).

Santa Barbara Airport Commercial/Industrial Specific Plan

Figure 16
Bikeways/Pedestrian Circulation System

Bikeways

Sidewalks



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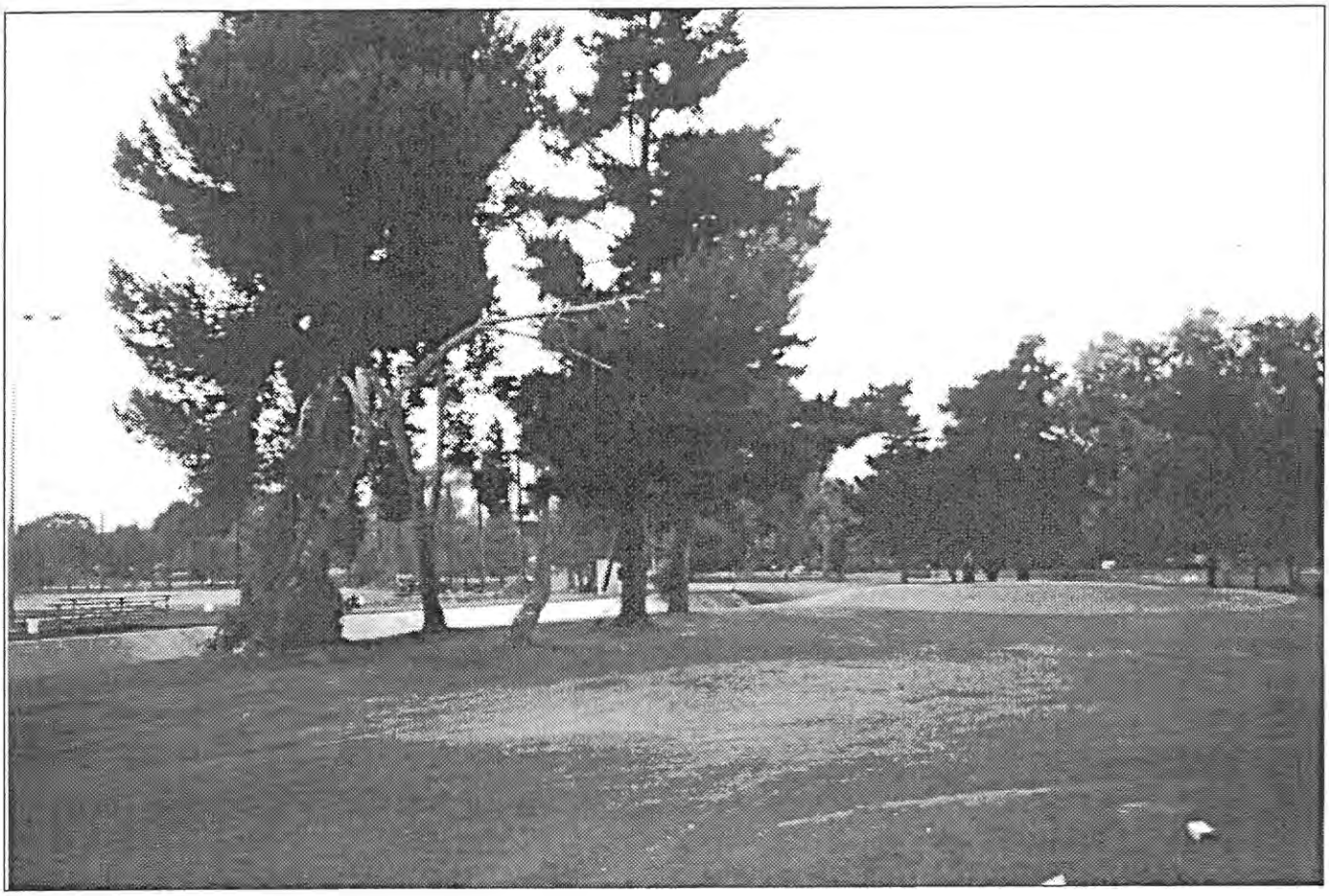
VI. Utilities and Public Services



INTRODUCTION

The Specific Plan area is currently served by the following utilities: storm drains, sanitary sewers, water, gas, electricity and telephone. The existing utilities generally have the capacity to meet the demand of existing development, but specific components will require improvement to accommodate the planned growth.

STORM DRAINAGE

Most of the Specific Plan area is within the 100 year floodplain. The entire area is very flat with elevations less than 19 feet above sea level. Flooding during major storm events has occurred in the past, resulting in closure of the Airport. The areas adjacent to San Pedro, Las Vegas and Carneros Creeks are within the floodway. The floodway has severe restrictions on development (see Development Constraints Map - Figure 4).

The existing storm drainage system is comprised of surface swales, ditches and underground pipes. The pipes ultimately terminate at San Pedro Creek,

Carneros Creek or Goleta Slough. The system is presently at capacity.

Storm water runoff from the Airport is regulated by the Regional Water Quality Control Board via an annual Storm Water Discharge Permit. An integral part of the permit is the Airport's "Storm Water Pollution Prevention Plan" and annual monitoring report. Water quality sampling is also conducted twice each year as a part of the Permit. The need for a Storm Water Discharge Permit is a relatively recent requirement (as of October 1, 1992). As this permit process is evolving, it is difficult to assess specific measures that will need to be included in new development to comply with the discharge permit. Typical pollution prevention measures include water clarifying structures that remove sediment and pollutants prior to discharge into a waterway. All future development must include the "best management practices" and must be found to be consistent with the Storm Water Pollution Prevention Plan.

Area and site specific storm drainage studies will be needed before major development can occur in the Specific Plan area. To meet City building codes, all new building sites will have to be raised above the base flood elevation, with fills varying from two to five feet. New curbs, gutters, inlets, pipelines, open channels and outlet structures are likely to be required. Additionally, retention basins may need to be built to handle runoff from storm events that result in greater than 10-year floods.

The existing and proposed storm drain system in the Specific Plan area is shown in Figure 17. The Storm Drainage Policy and Actions for the Specific Plan are presented below.

Policy

SD1: Provide an adequate storm drainage system to meet existing and future needs.

Action

SD1.1: Study the entire Specific Plan area to determine overall storm drainage needs. Implement the recommendations of the study when development is proposed in the areas where improvements are needed.

Action

SD1.2: Continue to coordinate with the Regional Water Quality Control Board and other agencies to improve the quality of storm water discharge into waterways.

Action

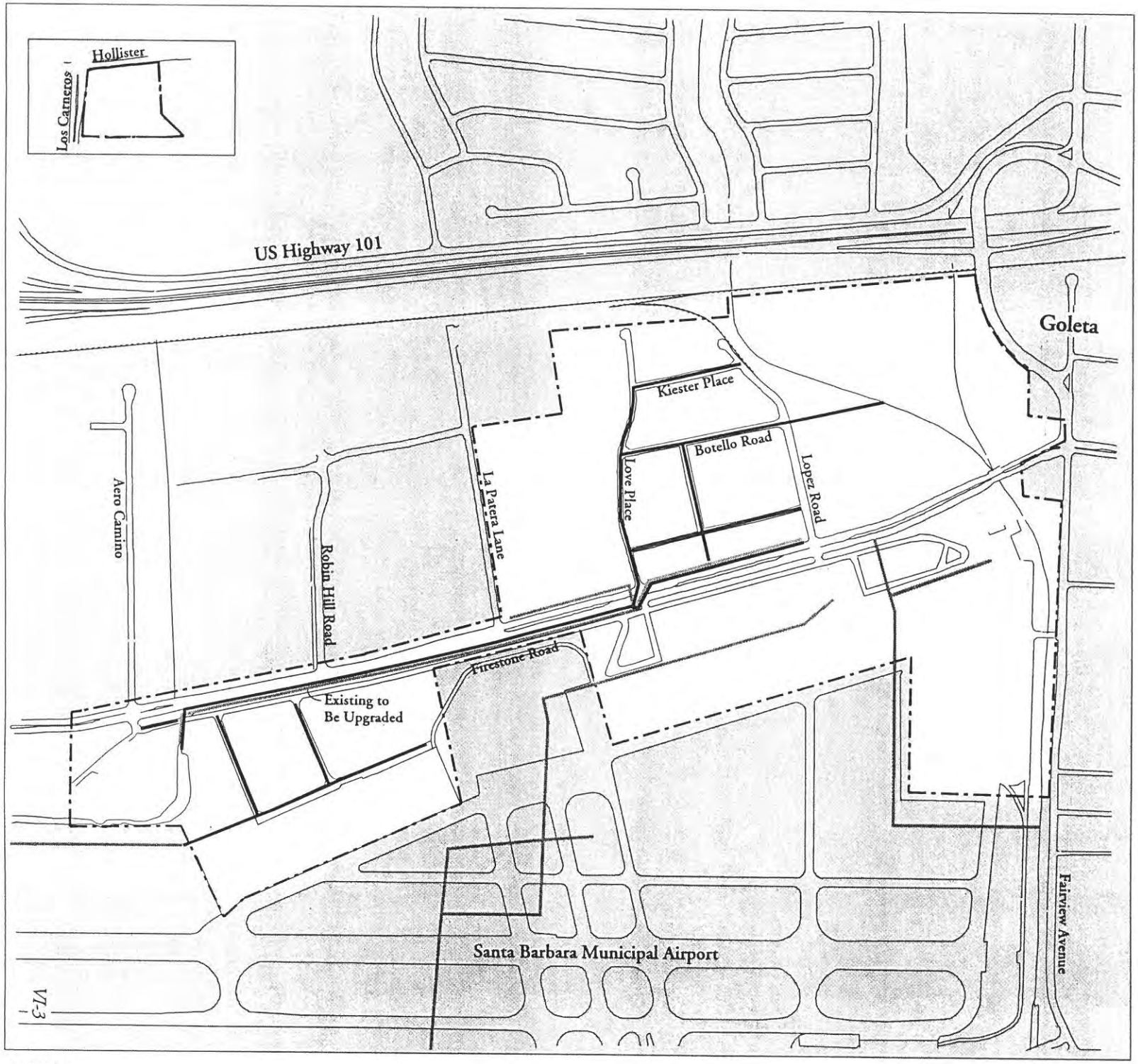
SD1.3: Require that new development provide storm drainage that meets or exceeds RWQCB standards.

In addition to these policies, policies have been included in Chapter II under Biology. Those policies, when combined with the above policy, work to minimize further degradation of water quality in the Goleta Slough.

SANITARY SEWERS

Sewage treatment in the Specific Plan area is provided by the Goleta Sanitary District (GSD). The treatment plant provides primary, secondary and tertiary treatment of wastewater. In 1996, the plant operated at 5 million gallons per day (MGD), well under its design capacity of 9.7 MGD. The new development in the Specific Plan area is expected to generate a net increase of 0.085 MGD.

The existing sewage system at the Airport, constructed as part of the Marine Air Corps base, is over fifty years old. The aging system consists of clay pipes conveying wastewater by gravity flow to a series of pump stations. Wastewater is pumped to the GSD treatment plant via an 8 inch cast iron force main almost 8,000 feet in length. The existing pipelines are not located under existing or proposed street alignments but generally run through developable property, limiting flexibi



Santa Barbara Airport Commercial/Industrial Specific Plan

Figure 17
Existing and Proposed Storm Drain System

Existing

Proposed

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lity in development. Due to the age and location of the existing pipes, they will be abandoned and replaced by new pipes located in existing or proposed road alignments whenever possible.

Since the original sewage system was constructed, GSD has installed a new sewer main adjacent to the Specific Plan area in Hollister Avenue. By eventually connecting to GSD's sewer collection system in Hollister Avenue, the existing pump stations and force main can be eliminated and flow improved. This should be accomplished prior to or in conjunction with the replacement and relocation of the sewer pipeline system. Some modification to GSD's wastewater collection system would be required to tie into the Hollister sewer main. The City and GSD will need to work out a reasonable cost sharing agreement for the modifications related to increased flows from the new development in the Specific Plan area.

The existing and proposed sanitary sewer system in the Specific Plan area is shown in Figure 18. The Sanitary Sewer Policy and Actions for the Specific Plan are presented below.

Policy
SS1: ***Provide an adequate sanitary sewer system to meet existing and future needs.***

Action
SS1.1: *Study the entire Specific Plan area to determine overall sanitary sewer system needs. Implement the recommendations of the study when development is proposed in the areas where improvements are needed.*

Action
SS1.2: *Continue to coordinate with the Goleta Sanitary District to provide an adequate sanitary sewer system in the Specific Plan area.*

WATER SUPPLY

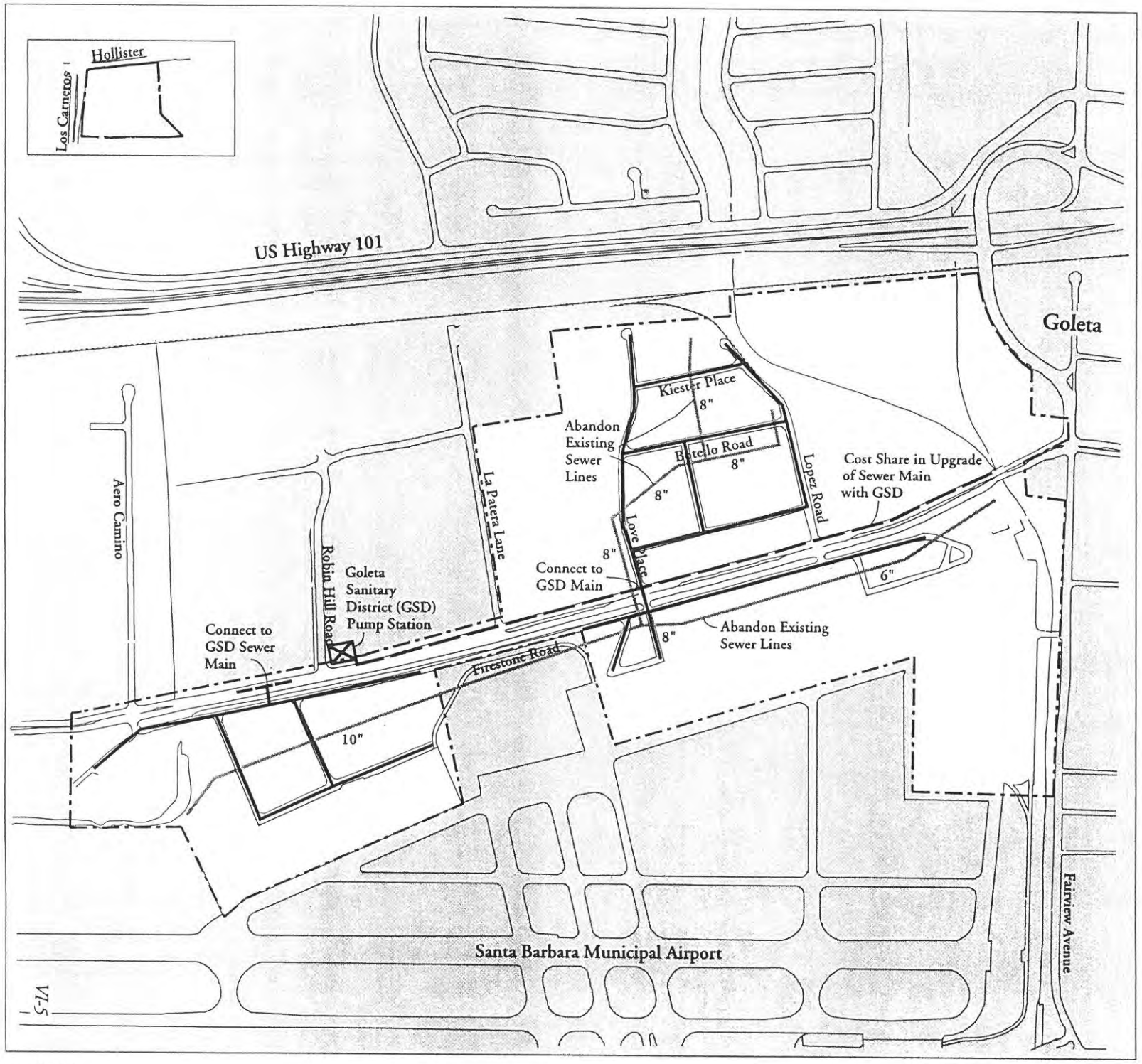
The entire Airport is outside the City's water service area and is served by the Goleta Water District (GWD) under the terms of the Overlap Agreement between the City and GWD that was approved in the early 1980s. Existing water mains are mostly 6 or 12 inch PVC with several old cast iron lines. The system connects to a GWD main in Hollister Avenue through a master meter. The majority of existing facilities have their own submeters. The master meter acts as a constriction and impedes water flows. If this meter were removed, new individual meters would be necessary for most Airport tenants. Some tenants have individual meters and are billed directly by the GWD.

The water supply system has been well maintained since its original construction and significant upgrades have been made by the Airport in recent years. Existing facilities are adequate to meet current fire flow and service requirements. Additional demand can be accommodated with some modifications to the water supply system.

The existing and proposed water supply system in the Specific Plan area is shown in Figure 19. The Water Policies and Actions for the Specific Plan are presented below.

Policy
W1: ***Provide adequate domestic water supply and fire flow to the Specific Plan area to meet existing and future demand.***

Action
W1.1: *Study the possibility of removing the master water meter and replacing it with individual meters to improve overall water flows and metering. If the master meter is retained, investigate increasing the size of the meter to increase flows.*



Santa Barbara Airport Commercial/Industrial Specific Plan

Figure 18
Existing and Proposed Sanitary Sewer System

Existing

Proposed

N

0 200 400 600 800 Feet

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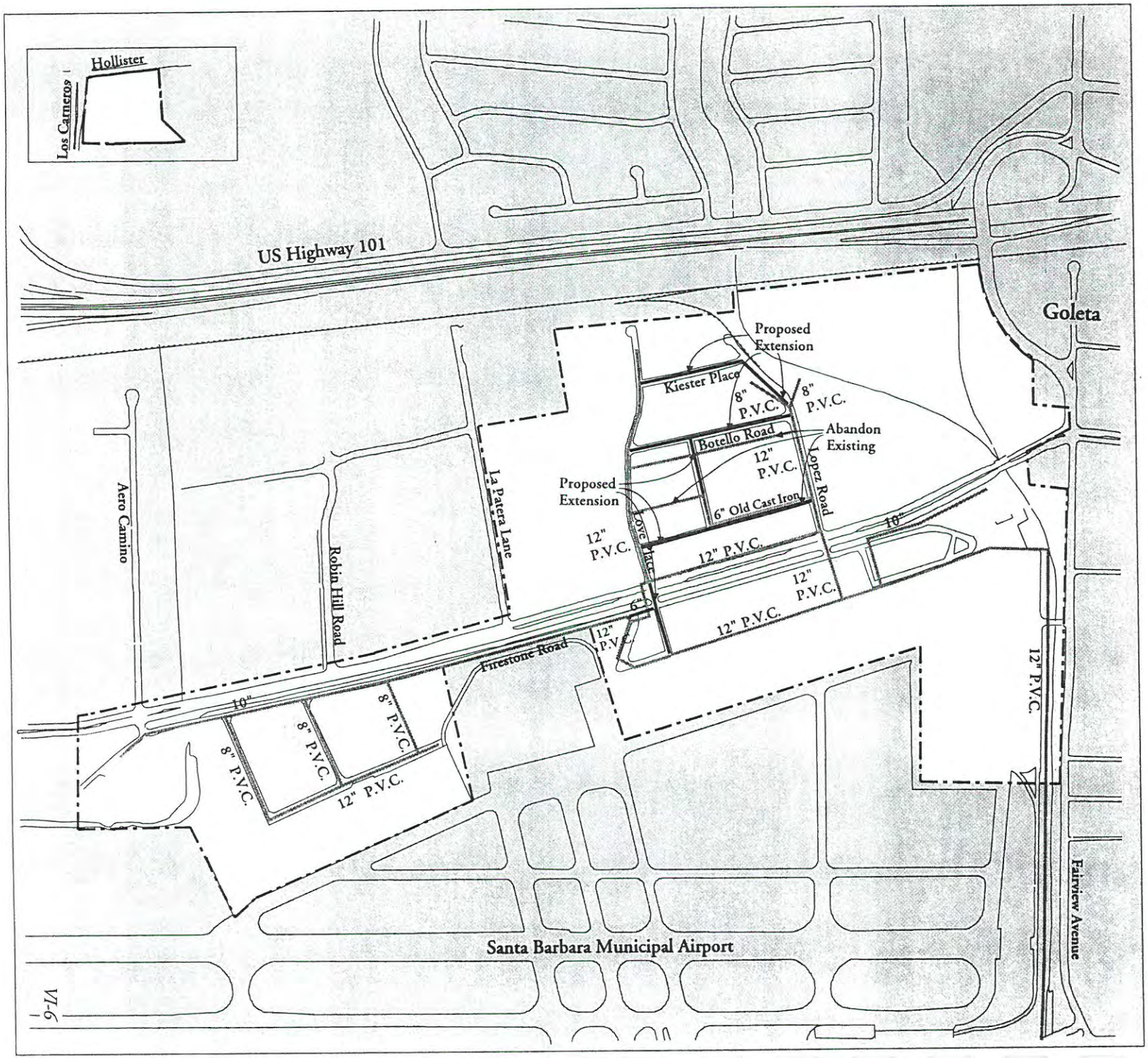

Santa Barbara Airport Commercial/Industrial Specific Plan

Figure 19
Existing and Proposed Water Supply System

Existing

Proposed

N

0 200 400 600 800 Feet

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Action W1.2: *Continue to improve the water system and fire flow by constructing water main extensions, loop connections, etc.*

Policy W2: ***The Airport Department shall continue to educate its employees and tenants about water conservation.***

ENERGY (GAS AND ELECTRICITY)

Southern California Gas Company and Southern California Edison provide natural gas and electricity, respectively, to the Specific Plan area. Gas Company lines are currently located in existing street alignments. Edison has a combination of overhead and underground electrical lines providing service to the area.

Relocation of some gas lines which run under potential building sites may be necessary. Until future buildings are definitely sited, the exact location of all the lines cannot be determined. All new developments in the City must place electrical lines underground. For aesthetic reasons, eventually all electrical lines in the Specific Plan area should be placed underground.

According to the Goleta Community Plan EIR (pg. V.K-11), there is adequate gas and electricity capacity to serve full buildout under the Goleta Community Plan, including reasonable development at the Santa Barbara Airport. However, the City is interested in energy conservation in order to reduce future energy needs and mitigate impacts from energy generation on the environment. The Energy Policy and Actions for the Specific Plan are presented below.

Policy E1: ***Provide adequate gas and electrical service to the Specific Plan area in a safe and aesthetically pleasing manner.***

Action E1.1: *Continue to work with the utility companies to ensure that adequate gas and electrical service are provided.*

Action E1.2: *Set up a program to finance the undergrounding of utilities in the Specific Plan area.*

Action E1.3: *New habitable buildings or additions of 5,000 square feet or more shall be reviewed by an energy specialist and recommendations made to reduce energy usage. The City shall review and incorporate the recommendations, as appropriate, prior to issuance of building permits (MM 3.9-8).*

LAW ENFORCEMENT

The Airport Department provides on-site law enforcement support through Airport Patrol Officers whose essential functions are to ensure the safety of Airport travelers, to ensure compliance with Federal Aviation Regulations (FAR) and to enforce applicable Federal, State and local laws and regulations. The Airport Patrol Officers are "limited peace officers" under the California Penal Code and rely on the Santa Barbara City Police Department for primary arrest and criminal investigations.

In addition to Federal, State and local laws which apply to all jurisdictions, the Airport's aviation related property and activities are subject to FAR Parts 107, 108 and 139. These regulations address inadvertent entry of persons or domestic animals into the air operations area, controlled access to the air operations area by unauthorized persons or vehicles and law enforcement response during the screening of passengers.

The Airport's commercial/industrial property (i.e., the north side of Hollister Avenue) is not subject to FARs relating to Airport security. The Airport Patrol Officers provide roving 24 hour patrols of this property.

Law enforcement backup to the Airport Patrol is provided through the Santa Barbara City Police Department and by mutual aid agreement with the Santa Barbara County Sheriff Department. The Airport Patrol is limited in response to the Airport property boundaries. The Law Enforcement Policy and Actions for the Specific Plan are presented below.

Policy

LE1: Provide adequate police and security services on Airport property.

Action

LE1.1: Continue to work with the FAA and law enforcement agencies to address aviation related safety concerns.

Action

LE1.2: Continue to work with the Santa Barbara Police Department to provide law enforcement services for non aviation activities on Airport property.

FIRE

Fire protection for the Airport is provided in two ways. The Airport provides its own Aircraft Rescue and Firefighting (ARFF) Station, equipment and personnel dedicated to aircraft emergencies on Airport property. The type of ARFF Station and level of response is determined as part of the Airport's certification under FAR Part 139.

The City of Santa Barbara Fire Department provides staffing for the ARFF Station. The Airport Department, through its revenues and FAA grants, provides the fire response vehicles and the fire station. The ARFF crews were housed in a modular building until mid-1997 when a newly designed station was completed. The new station has been designed to comply with current FAA design criteria and has direct access to the airfield for improved response time. The station is located on Cyril Hartley Place. The County Fire Department also provides mutual aid response to aircraft incidents on Airport property.

Also located in the Specific Plan area on Cyril Hartley Place until recently was Santa Barbara County Fire Station #12. The County Fire crews provide structural protection to the Airport and a service area in the Goleta Valley. Structural protection is provided to Airport buildings through taxes assessed Airport tenants as members of the County Fire Protection District.

The County Fire Department recently completed a new fire station to replace Station #12 on Calle Real, north of Highway 101 and west of Patterson Avenue. Structural fire protection will be provided to the Airport from the closest available County Fire Station within the Goleta Valley, either Station #13 on Storke Road or Station #14 on Los Carneros Road, north of U.S. Highway 101. The Fire Policy and Actions for the Specific Plan are presented below.

Policy

F1: Provide for both aviation and non aviation rescue and fire fighting services to meet FAA and other safety requirements.

Action

F1.1: Continue to work with the FAA and other agencies to address aviation related safety concerns.

Action

F1.2: Continue to work with Santa Barbara City and County Fire Departments to provide fire suppression and rescue services for non-aviation structures and uses on Airport property.

SOLID WASTE

Solid waste collection is provided to the Airport by Browning-Ferris Industries. The solid waste is collected and delivered to the Santa Barbara County Public Works Department Solid Waste Division for disposal. Disposal of solid waste occurs at the Tajiguas Landfill, owned and operated by Santa Barbara County. The Tajiguas Landfill presently has capacity through the year 2001. However, the County is considering expansion of this land fill, which would extend its operations about 15 years, depending upon the effectiveness of waste reduction programs, population growth and other factors influencing the amount of material entering the waste stream.

In 1989, the State enacted the Integrated Waste Management Act of 1989. This law requires that the amount of waste that ends up in landfills be reduced by 50% by the year 2000. As part of meeting this goal, the County Solid Waste Division will most likely implement a new commercial collection system in the near future. This system will separate solid waste into dry waste and wet waste. Materials collected through this system will be separated into recyclables in the dry stream (i.e., aluminum, glass, paper, wood) and compost organics in the wet stream.

Policy

SW1: Encourage recycling, reuse and reduction of solid waste.

Action

SW1.1: New construction and major remodeling projects shall develop and implement a solid waste management plan, subject to review and approval by the Santa Barbara County Public Works Department Solid Waste Division. The Management Plan shall focus on ongoing waste diversion and include the following elements:

a. Source separated collection of recyclables.

b. Tenant and employee education.

c. Reporting requirements.

d. Landscaping that minimizes excessive trimming and generation of organic waste through plant selection and design (MM 3.8-2).

Action

SW1.2: During construction, the developer shall contract with a disposal company that recycles construction and demolition debris (MM 3.8-1).

Action

SW1.3: The Airport Department shall work with the Santa Barbara County Public Works Department Solid Waste Division to educate its employees and tenants about solid waste reduction in the Airport area (MM 3.8-1 and 3.8-2).

PARKS AND OPEN SPACE

Since the Airport Zoning Ordinance was first adopted in 1974 (Title 29 of the Santa Barbara Municipal Code), all new development has been required to landscape 25% of the site. Much of the development at the Airport occurred before 1974 although more recent developments have strived to meet this standard. There are two open space areas on David Love Place associated with developments completed in the 1980s. They were developed to meet the 25 percent landscaping requirement. These two open spaces will remain. No additional public parks are proposed and required landscaping is proposed to be reduced to 15 percent of the site.

The "Urban Design Guidelines" discussion, beginning on page IV-13, includes Policy DG1 and Ac-

tions DG1.1a and DG1.1f that relate to landscaping and open space in new development. The proposed changes in the Urban Design Guidelines encourage pedestrian access within the Specific Plan area.

VII. Implementation

CONSISTENCY WITH THE GENERAL PLAN

The Specific Plan is identified as an implementation strategy within the City of Santa Barbara's Land Use Element. Goal #5 of the City's Land Use Element states, "Maintain the unique desirability of Santa Barbara as a place to live, work, and visit." Policy 5.1 indicates, "special area studies shall be conducted to identify zoning provisions and design standards to encourage appropriate development." The Airport is one of those special areas listed under this policy.

In addition, the City's General Plan has a focused discussion on the Airport, which states:

"Comprehensive and specific plans for all City-owned land at the Airport should be prepared at the earliest date so that development of this valuable resource can proceed. Planning for Airport development should be guided by the following basic principles:

1. Noise, air pollution, and all other adverse environmental and ecological impacts must be reduced and held at absolute minimum levels.

2. Land use, both aeronautical and aeronautical related, must be planned to produce a low in-

tensity of activity, commensurate with the local nature of the Airport and respecting the low residential, commercial, and industrial density of the Goleta area.

3. All planning for this important transportation element and its related facilities should be coordinated with the County."

The Specific Plan has been developed within the environmental constraints that apply to the area. As discussed in Chapter III, Opportunities and Constraints, certain environmental constraints, including cultural resources, flooding, biological resources and traffic and circulation, were taken into account in deciding the recommendations of the Specific Plan. It must be noted that noise is always an issue around airports. The City has an ongoing noise reduction and monitoring program to reduce noise impacts to a minimum given the type of operation that occurs at the Airport. By the turn of the century, all of the larger commercial passenger jets will be Stage 3 aircraft, the quietest aircraft available.

Land use will continue to be low intensity in nature. Although many existing buildings will be demolished and rebuilt, the net increase in square footage for the Specific Plan area is not expected to exceed 240,000 square feet. Many of the uses will also continue to be low intensity in nature, including open yard and other low intensity uses on the north side of Hollister Avenue and air freight, aircraft parking and other aviation-related uses on the south side of Hollister Avenue. However, light industrial, research and development and high tech industry will be encouraged.

HOUSING

One of the provisions of the Land Use Element requires that a nonresidential project "may be constructed only if it will not cause a significant and unmitigated adverse impact on ... the supply of affordable housing in the City and South Coast area." Clearly, housing is a South Coast wide issue. The City has a variety of programs which promote the development of affordable housing, including incentives such as bonus density, and has a history of providing substantial amounts of such housing in the City. The County has also developed programs to provide affordable housing. Because of the tight housing market, especially for low and moderate income housing, the City will be proposing additional long term programs to improve the supply of affordable housing on an area-wide basis. Such programs will also apply to the Airport. In support of this position, the following policy is included in the Specific Plan:

Policy

H1: ***The Airport shall comply with or contribute to City-wide programs to provide affordable housing.***

ECONOMIC DEVELOPMENT

The Specific Plan allows a net increase of 240,000 square feet of habitable nonresidential square footage. Of this total, 80,000 square feet is available only for a project or projects that meet the criteria for an Economic Development project under Section 28.87.300 of the Zoning Ordinance. Such projects are intended to meet the goals outlined in the Economic Development Plan and Implementation Program, adopted by City Council in 1996. These projects should also meet the goals of the Economic Community Project, composed of the City, the County, UCSB and private industry. The Economic Community Project has been given the task of working to improve the economy of the South Coast as a whole. In support of these programs, the following policy is included in the Specific Plan:

Policy

ED1: ***Of the 240,000 net square feet allowed in the Specific Plan area, 80,000 square feet is***

reserved for projects which the City Council determines meet the criteria for Economic Development projects as outlined in Zoning Ordinance Section 28.87.300 and the goals of the Economic Development Plan and Implementation Program and the Economic Community Project. Within the Coastal Zone portion of the City Airport property, the provisions of Measure E shall not be used for the purpose of making findings regarding the consistency of any project with the certified Local Coastal Program.

RELATIONSHIP TO COUNTY AND UCSB

The Specific Plan has been developed with both County and UCSB issues and concerns in mind. There has been a substantial community participation process, discussed in more detail in Chapter I, and meetings have been held with representatives of both the County and UCSB. Their concerns have been considered in the development of the Specific Plan. In addition, the Goleta Slough Management Committee (GSMC) has provided assistance where Goleta Slough and Specific Plan issues overlap. The membership of the GSMC consists of representatives of various County departments, UCSB, other public agencies, community and environmental groups and private property owners who have an interest, a regulatory role or own property in the Goleta Slough.

CONCLUSION

The Santa Barbara Airport is unusual in that it has considerable commercial and industrial acreage in addition to being a viable small regional airport that is a major contributor to the local economy. The adopted Specific Plan will ensure that this situation is continued and enhanced, thereby implementing the City's General Plan. In addition, as the General Plan requires, this Specific Plan has been developed taking into consideration County and UCSB plans and policies.

CONSISTENCY WITH THE LOCAL COASTAL PLAN

The City's *Local Coastal Plan: Airport and Goleta Slough,* which applies to the Airport area south of Hollister Avenue, was certified by the California Coastal Commission in June 1982. Changes and additions to the Zoning Ordinance and other implementation measures were certified in June 1991. Most of the policies in the Local Coastal Plan (LCP) are focused on protection, restoration or enhancement of the Goleta Slough. Some of these policies apply indirectly to the Specific Plan, such as Policies C-5 and C-9, which call for reduction of sediment flow into the Slough and require that development near the Goleta Slough protect the Slough through controlling runoff and minimizing the effects of waste water discharge. New drainage facilities constructed as part of Specific Plan implementation will result in cleaner and better runoff than presently exists. In addition, Policy H-1 requires that land within the Major Public and Institutional Land Use designation, which includes all of the land south of Hollister Avenue within the Specific Plan area, not result in adverse impacts to the wetland habitats of the Goleta Slough or related sensitive habitat areas "due to additional sedimentation, runoff, or other disturbances."

A few LCP policies do apply directly to this area. Policy E-1 requires that development "reflect a high standard of development consistent with the character and quality of Santa Barbara." The policy calls for actions which include the preparation and implementation of a landscaping beautification plan, including street signing and tree planting, and a regular repair and maintenance plan for the Airport's buildings. In addition, it calls for the City to establish an architectural theme for the Airport. These actions were implemented as part of the Lo-

cal Coastal Program. However, the Specific Plan does propose to modify the existing Airport Design Guidelines to some degree. It may be necessary for these changes to be certified by the Coastal Commission.

Policy G-1 requires that the Architectural Board of Review or the Planning Commission, as appropriate, make findings that certain public services are available in order to approve projects within the Coastal Zone. The Specific Plan includes a method for these services to be provided so that it will be possible to make these findings. Finally, the Land Use discussion designates the Specific Plan area south of Hollister Avenue for "Major Public and Institutional" land use. It further defines the allowed uses within the Major Public and Institutional designation as those uses allowed in the Airport Facilities, Airport Commercial and Airport Industrial Zones. While it may be necessary to amend the Local Coastal Program in some areas, it appears that the Specific Plan is generally consistent with the Local Coastal Land Use Plan.

City/Airport Implementation Strategies (Tenant Relocations and Phasing)

As outlined in Chapter IV, the proposed land uses within the Airport Industrial Area Specific Plan are estimated to build out over a 15 year time frame. Figure 6 in Chapter II illustrates the locations of long-term leases (over 20 years) with existing tenants. Since the proposed development program is estimated to occur over the next 15 years, no changes within the long-term leaseholds are expected, although changes could still occur consistent with this Specific Plan and depending on market conditions and other factors. As stated previously, the Airport's commercial/industrial property is the key to the financial stability of the Airport. The City will make every effort to ensure that tenant relocations are done in a mutually beneficial manner. This will permit existing tenants an opportunity to remain on Airport property and will allow the area adjacent to the airfield to be used exclusively for aviation-related uses and facilities.

Figure 20 depicts the buildings to be demolished within the Specific Plan area. Appendix D indicates the Sub-Area, phase and actual square footage of the buildings proposed for removal. The planning team considered several factors in determining the particular phase in which buildings should be removed. These factors include the market study results, the condition/life span of existing buildings, an expressed need or urgency to clear a particular area to allow the development of a specific future use and existing tenant leases and requests for expansion. It is also possible that other buildings not shown of Figure 20 may be demolished.

Within Sub-Area 1, approximately 53,000 square feet of existing buildings may be removed in Phase 1 (0-5 years). This would allow for the development of a new feeder Air Cargo facility and/or Fixed Base Operator within this area. Where feasible, existing non-aviation facility tenants should be relocated to Sub-Areas 2 and 3 which includes the proposed removal of about 6,200 square feet and 10,500 square feet, respectively. Additional square footage may be developed during Phase 2. Within Sub-Area 4, the existing theater is proposed to be removed and replaced in Phase I. To a large extent, market needs will drive the phasing of building removals and new development.

Financing Infrastructure Improvements

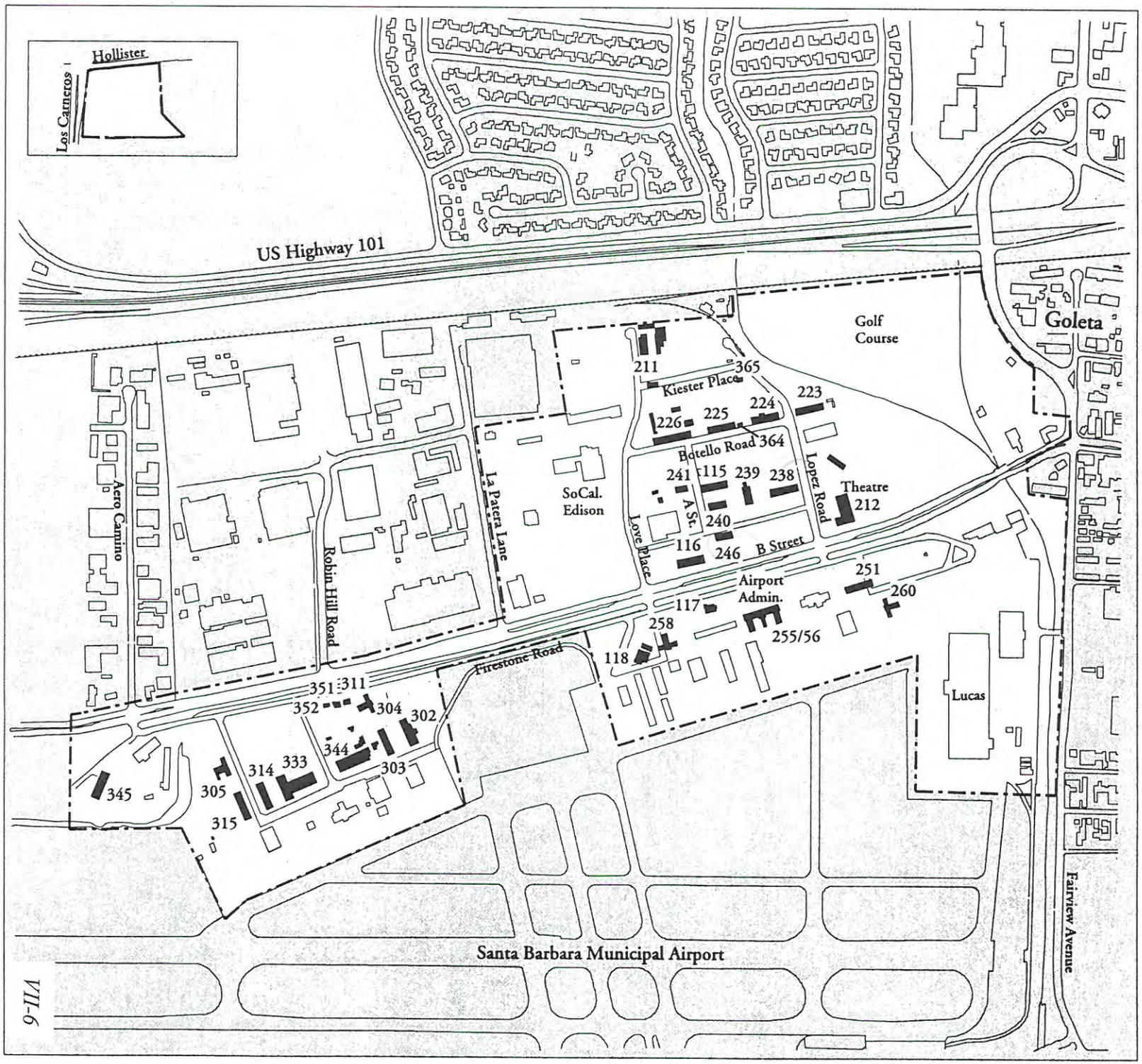
This section describes expected costs and possible financing strategies for the infrastructure improvements described in previous chapters. These improvements would support the new development proposed in the Plan. Preliminary infrastructure

costs were estimated for the Specific Plan to help determine the overall financial feasibility of the Plan. These preliminary infrastructure costs are presented in summary form in Tables 4 and 5. Appendix H provides a full listing of Preliminary Infrastructure Costs. More detailed engineering costs will be required at the time of development. These costs would be the basis for a future financing plan.

The financing discussion contained in this section provides a framework for the development of a detailed financing plan. The future financing plan would be based on detailed engineering costs of proposed improvements and would need to account for any changes in City policies and programs regarding public facilities. For these reasons, the financing section does not contain a definitive allocation of costs or funding sources.

Careful consideration has been given to the capacity required for roads and other infrastructure improvements that would be required to serve the Specific Plan area. Careful consideration was also given to the capacity of the City of Santa Barbara to finance these public improvements. Land uses, infrastructure service capacity and financing capacity were all factors considered during the planning process. The results of this process and recommendations for financial implementation are described in the following paragraphs.

As shown in Tables 4 and 5, the estimated total cost of Specific Plan infrastructure improvements is approximately $7.6 million (1995 dollars). These improvements include the construction of curbs, gutters, new streets, sidewalks, new sewer lines, street lights and the undergrounding of utilities. Of this total, $2.76 million is for improvements on the north side of Hollister Avenue and $4.83 million is for intersection improvements along Hollister Avenue and for street and alley related improvements on the south side of Hollister Avenue. If the City were to construct these improvements, the costs could be higher due to bidding and wage requirements that would not apply to a private developer. The infrastructure costs (Appendix H) and other information in this section were derived from the "Financial Plan for the Santa Barbara Airport Industrial Area Specific Plan," which is included in Appendix I.



Santa Barbara Airport Commercial/Industrial Specific Plan

Figure 20 Building Demolition Plan

EDAW, Inc.

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SOUTH SIDE FINANCING STRATEGY

The south side improvements are expected to cost approximately $4.83 million. There are three options available to finance these improvements: (1) Construct the improvements through the normal capital improvement budgeting process; (2) Bond for these improvements; and/or (3) Use FAA grants for those improvements that qualify for funding.

The financing should also consider the need to offset the loss of revenue from buildings that will be demolished to allow for aviation uses. Sub-Area 1 includes approximately 106,000 square feet of buildings that are slated for demolition. These buildings generate $750,000 per year in revenue based upon 1994 rents. Some new revenue will be generated from new aviation uses and some tenants may be able to be relocated to the north side. The net cash flow loss from the demolition of the buildings is still likely to be in the $350,000 to $450,000 per year range until new tenants are in place.

Table 4
Summary of Preliminary Cost Estimates for South Side Infrastructure

Improvement	Preliminary Cost
Aero Camino and road to south	213,000
Cyril Hartley Place and road to south	204,000
Augustus Griggs Place and Hollister Avenue (includes signal)	185,000
Reconstruct Norman Firestone Road	2,125,000
Undergrounding of electrical lines	924,000
Subtotal	*3,650,000*
Contingencies @ 15%	548,000
Revised Subtotal	*4,198,000*
All Engineering and Administration @ 15%	630,000
TOTAL	***4,828,000***

Source: ERA Associates, September 1995
Note: All numbers in 1995 dollars and are rounded to the nearest thousand

NORTH SIDE FINANCING STRATEGY

For the north side, there are approximately 45 acres of property, excluding current streets, which do not have long term lease encumbrances and which could be more intensively utilized. Of this total, 15 to 25 acres of commercial, industrial and recreational property could be leased to a master developer. The balance could be used by the Airport Department for a number of purposes, including relocating tenants displaced from other areas or providing other community-serving uses.

The 15 to 25 acres that could be developed by a developer currently have 63,000 square feet of existing buildings. The assumed value of these buildings is $18.00/square foot. The annual lease income from this 25 acres totals $481,200 (1995 dollars). Assuming an average land value of $8.50 per square foot, the land value would be approximately $9.33 million.

The building value would be approximately $1.13 million. The total asset value of the 25 acres would be $10.46 million. When the annual income of $481,000 generated in 1994 by these assets is compared against the estimated asset value of $10.46 million, the return is a modest 4.6 percent.

If the $2.76 million in north side capital improvement cost is spread over this acreage, which is the primary beneficiary, the cost burden is $2.48 per square foot of land area. While these improvements would increase the marketability and value of the real estate, the amount of increase would be considerably less than $2.48 per square foot of allocated costs.

Table 5
Summary of Preliminary Cost Estimates for North Side Infrastructure

Improvement	Preliminary Cost
New A St. (N-S)	236,000
New B St. (E-W)	495,000
Reconstruct Francis Botello Road	310,000
Reconstruct Robert Kiester Place	172,000
Reconstruct Frederic Lopez Road	304,000
David Love Place sidewalk	14,000
Hollister Avenue sidewalk	48,000
Miscellaneous (water line relocation and undergrounding)	506,000
Subtotal	*2,085,000*
Contingencies @ 15%	*313,000*
Revised subtotal	*2,398,000*
All Engineering and Administration @ 15%	360,000
TOTAL	***2,758,000***

Source: ERA Associates, September 1995
Note: All numbers are in 1995 dollars and are rounded to the nearest thousand

The following summarizes the existing financial conditions on the north side of Hollister Avenue:

- The property is generating a return in its current asset value in the four to five percent range which is below what could be expected.
- The Specific Plan infrastructure improvements will require either an increase in costs or a reduction in the return on the property.
- There is currently substantial under utilization of this property.
- Most of the tenant leases in this area are on a month-to-month basis.

The City appears to have two basic choices for the north side of Hollister Avenue: (1) Change from its past role of landlord who does incremental, piecemeal development to that of a serious land developer; or (2) Master lease the property to a developer on a long term basis (50 years is the maximum allowed by City Charter) and earn income through the developer.

FINANCING RECOMMENDATIONS

South side of Hollister Avenue

The intersection improvements along Hollister Avenue and other south side improvements should be viewed as traditional municipal capital improvements and be built as such. Rent-producing buildings should not be demolished until actual demand for aviation-related uses materializes for the property occupied by these buildings.

North side of Hollister Avenue

The City should consider master leasing 15 to 25 acres on a long term basis to a developer for the following reasons:

- Public agencies are not in a position to sustain very much financial risk and land development is inherently a high risk business. The community concern over any sizable financial loss would be significant regardless of previously accumulated financial gain.
- An experienced and high quality developer can attract more substantial and better paying tenants to the property through contacts, creative planning and marketing astuteness.
- Since a private development entity is not constrained by formal bidding procedures and prevailing wage requirements as the City would be, the developer can probably build capital improvements at a lower cost.
- Based upon an estimated asset value of $10.45 million and an annual lease factor in the 8.0 to 8.5 percent range, the annual rental income could jump to the $800,000 to $900,000 range. This would be well above the current $481,200.

The success of these negotiations will depend upon the strength of the real estate market as reflected by the intensity of developer interest. Since the negotiations will be committing this property to a developer for up to fifty years, the maximum allowed under the City Charter, it is in the City's interest to solicit developers when the market is "hot" rather than in the depth of a recession. According to some financial experts, with steady recovery of the California economy, demand for the very limited supply of commercial and industrial property in Santa Barbara should be stronger in the next few years than it has been during the past several years.

Infrastructure Phasing Recommendations

ERA suggests that infrastructure improvements be phased, as follows:

- First, construct those roadways which are essential to facilitate land development.
- Second, build those improvements which can be funded by FAA grants.
- Third, build the improvements which have the greatest visual impact from Hollister Avenue in order to enhance marketability.
- Fourth, build the remaining improvements as necessary for public safety and for marketability of the interior parcels.

ADMINISTRATION OF THE AIRPORT INDUSTRIAL AREA SPECIFIC PLAN

This section explains the process for administering and amending the Airport Specific Plan. Any amendments to the Plan would need to be processed through the City's established planning process for Specific Plan amendments. Such changes would need to be consistent with the goals and policies of the General Plan, Local Coastal Plan and the Airport Specific Plan. Because part of the Specific Plan area is within the Coastal Zone, changes may also need to be approved by the Coastal Commission.

The two major components for regulating development in this area are the Specific Plan and the Local Coastal Plan. Each of them pertains to different parts of the implementation process. Adoption of the Specific Plan provides a set of guidelines for development and design, as well as a strategy for financing public capital improvements. The Local Coastal Plan (LCP) adds another layer of policies and guidelines for the lands which fall within the Coastal Zone. Sub-Area 1, which is located south of Hollister Avenue, falls within the Coastal Zone and is, therefore, subject to the rules of the City's certified LCP. Development within Sub-Area 1 may need to secure Coastal Development Permits, consistent with the City's LCP.

The Specific Plan should also be coordinated with the City's Zoning Ordinance and permitting process. While Government Code Section 65455 allows specific plans to supersede zoning codes, making sure that the Specific Plan and Zoning Ordinance are consistent will eliminate unnecessary confusion for City Council members, Planning and Airport Commissioners and applicants, and will minimize costly project delays.

The following provides greater detail on implementation and amendment procedures, including permitting and guidelines for compliance with the California Environmental Quality Act (CEQA).

THE PERMIT APPLICATION PROCESS

Most development proposals in the Specific Plan area are subject to review and recommendation by the Airport Commission and approval by the Architectural Board of Review and/or the Planning Commission. Some smaller projects may not require Planning Commission review. If the proposal adheres to the provisions of the Specific Plan and Charter Section 1508, the proposed project can proceed through the process.

Inherent in the project approval process is consultation with Airport Department and Planning Division staff, design review and input from other commissions and committees. Project applicants should, as a first step, meet with a representative of the Airport Department to discuss the proposed use, project concept plans and preliminary designs. Applicants should also discuss these elements with Planning Division staff, along with the permit application process.

Once a development application is submitted and reviewed, Planning staff will inform the applicant of any additional information required. After the

application has been determined to be complete, the Planning staff will inform the applicant of an expected time schedule. Additional environmental review may be necessary. See discussion at the conclusion of this Chapter for additional information on environmental review.

Planning and Airport staff will review the application for consistency with the Specific Plan and make preliminary findings on the determination. The application will then be forwarded to the Airport Commission for review and comment. The Airport Commission will review the project for consistency with the Specific Plan and the goals of the Airport and will make a recommendation regarding project approval to the Planning Commission.

After the proposed project has received a recommendation from the Airport Commission, Planning staff will prepare a report for consideration by the Planning Commission. The Planning Commission then has the option, based upon findings, including a finding of consistency with the Specific Plan, to approve, conditionally approve, or deny the application.

In some cases involving small projects, the decision will be made by the Architectural Board of Review (ABR). The ABR will review the application for consistency with the Airport Architectural and Urban Design Guidelines, the ABR guidelines and guiding ordinance and the City's Zoning Ordinance.

Appeals of the Planning Commission's decision on an application may be taken to the City Council by the applicant or any other interested party. The appeal shall specifically state the reasons for the appeal. In considering such an appeal, the City Council shall determine whether the proposed project conforms to the development and design review criteria and the Specific Plan and may approve or disapprove the proposed project or require changes which are, in its judgement, necessary to ensure conformity to the criteria. The determination of the City Council shall be final.

If the project involves new construction or exterior remodeling of an existing building, the project is subject to approval by the ABR. This occurs only after the project has been approved by the Planning Commission or City Council on appeal (if such approvals are required).

AMENDMENTS TO THE SPECIFIC PLAN

The Airport Industrial Area Specific Plan represents a long-term plan for the area. The City recognizes the potential need to amend some of the Plan components to reflect changing conditions. These amendments should be consistent with the goals and policies set forth in the General Plan and the Vision policies in the Airport Specific Plan.

Prior to initiating a Specific Plan amendment, discussions with Airport and Planning staff should occur. If a Local Coastal Plan amendment is also required, the proposal should also be discussed with California Coastal Commission staff.

Specific Plan amendments are officially initiated by either the Planning Commission or the City Council. Initiation of such amendments can be requested either by staff or by a project applicant.

After an amendment is initiated, any necessary environmental review is completed. Staff also reviews the amendment for consistency with the General Plan, Specific Plan Vision policies and, if on the south side of Hollister Avenue, the Local Coastal Plan and Coastal Act policies. A Staff Report making a recommendation on the amendment is prepared and submitted to the Airport and Planning Commissions.

Specific Plan Amendments are subject to review by the Airport and Planning Commissions, which make recommendations to the City Council. City

Council may approve, approve with further changes or deny the proposed amendment. Changes south of Hollister Avenue may also need Coastal Commission approval.

PROJECT PROPOSALS AND THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

An Environmental Impact Report/Environmental Assessment (EIR/EA) has been prepared which addresses the potential impacts of the land uses allowed by this Specific Plan. The EIR/EA identifies the impacts of the amount and mix of development described in the Specific Plan. If individually proposed projects are within this prescribed level of development, then the subsequent environmental review process should only address the project's site-specific impacts. If additional impacts are identified and a subsequent or supplemental EIR is required, general impacts which are addressed in the Specific Plan EIR/EA should be included by reference.

The Specific Plan EIR/EA identifies a number of impacts and mitigation measures. Where reasonable, new policies have been added to the Specific Plan that incorporate these mitigation measures. However, some measures do not lend themselves to precise policy language, especially those related to construction impacts. Therefore, the Plan includes a policy that incorporates the mitigation measures by reference. In addition, a complete list of all the mitigation measures is included Appendix F.

Policy

EI1: All mitigation measures outlined in the EIR/EA (and listed in Appendix F) shall be incorporated into individual projects, as applicable, when such projects receive discretionary review.

As time passes and conditions change or projects differ from those uses included in the Specific Plan, additional environmental review on those issues addressed in the EIR/EA may be necessary.

Technical Appendices

Appendix A

Airport Operations Constraints

Table A-1
Runway Protection Zone (RPZ) Dimensions for Runways 15/33 in the Airport Specific Plan Area

Approach Visibility Minimums	Facilities Expected To Serve	Dimensions			
		Length L feet	Inner Width W feet	Outer Width W	RPZ acres
Visual and Not Lower than 1-Mile (1,600 m)	Aircraft Approach Categories A & B	1,000 (300 m)	500 (150 m)	700 (210 m)	13,770

Note: RPZ is centered on runway centerline and begins 200 feet off runway end.

Table A-2
Object Free Dimensions for Runways 15/33 in the Airport Specific Plan Area

Item	Airplane Design Group - II*
Runway Object Free Area Width	500 Feet
Runway Object Free Area Length Beyond Runway End	300 Feet

*Runways 15R/33L and 15L/33R are designed to accommodate airplanes in Design Group II.

Appendix B

Proposed Uses in Various Zones at the Airport

PROPOSED USES IN VARIOUS ZONES AT THE AIRPORT

A-A-O, Airport Approach and Operations Zone

Flight line, aircraft parking areas, runways and taxiways

Airport operational facilities such as runways, taxiways, lights and other aircraft control and guidance systems, but not including hangars, tie-down areas, buildings or other actively used facilities. These uses are permitted, providing they comply with allowed uses pursuant to the FAA Advisory Circulars in the 150 series, or their successors, for Runway Protection Zones and Runway and Taxiway Safety Areas. Open space, including vegetation, is also allowed provided that it does not conflict with Federal Aviation Regulations Part 77 and Part 139 and with FAA Advisory Circulars in the 150 series, or their successors.

A-F, Airport Facilities, Zone:

South of Hollister Avenue

The following uses are expressly permitted in the A-F Zone:

A. Aircraft chartering and leasing.
B. Aircraft parking, tie-down and aircraft hangars and shelters.
C. Aircraft rescue and firefighting station.
D. Aircraft sales, manufacture, service and related administrative offices.
E. Air freight terminal.
G. Auto rentals.
H. Aviation equipment and accessories sales and/or repair.
I. Aviation storage.
J. Executive/General aviation terminal facilities with related offices and food service uses.
K. Federal Aviation Administration flight service facilities.
L. Fixed base operations.
M. Flying schools.
N. Fly-in offices.
O. Fueling facilities.
P. Museums and other cultural displays relating to aviation.
Q. Passenger terminals with accessory uses such as restaurants and gift shops.
R. Private parking lot, subject to the issuance of a Conditional Use Permit under Chapter 29.94 of this Title.
S. Public parking facilities.
T. Other aviation-related uses determined to be appropriate by the Planning Commission.
U. Non-aviation related uses consistent with the applicable regulations of the Federal Aviation Administration and determined to not be in conflict with the use of the adjacent Airport buildings as may determined by the Community Development Director and the Airport Director.

A-C, Airport Commercial, Zone:

Property on Hollister Avenue between Fairview Avenue and San Pedro Creek

The following uses are expressly permitted in the A-C Zone:

A. Auto diagnostic center.
B. Automobile tire installation and repair conducted entirely within a building.
C. Branch bank or savings and loan, subject to the issuance of a Conditional Use Permit under Chapter 29.94 of this Title.
D. Commercial recreation.
E. Indoor theater.
F. Motorcycles and bicycles and accessories sales and repair.
G. Photographic shop including photographic developing.
H. Printing, lithographing, photocopying or publishing establishment.
I. Restaurant.
J. Other uses determined to be appropriate by the Planning Commission.

A-I-1, Airport Industrial 1, Zone:

Property north of Hollister Avenue, generally between the railroad tracks and the first road north of and parallel to Hollister Avenue

The following uses are expressly permitted in the A-I-1 Zone:

1. Appliance and equipment service and repair.
2. Automobile tire installation and repair performed entirely in an enclosed building.
3. Cabinet making or refinishing.
4. Electronic products manufacturing and sales.
5. Freight terminal.
6. Household hazardous waste facility, subject to issuance of a Conditional Use Permit.
7. Laboratory.
8. Manufacture, assembly, processing and distribution of products.
9. Office or retail sales incidental and accessory to any allowed use.
10. Public and quasi-public utility or maintenance facilities, including pump plant, transformer yard, switching station, service and equipment yard and similar uses.
11. Recycling business, subject to the issuance of a Conditional Use Permit.
12. Research and development establishment and related administrative operations.
13. Storage and distribution warehouse.
14. Any use allowed in the A-F Zone.
15. The following open yard uses are allowed north of Francis Botello Road only:
    a. Automobile repair and body shop.
    b. Brick yard.
    c. Concrete and asphalt products storage and manufacture.
    d. Contractor's yard.
    e. Lumber yard, including retail sales of lumber only.
    f. Metal products storage, manufacture and distribution.

g. Open storage and rental of vehicles, trailers, recreational vehicles, mobile homes, equipment and/or materials.
h. Rock, sand and gravel yard.

16. The following additional uses are allowed in buildings designated as a Structure of Merit under the provisions of Chapter 22.22 of this Code or determined to be eligible for such designation:
    a. Any use allowed in the Airport Commercial (A-C) Zone.
    b. Any use allowed in the Commercial Recreation (C-R) Zone.
17. Other uses determined to be appropriate by the Planning Commission.

A-I-2, Airport Industrial 2, Zone

Property generally immediately north of and within 250 feet of Hollister Avenue and extending to include an existing restaurant south of Hollister Avenue

The following uses are expressly permitted in the A-I-2 Zone:

1. Auto diagnostic center.
2. Bookkeeping, accounting and/or tax service.
3. Branch bank, branch savings and loan office, credit union or automatic teller machine, subject to the following provisions:
    a. No similar facility is located within three hundred feet (300') of the subject facility.
    b. There shall be no drive-up window or automatic teller machine.
    c. Services are limited to deposits, check cashing, cashier and travelers checks issuance, acceptance of loan applications and night deposits. Loan applications processing is excluded.
4. Convenience store not exceeding 2,500 square feet in size.
5. Copying and duplicating service.
6. Courier and small package delivery service.
7. Dry cleaning establishment.
8. Mailing service and supply.
9. Motorcycle or bicycle and related accessories sales and repair.
10. New car agency, including accessory repair conducted entirely within a building or enclosed area.
11. Office supply sales.
12. Photographic shop including photographic developing.
13. Printing, lithographing, photocopying or publishing establishment.
14. Restaurant.
15. Secretarial service.
16. Temporary employment service.
17. Used car sales.
18. Any use allowed in the A-I-1 Zone, except household hazardous waste facility, recycling business and open yard uses.
19. Any use allowed in the C-R Zone on property immediately west of Frederic Lopez Road (adjacent to the C-R Zone) when developed in conjunction with a use in the area zoned C-R, immediately east of Frederic Lopez Road, as shown in the Airport Industrial Area Specific Plan.
20. Other uses determined to be appropriate by the Planning Commission.

C-R, Commercial Recreation, Zone

New Zone west of Frederic Lopez Road including existing Cinema and golf course

The following uses are expressly permitted in the C-R Zone:

A. Commercial Recreation, as defined in this Title.
B. Game Arcade, subject to issuance of a Conditional Use Permit.
C. Golf course or driving range and related facilities.
D. Health Club.
E. Miniature golf course.
F. Outdoor vendor, in association with a commercial recreation use.
G. Pushcart, in association with a commercial recreation use.
H. Restaurant.
I. Restaurant, fast food.
J. Reverse vending machine.
K. Skating rink.
L. As shown in the Airport Industrial Area Specific Plan, any use allowed in the A-I-2 Zone on property immediately east of Frederic Lopez Road (adjacent to the A-I-2 Zone) when developed in conjunction with a use in the area zoned A-I-2, immediately west of Frederic Lopez Road.
M. Other uses determined to be appropriate by the Planning Commission.

Definition of "Commercial Recreation": *(To be added to Definitions Chapter)*

Any use or development, either public or private, providing amusement, pleasure, sport, exercise or other resource affording relaxation or enjoyment, which is operated primarily for financial gain. Typical uses may include, but are not limited to, batting cages, cinemas, theaters, skating rinks, gymnasiums, athletic clubs, miniature golf course, bumper cars and go-cart tracks.

Appendix C

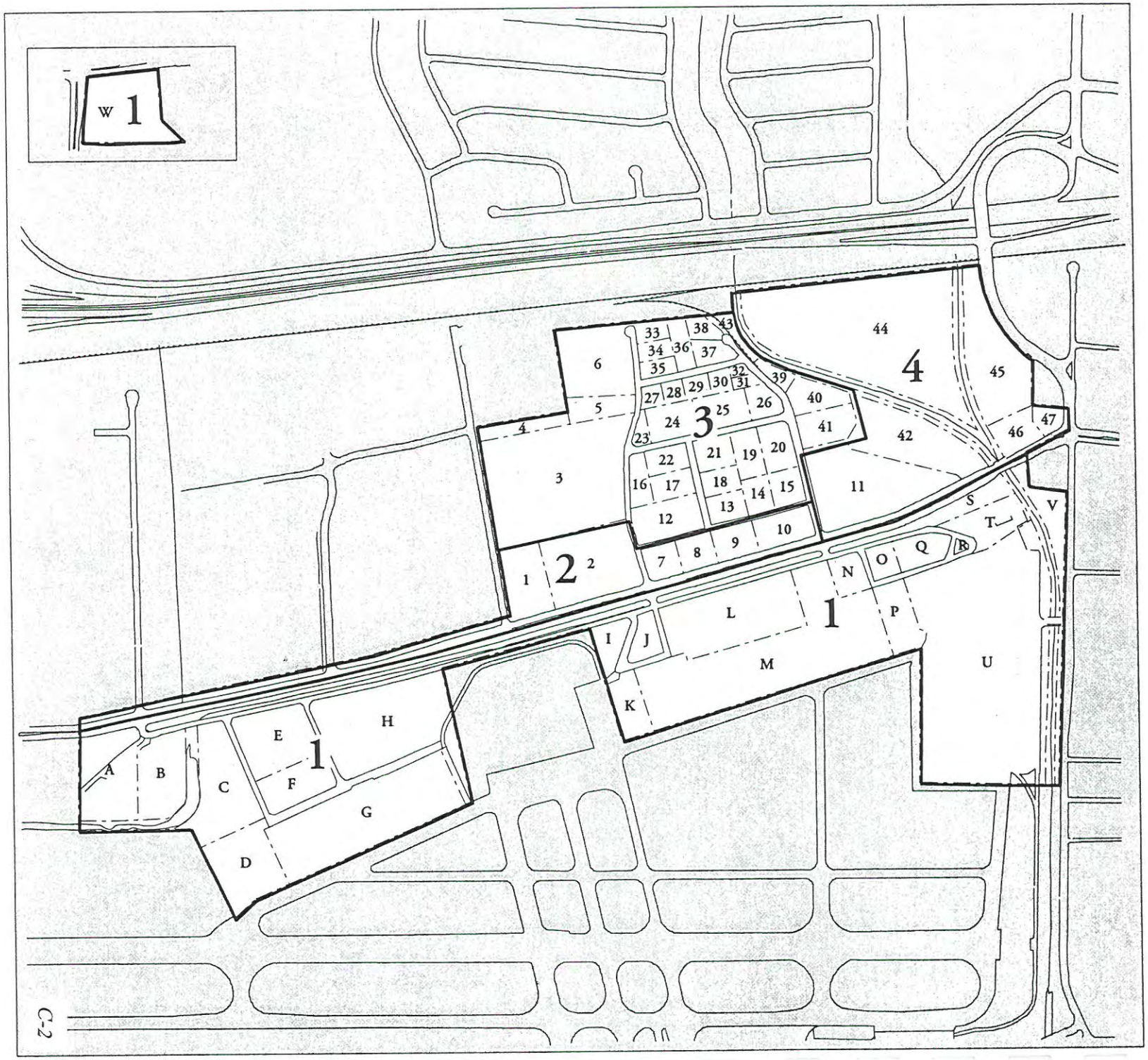
Parcel Sizes and Parcel Plan

Table C-1
Parcel Sizes

Parcel Letter	Square Feet	Acreage
South of Hollister		
A	168,020	3.86
B	117,800	2.70
C	185,380	4.26
D	170,500	3.91
E	151,280	3.47
F	83,700	1.92
G	394,320	9.05
H	330,460	7.59
I	46,500	1.07
J	48,980	1.12
K	61,380	1.41
L	231,260	5.31
M	613,801	14.09
N	55,180	1.27
O	23,500	0.54
P	60,140	1.38
Q	53,940	1.24
R	6,820	0.16
S	83,700	1.92
T	77,500	1.78
U	999,442	22.94
V	84,320	1.94
W	179,902	4.13
Total	**4,227,825**	**97.06**

Parcel Number	Square Feet	Acreage
North of Hollister		
1	98,580	2.26
2	210,180	4.83
3	495,380	11.37
4	49,600	1.14
5	61,380	1.41
6	153,760	3.53
7	39,000	0.90
8	39,000	0.90
9	39,000	0.90
10	61,000	1.40
11	259,780	5.96
12	74,000	1.70
13	30,000	0.69
14	30,000	0.69
15	48,000	1.10
16	37,200	0.85
17	34,800	0.80
18	30,000	0.69
19	30,000	0.69
20	48,000	1.10
21	34,800	0.80
22	34,800	0.80
23	17,980	0.41
24	60,140	1.38
25	68,200	1.57
26	38,440	0.88
27	21,700	0.50
28	21,700	0.50
29	21,700	0.50
30	21,700	0.50
31	15,500	0.36
32	12,400	0.28
33	16,740	0.38
34	16,740	0.38
35	16,740	0.38
36	25,420	0.58
37	16,740	0.38
38	24,180	0.56
39	19,220	0.44
40	45,880	1.05
41	64,480	1.48
42	211,400	4.85
43	47,740	1.10
44	709,901	16.30
45	225,060	5.17
46	56,420	1.30
47	26,040	0.60
Total	**3,760,421**	**86.33**

Note: Roadways and creeks excluded from all calculations



Santa Barbara Airport Commercial/Industrial Specific Plan

Figure A-1
Conceptual Parcel Plan

N

0 200 400 600 800 Feet

EDAW, Inc.

Appendix D

Proposed Building Removal by Subarea

Table D-1
Proposed Building Removal by Subarea

Sub-Area #1	**Buildings to be Removed**
Phase I (0-5 years)	117 - 3,000 118 - 6,000 251 - 6,240 255/256 - 10,000 258 - 3,960 260 - 3,960 302 - 6,240 303 - 6,240 304 - 3,960 311 - 1,160 351 - 1,224 352 - 720 Total - 52,704 sq. ft.
Phase 2 (5-10 years)	305 - 3,960 314 - 6,240 315 - 6,240 Total - 16,440 sq. ft.
Phase 3 (10-15 years)	333 - 16,030 344 - 11,408 345 - 6,400 Total - 33,838 sq. ft.
Sub-Area #1 Total	**102,982 sq. ft.**
Sub-Area #2	**Buildings to be Removed**
Phase 1 (0-5 years)	116 - 6,240 sq. ft.
Phase 2 (5-10 Years)	
Phase 3 (10-15 years)	
Sub-Area #2 Total	**6,240 sq. ft.**

Table D-1 (Continued)
Proposed Building Removal by Subarea

Sub-Area #3	**Buildings to be Removed**
Phase 1 (0-5 years)	239 - 3,900 240 - 3,900 241 - 2,697 Total - 10,497 sq. ft.
Phase 2 (5-10 years)	238 - 6,240 365 - 720 Total - 6,960 sq. ft.
Phase 3 (10-15 years)	115 - 6,080 223 - 6,400 224 - 6,400 225 - 6,240 226 - 8,800 364 - 720 Total - 34,640 sq. ft.
Sub-Area #3 Total	**52,117 sq. ft.**
Sub-Area #4	**Buildings to be Removed**
Phase 1 (0-5 years)	212 - 11,250
Sub-Area #4 Total	**11,250 sq. ft.**
Grand Total	***172,000 sq. ft.±***

Appendix E

Parking Requirement Recommendations

Table E-1
SPECIFIC PLAN PARKING REQUIREMENT RECOMMENDATIONS

USE	PARKING REQUIREMENT[1]	BICYCLE PARKING REQUIRED[2]
Automobile Repair	3	No
Aviation Facilities	1 space/250 sf for office and retail square footage only	Yes
Commercial Recreation	Case by Case[4]	
Convenience Store	1 space/250 sf	Yes
Heavy Equipment, Including Large Truck, Repair	1 space/5,000 sf of land area	No
Industrial, Manufacturing and Research and Development	1 space/500 sf	Yes
Landscape Nursery	1 space/2,000 sf of land area	Yes
Movie Theater	1 space/4 seats	Yes
New and Used Automobile Sales	Case by Case[4]	No
Office	1 space/250 sf	Yes
Open Storage Yard Uses	1 space/250 sf of office and retail plus 1 space/5,000 sf of land area	Yes
Restaurant, Fast Food	1 space/100 sf	Yes
Restaurant, Sit Down	1 space/250 sf or 1 space/3 seats, whichever is greater	Yes
Retail	1 space/250 sf	Yes
Warehouse	1 space/250 sf of office and retail plus 1 space/2,000 sf	Yes

1 Parking space requirements are for building square footage unless otherwise indicated.

2 Bicycle parking requirement is one (1) space for every seven (7) automobile parking spaces.

3 As much paved area for outside storage and parking of vehicles as there is area used for servicing of vehicles.

4 Parking requirements shall be determined on a case by case basis by the City Transportation and Parking Manager in consultation with the Community Development Director.

Appendix F

Mitigation Measures

MITIGATION MEASURES

The following mitigation measures are included in the Airport Specific Plan EIR/EA, certified by the Planning Commission on September 4, 1997.

SOLID WASTE

3.8-1 During construction, the Airport shall contract with a disposal company that recycles construction and demolition debris.

3.8-2 During operations, the Airport shall develop and implement a solid waste management plan for individual tenants, to be reviewed and approved by the County Public Works Solid Waste Division. Because the Specific Plan involves different types of land uses, the precise nature of which has yet to be determined, the management plan for each tenant will necessarily be different. The plan shall focus on ongoing waste diversion activities, however, and include the following elements: (a) source separated collection of recyclables, (b) tenant education, (c) reporting requirements and (d) landscaping that does not require excessive trimming due to plant and tree selection and design.

AIR QUALITY

To ensure that fugitive dust emissions would remain insignificant and would not become a nuisance during construction of Specific Plan buildings and roadways, the following standard APCD dust control measures shall be implemented:

3.9-1 Apply water at least twice daily to dirt roads, graded areas and dirt stockpiles to prevent excessive dust from leaving the staging areas.

3.9-2 Minimize vehicle speeds.

3.9-3 Disturb the smallest practical amount of area and minimize disturbance time.

3.9-4 After completion of construction activities, treat disturbed soil within the staging area by watering, revegetating or spreading soil binders to prevent wind erosion of the soil.

3.9-5 Soil stockpiled for more than two days shall be covered, kept moist or treated with soil binders.

3.9-6 During building demolition, water application or shrouding shall be used, as necessary, to ensure that dust emissions from this activity do not create a nuisance.

3.9-7 The contractor shall designate personnel to monitor construction activities and ensure that excessive dust would not occur from construction sites.

3.9-8 New habitable buildings or additions of 5,000 square feet or more shall be reviewed by an energy specialist and recommendations made to reduce energy usage. The City shall review and incorporate the recommendations as appropriate, prior to issuance of building permits.

3.9-9 Encourage the use of alternative transportation modes by employees of businesses and other facilities within the Specific Plan area. If and when a Goleta Valley alternative transportation program is developed to reduce traffic and/or air quality impacts which applies to all existing and future businesses in the Valley, provisions shall be incorporated into leases that would require that the program apply to all new businesses in the Specific Plan area. Include a clause in all leases that allows the lease to be reopened if such a program is adopted after the lease is approved so that existing

businesses would also participate in the regional program.

HAZARDOUS MATERIALS

3.10-1 A Construction Contingency Plan shall be developed addressing methods to control potential migration of contamination discovered during construction as well as safety considerations for on-site personnel and the general public. Details of the plan shall include but not be limited to the following:

» Procedures for identification of contaminated soil including an on-site monitor observing earthmoving operations who has experience in hazardous waste and contaminated sites.

» Measures that shall be taken immediately to protect workers and the public from exposure to contaminated areas (e.g., fencing or hazard flagging, covering of contaminated soils with plastic, etc.) and prevent migration of the contaminants to the surrounding environment.

» Steps to be taken following initial discovery of contaminated soils. Notification shall be made to the Santa Barbara County Hazardous Materials Unit immediately following identification of contamination within the construction area.

3.10-2 Following initial actions specified in the Construction Contingency Plan, a project-specific remediation plan would need to be developed and implemented to reduce contaminant concentrations to acceptable levels. The details of the plan would be dependent upon the extent and types of contamination but would include characterization of the problem, a review of the remedial options (i.e., feasibility study) and a detailed plan for implementation of the chosen alternative. These plans would require review and approval by HMU and Airport staff, taking into account potential flooding impacts and prevention of contaminant runoff into nearby creeks. Excavation and any other remediation activities necessary shall be consistent with all biology, air quality (dust suppression), archaeology and other mitigation measures applicable to the project.

FLOODPLAINS

3.11-1 A detailed map shall be prepared showing the building layouts and anticipated floor elevations for any proposed development within the Specific Plan Area in addition to pertinent flood safety information from the Flood Insurance Rate Maps. This would include the Regulatory Floodway Boundary and 100-year flood elevations. This would allow administrators to more easily establish finish floor elevations and understand when special building practices or procedures are required. Of particular concern are land uses adjacent to San Pedro Creek and Carneros Creek. In the Regulatory Floodway where reduction in carrying capacity (i.e., conveyance) is prohibited, special building practices or design procedures may be required to reduce flood exposure in these locations. These building practices in the Regulatory Floodway include the following:

» Providing flood conveyance equal to that which currently exists.

» Locating parking lots and other open space land uses, which are more compatible with higher flood hazard, within the Regulatory Floodway.

» Raising the finish floor elevations of new buildings by use of pile foundation, allowing storm water to flow underneath the building.

» If equal conveyance cannot be shown, where feasible and necessary, processing a Letter of Map Revision to realign the Regulatory Floodway will be required.

WATER RESOURCES

3.12-1 A Drainage and Erosion Control Plan is required for each project requiring grading, as a standard operating procedure prior to project approval. These plans would include the following:

» Schedule construction to minimize the amount of graded soil exposed at any given time.

» Install sedimentation, silt and grease traps in paved areas as appropriate, to minimize pollution and turbidity in the Goleta Slough. The Plan shall provide for periodic maintenance of these traps beyond the construction period to provide for long-term water quality protection of the Slough.

» Clear brush and vegetation only as required to accommodate necessary grading.

» To the extent feasible, limit grading activities to the non-rainy season. If construction during the rainy season is unavoidable, use silt fences, straw bales and other erosion control measures, as necessary, to control siltation of local drainages during wet periods.

» Cover stockpiled fill soils.

» Seed and plant disturbed areas with native vegetation immediately following construction activities.

» Protect (e.g., riprap) any new storm drain outlets as appropriate to prevent scouring at the point of discharge.

» Provide dust control by wetting exposed soil surfaces.

» Apply any other Best Management Practices appropriate to the project to protect surface water quality.

» As with the proposed action, new industrial tenants would be required to provide information regarding any potential discharges (stormwater, industrial processes or otherwise) that would potentially require an NPDES permit.

CULTURAL RESOURCES

3.13-1 All ground disturbances within the high and moderate Prehistoric and Historic Native American sensitivity zone shall be subject to a Phase 1 archaeological study prior to construction, and those in the low sensitivity zone to a surface Phase 1 survey, performed consistent with the City MEA Cultural Resources Guidelines. Any required subsurface identification testing, significance testing or mitigation activities shall be elements of a Cultural Resources Management Plan prepared consistent with the City MEA Cultural Resources guidelines for Phase 1, 2 and 3 studies.

3.13-2 Prior to demolition, document Buildings 239, 241, 246, 247, 251, 258, 260, 261, 267, 309, 317 and 349 (drawn, if suitable architectural plans are not available, and photographed) by a qualified architectural historian, consistent with City MEA Cultural Resources Section.

BIOTIC COMMUNITIES

3.14-1 The Airport shall continue to participate in and support the goals of the Goleta Slough Management Committee (GSMC) and shall support the development and implementation of the Goleta Slough Ecosystem Management Plan. The Airport shall assist the GSMC in finding funding to support the Committee and its activities over the long-term. The Airport shall make available any reports on water quality monitoring and other information relating to the City-owned portion of the Goleta Slough. Any projects in the Specific Plan area that result in drainage to the Slough or its tributary creeks shall be referred to the GSMC for review and comments.

WETLANDS

3.16-1 The Airport shall continue to participate in and support the goals of the Goleta Slough Management Committee (GSMC) and shall support the development and implementation of the Goleta Slough Ecosystem Management Plan. The Airport shall assist the GSMC in finding funding to support the Committee and its activities over the long-term. The Airport shall make available any reports on water quality monitoring and other information relating to the City-owned portion of the Goleta Slough. Any projects in the Specific Plan area that result in drainage to the Slough or its tributary creeks shall be referred to the GSMC for review and comments.

3.16-2 New development shall not occur within 100 feet of Coastal Commission or U.S. Army Corps of Engineers jurisdictional wetlands, as shown on the most currently accepted delineation, without a demonstration that encroachment is necessary for the project and that wetland functions and values shall not be impaired without mitigation, which may include off-site compensation. Additional project-specific measures may be developed through supplemental environmental review. Any related mitigations should be developed with the input of the Goleta Slough Management Committee and shall be consistent with the Goleta Slough Ecosystem Management Plan.

3.16-3 The Specific Plan shall incorporate a new policy consistent with Local Coastal Plan Policy C-4 but applicable throughout the Specific Plan Area. Protection of wetlands shall be based on the most currently accepted delineation and shall include a 100-foot setback between any new structures and mapped wetlands, except as may be necessary for human health and safety or protection of the wetlands themselves. The policy shall further stipulate that only compatible land uses shall be allowed within the 100-foot setback, and that native vegetation shall be planted and maintained within the setback wherever feasible.

GROUND TRANSPORTATION

Mitigation Measures 3.20-4 through 3.20-6 and 3.20-8 have been deleted as discussed in the Errata included in the Airport Specific Plan EIR/EA.

3.20-1 Individual developments within the planning area shall be reviewed upon permit application to tailor a TDM plan for the development. Measures targeting employees shall include provision of bicycle lockers and showers in the new developments, lunchrooms, preferential parking for carpools, free bus passes, etc. TDM plans would be developed by each development pursuant to the existing City/County TDM program. This program is voluntary and future tenants within the Specific Plan area would have the choice to participate or not participate.

3.20-2 At Los Carneros Road and U.S. 101 southbound ramps, an additional northbound right-turn lane for vehicles headed south on U.S. 101 shall be provided.

3.20-6 At Fairview Avenue and Hollister Avenue, the following improvements shall be provided: the extension of Kellogg Avenue from its southern terminus to South Fairview Avenue adjacent to Fowler Road, along with provision of a half-diamond interchange (southbound off and northbound on) at SR 217.

3.20-7 The measures listed below are required to reduce short-term traffic during construction of major developments within the Specific Plan Area:

» A construction conference shall be scheduled prior to the beginning of construction to discuss measures to reduce potential construction related impacts. Representatives from the City's Public Works Department, Building Division, Planning Division, Airport and Contractor shall be present. A representative from the County Public Works Department should also be present.

» Construction traffic shall be routed to minimize trips through the Fairview Avenue/Hollister Avenue intersection during morning and evening peak hours (7:00 to 9:00 A.M. and 4:00 to 6:00 P.M.) to minimize impacts during commute periods.

» Construction truck trips shall not be scheduled during morning and evening peak hours (7:00 to 9:00 A.M. and 4:00 to 6:00 P.M.) to minimize impacts during commute periods.

» On-site storage shall be provided for construction materials and equipment in a location subject to City approval.

» Parking spaces for construction workers shall be provided in a location subject to City approval.

Appendix G

Specific Plan Market Study

Executive Summary

Economics Research Associates
Affiliated with Drivers Jonas

Los Angeles
San Francisco
San Diego
Chicago
Washington, D.C.
London

MARKET ANALYSIS FOR THE AIRPORT COMMERCIAL/INDUSTRIAL SPECIFIC PLAN

Prepared for

The City of Santa Barbara
and
Science Applications International Corp.

21 November 1994

ERA Project No. 11154

388 Market Street, Suite 1580, San Francisco, California 94111
(415) 956-8152 Telex: 340890 (ECON RES SFO) Fax: (415) 956-5274

SECTION II
EXECUTIVE SUMMARY

This section provides a summary of the Market Analysis for the Airport Commercial/Industrial Specific Plan. It includes an overview of the purpose of the study, findings of the market analysis, land planning recommendations, and suggestions regarding the City or Airport Department's role as developer versus landlord.

PURPOSE OF STUDY

The Specific Plan Market Analysis is a key component of the Airport Commercial/Industrial Specific Plan. The goal of the Specific Plan is to provide for long-term economic self sufficiency for the Airport's operation, maintenance, and capital improvements. As such, Economics Research Associates (ERA) has been retained by the City of Santa Barbara and Science Applications International Corporation (SAIC) to prepare a study that analyzes the market potential for various land use options which allow the City to maximize revenue in the Specific Plan area. Land uses considered in this study include industrial, box retail, and an entertainment/recreation complex.

MARKET ANALYSIS FINDINGS

Economic and Demographic Overview

The South Coast economy, like all of California, has suffered through a period of recession during the past three years. However, current indicators suggest that the most difficult period is past and the Santa Barbara region can look for reasonably steady but unspectacular growth over the next four or five years. The long-term outlook for the South Coast region is moderate growth with industrial and commercial demand increases constrained by slow residential population growth.

According to the Santa Barbara County Association of Governments (SBCAG), the South Coast area will have about 199,600 residents in 1995, of which about 90,600 or approximately 45 percent will live in the City of Santa Barbara. Over the next two

decades, the annual growth rate in the South Coast area is projected to resume its pre-1980 rate of less than one percent. By 2015, the City of Santa Barbara's population is expected to reach about 103,700, and the South Coast area will have approximately 233,600 residents.

In terms of employment, Santa Barbara County has been particularly hard hit by the economic recession and the federal defense spending cutbacks of the early 1990s. However, according to the SBCAG, every employment sector in the County is expected to recover over the next several years. Between 1995 and 2005, employment in Santa Barbara County is expected to increase annually by about 2,600, or by nearly two percent a year.

Long-term economic growth of the Santa Barbara region could also potentially be strengthened by the University of California at Santa Barbara's (UCSB) Long Range Development Plan which projects a student enrollment of 20,000 and a combined full-time equivalent faculty and staff of nearly 4,500 by the academic year 2005-2006. In addition, establishment of the California Commercial Spaceport at Vandenberg Air Force Base has the potential, according to the UCSB Economic Forecast Project, to create from 1,000 to 3,000 jobs over the next five to seven years.

Industrial Demand

The industrial sector includes light and heavy industry, warehouse distribution, research and development (R&D), flex space (multi-use space that has a higher quality of finishings than strictly warehouse space), and incubator space. While this sector has experienced some contraction over the past three years, the occupancy rate of industrial space in the South Coast market remains a healthy 92 percent. Lease rates have softened somewhat during the past couple of years. With recovery from the recent recession and the projected moderate economic growth, ERA expects total industrial space demand to increase from 9.1 million square feet presently to 9.7 million square feet by 2005 and 10.2 million square feet by 2015. This represents a 12 percent increase over 20 years.

For the subject property on the north side of Hollister Avenue, ERA estimates 12.3 acres of new demand by 2005 and 15.2 acres of new demand from 2006 to 2015. In addition, the Airport's internal analysis shows the need for seven to ten acres to accommodate the relocation and/or expansion of existing tenants from other portions of

Airport property. In sum, using a 20-year planning horizon, approximately 38 acres of the subject property should be reserved for industrial use. This would include not only space for light industrial, but for R&D, flex space, warehouse distribution, and incubator uses. Storage yard type uses (e.g. gravel or lumber storage), which are very low land value generators, are viewed as interim uses and are not included in this total, although they may remain because they provide a needed service to the community.

Box Retail Demand

ERA evaluated the South Coast market demand for two types of warehouse style box retailers. The first was for a building materials/hardware store such as Home Depot or Home Club and the second was for a wholesale club such as Price/Costco. The market analysis indicates insufficient demand for the building materials/hardware store, but strong demand for a Price/Costco type store. However, a Price/Costco is planned for development on two other sites in Goleta. Since the greater Goleta market area clearly cannot support two such stores and both competing sites are superior in terms of location and visibility, box retail development should not be considered further for the subject property.

Demand for an Entertainment/Recreation Complex

There has been local interest expressed in a multi-anchored entertainment/recreation complex including a family entertainment center (FEC), a cinema complex, and an ice rink/roller hockey/exhibition hall. ERA's market findings for each of these components indicates strong demand for a cinema complex of six new screens (in addition to the existing Cinema Twin); marginal support for an FEC; and probably inadequate market support to operate a single or dual ice rink facility without some form of public subsidy. The risk associated with development of an ice rink(s) is that after the initial five or six years enthusiasm may wane, and the facility may be unable to sustain frequent visitation.

LAND PLANNING RECOMMENDATIONS

From the perspective of maximizing long-term land lease revenue to the City to support Airport operations, ERA suggests reserving 38 to 40 acres of the 56 acres for industrial development. This amount of industrial acreage should accommodate the Airport property's share of market growth over the next 20 years, allow for relocation and possible

expansion of existing airport tenants from the south side of Hollister, and accommodate, at least on an interim basis, heavy industrial or storage yard type uses on the interior parts of the subject property.

The remaining 16 to 18 acres should be devoted to the cinema complex, possibly the family entertainment center, and perhaps one or two restaurant pads. Portions of the entertainment/recreation complex, particularly the miniature golf course, go-kart track, and parking area, could be placed in the floodway since the construction of substantial commercial or industrial buildings is not permitted within this area. These uses would be ideally situated in the floodway since they do not require extensive improvements nor support high land values. As an alternative, the floodway could also accommodate the expansion of the current 9-hole Twin Lakes Golf Course. The restaurants would serve employees of the Airport and the industrial district during the day, and would complement the cinema by creating additional evening draw.

CITY OR AIRPORT AS DEVELOPER VERSUS LANDLORD

Given the high degree of financial risk associated with land development, ERA suggests that the City of Santa Barbara and its Airport Department primarily function as a landlord and only take on development functions in situations of very limited risk. Furthermore, ERA recommends against the Airport Department building major new space for its tenants and certainly against the construction of any significant speculative space. It may be a good idea for the City Council to establish some guidelines as to the levels of financial risk or exposure which is acceptable to assist the Airport staff in their decision process.

Appendix H

Preliminary Infrastructure Cost Estimate

Table H-1
Preliminary Infrastructure Cost Estimate

Improvements include site clearing (no building demo), paving, drainage, water, sanitary sewer, curb, gutter and sidewalk

NORTH SIDE IMPROVEMENTS

Description	Unit		Unit Cost	Quantity		Total
B Street (new E-W Street)						
Clear & Grub	LS	$	5,000	1	$	5,000
Remove Concrete	CY	$	80	926	$	74,080
Excavate & Prep	CY	$	12	2,340	$	28,080
Aggregate Base	Ton	$	15	2,330	$	34,950
Asphalt Concrete	Ton	$	40	1,174	$	46,960
Curb & Gutter	LF	$	15	2,600	$	39,000
Sidewalk	SF	$	4	22,100	$	88,400
24" RCP Storm Drain	LF	$	60	1,300	$	78,000
Curb Inlet	EA	$	2,500	4	$	10,000
Concrete Driveway Apron	EA	$	2,000	8	$	16,000
New PVC Sewer line	LF	$	35	1,300	$	45,500
Street lights	EA	$	4,000	6	$	24,000
Striping, Marking, & Signage	LS	$	5,000	1	$	5,000
				Subtotal	$	494,970
A Street (New N-S Street)						
Clear & Grub	LS	$	2,500	1	$	2,500
Remove Concrete	CY	$	80	834	$	66,720
Excavate & Prep	CY	$	12	900	$	10,800
Aggregate Base	Ton	$	15	897	$	13,455
Asphalt Concrete	Ton	$	40	451	$	18,040
Curb & Gutter	LF	$	15	1,000	$	15,000
Sidewalk	SF	$	4	7,000	$	28,000
24" RCP Storm Drain	LF	$	60	500	$	30,000
Curb Inlet	EA	$	2,500	2	$	5,000
Concrete Driveway Apron	EA	$	2,000	6	$	12,000
New PVC Sewer line	LF	$	35	500	$	17,500
Street lights	EA	$	4,000	3	$	12,000
Striping, Marking, & Signage	LS	$	5,000	1	$	5,000
				Subtotal	$	236,015

Table H-1 (Continued)
Preliminary Infrastructure Cost Estimate

Description	Unit	Unit Cost	Quantity	Total
David Love Place				
Sidewalk	SF	$ 4	3,500	$ 14,000
			Subtotal	$ 14,000
Hollister Avenue				
Sidewalk	SF	$ 4	12,000	$ 48,000
			Subtotal	$ 48,000
Miscellaneous				
Waterline & Service Connect, Relocation	LS	$ 200,000	1	$ 200,000
Undergrounding of Electrical Power	LS	$ 110	2,780	$ 305,800
			Subtotal	$ 505,800
North Side Street Construction			Total	$ 2,084,988
Contingencies @ 15%				$ 312,748
				$ 2,397,736
All engineering and management @ 15%				$ 359,660
			Total Northside	**$ 2,797,397**
SOUTH SIDE & INTERSECTION IMPROVEMENTS				
Aero Camino & Road to South				
All improvements (like N side streets)	SF	$ 8.50	25,000	$ 212,500
			Subtotal	$ 212,500
Cyril Hartley Place & Road to South				
All improvements (like N side streets)	SF	$ 8.50	24,000	$ 204,000
			Subtotal	$ 204,000
***Augustus Griggs Place & Hollister* Avenue**				
All improvements (like N side streets)	SF	$ 8.50	10,000	$ 85,000
Traffic Signal	LS	$ 100,000	1	$ 100,000
			Subtotal	$ 185,000
Norman Firestone Road				
All improvements (like N side streets)	SF	$ 8.50	250,000	$ 2,125,000
			Subtotal	$ 2,125,000
Undergrounding of Electrical Power	LS	$ 110	8,400	$ 924,000
South Side Improvements			Total	$ 3,650,500
Contingencies @ 15%				547,575
				$ 4,198,075
All engineering & management @ 15%				$ 629,711
			Total Southside	**$ 4,827,786**
SB Airport Specific Plan Infrastructure Cost Summary				
North Side Improvements				$ 2,757,397
South Side & Intersection Improvements				$ 4,827,786
			Grand Total	**$ 7,585,183**

Table H-1 (Continued)
Preliminary Infrastructure Cost Estimate

Description	Unit		Unit Cost	Quantity		Total
Francis Botello Road						
Clear & Grub	LS	$	2,500	1	$	2,500
Remove Existing AC	CY	$	30	370	$	11,100
Excavate & Prep	CY	$	12	1,481	$	17,772
Aggregate Base	Ton	$	15	1,675	$	25,125
Asphalt Concrete	Ton	$	40	952	$	38,080
Curb & Gutter	LF	$	15	1,860	$	27,900
Sidewalk	SF	$	4	13,020	$	52,080
24" RCP Storm Drain	LF	$	60	930	$	55,800
Curb Inlet	EA	$	2,500	4	$	10,000
Concrete Driveway Apron	EA	$	2,000	8	$	16,000
New PVC Sewer line	LF	$	35	930	$	32,550
Street lights	EA	$	4,000	4	$	16,000
Striping, Marking, & Signage	LS	$	5,000	1	$	5,000
				Subtotal	$	309,907
Robert Kiester Place						
Clear & Grub	LS	$	10,000	1	$	10,000
Remove Existing AC	CY	$	30	173	$	5,190
Excavate & Prep	CY	$	12	711	$	8,532
Aggregate Base	Ton	$	15	804	$	12,060
Asphalt Concrete	Ton	$	40	456	$	18,240
Curb & Gutter	LF	$	15	1,200	$	18,000
24" RCP Storm Drain	LF	$	60	600	$	36,000
Curb Inlet	EA	$	2,500	4	$	10,000
Concrete Driveway Apron	EA	$	2,000	8	$	16,000
New PVC Sewer line	LF	$	35	600	$	21,000
Street lights	EA	$	4,000	3	$	12,000
Striping, Marking, & Signage	LS	$	5,000	1	$	5,000
				Subtotal	$	172,022
Frederic Lopez Road						
Clear & Grub	LS	$	3,000	1	$	3,000
Excavate & Prep	CY	$	12	1,767	$	21,204
Aggregate Base	Ton	$	15	1,998	$	29,970
Asphalt Concrete	Ton	$	40	1,135	$	45,400
Curb & Gutter	LF	$	15	2,500	$	37,500
Sidewalk	SF	$	4	2,800	$	11,200
24" RCP Storm Drain	LF	$	60	1,250	$	75,000
Curb Inlet	EA	$	2,500	6	$	15,000
Concrete Driveway Apron	EA	$	2,000	8	$	16,000
New PVC Sewer line	LF	$	35	600	$	21,000
Street lights	EA	$	4,000	6	$	24,000
Striping, Marking, & Signage	LS	$	5,000	1	$	5,000
				Subtotal	$	304,274

Appendix I

Financial Plan for the Santa Barbara Airport

Industrial Area Specific Plan

Economics Research Associates
Affiliated with Drivers Jonas

FINANCIAL PLAN FOR THE SANTA BARBARA AIRPORT COMMERCIAL / INDUSTRIAL SPECIFIC PLAN

Prepared for

CITY OF SANTA BARBARA DEPARTMENT OF AIRPORT

November 1995

ERA Project No. 11545

18 Market Street, Suite 1580, San Francisco, California 94111
(415) 956-8152 Fax: (415) 956-6274

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INTRODUCTION

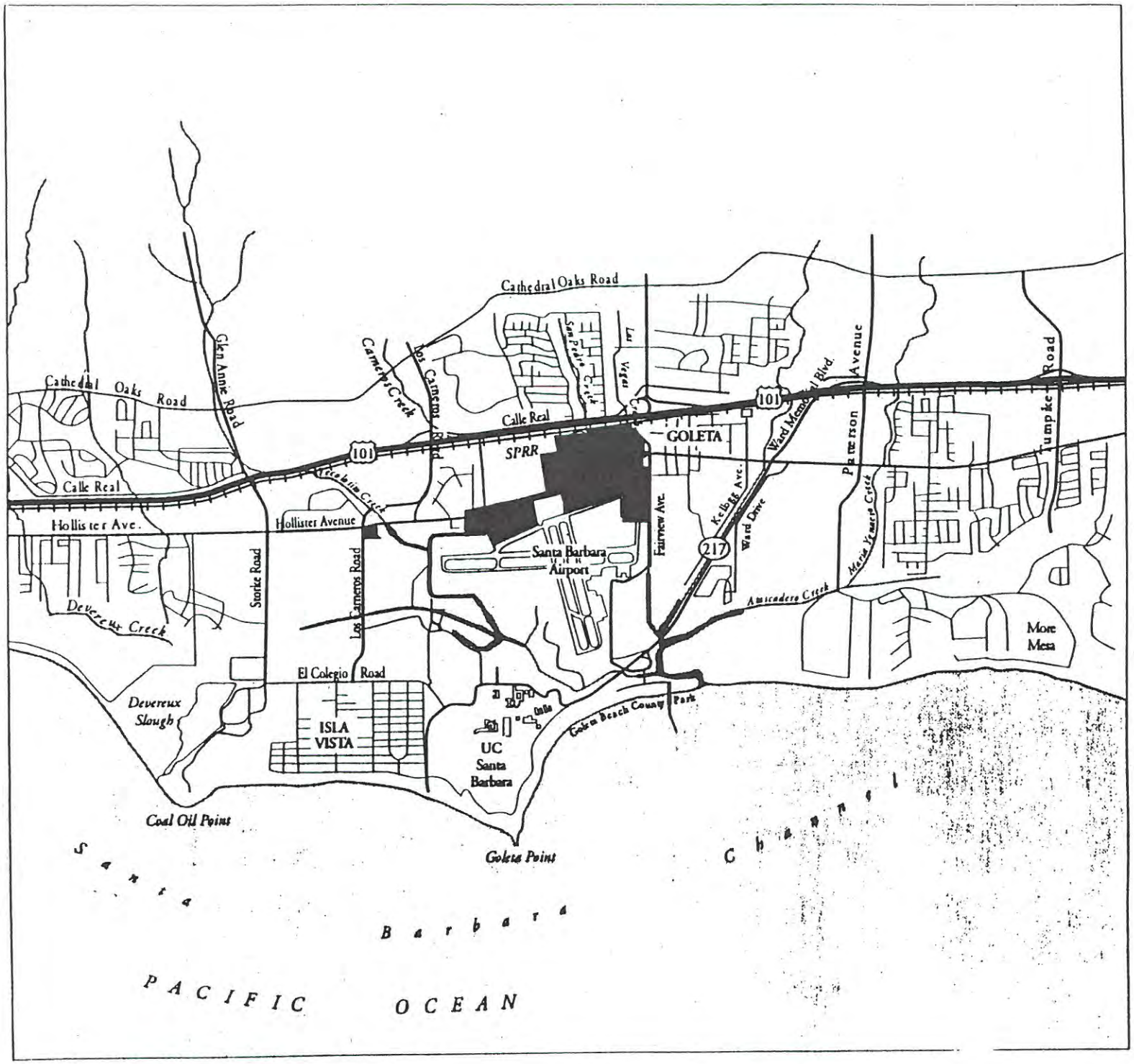
The City of Santa Barbara Airport Department currently in the process of preparing a Commercial/Industrial Area Specific Plan. The Specific Plan area, illustrated in Figures 1 and 2, addresses City owned property on both the north and south side of Hollister Avenue. The area encompasses 225 acres devoted to both aviation and non-aviation activities. Of this total, 104 acres lies north of Hollister and 121 acres lies south of Hollister. The purpose of the Specific Plan is to guide long term development of the commercial and industrial lands surrounding the airport because the financial return from the leasing of this property provides for a substantial portion of the operating revenue of Santa Barbara Airport. Without a comprehensive plan in place, new buildings are sited on a case-by-case basis and long term land development value is not maximized.

The Specific Plan, in addition to guiding land use and future development, calls for the construction of seven to eight million dollars of infrastructure improvements based upon preliminary cost estimates. These improvements include the construction of curbs, gutters, new streets, sidewalks, new sewer lines, street lights and the undergrounding of utilities. As part of the legal requirement of the Specific Plan, a Financing Plan needs to be prepared. This document, prepared by Economics Research Associates (ERA), serves as the Financing Plan to the Santa Barbara Airport Commercial/Industrial Area Specific Plan.

This Financing Plan document was prepared by William W. Lee, Senior Vice President of ERA. Mr. Lee has served the City of Santa Barbara on a number of assignments since 1979.

Santa Barbara Airport Commercial/Industrial Specific Plan

Figure 1
Regional Context



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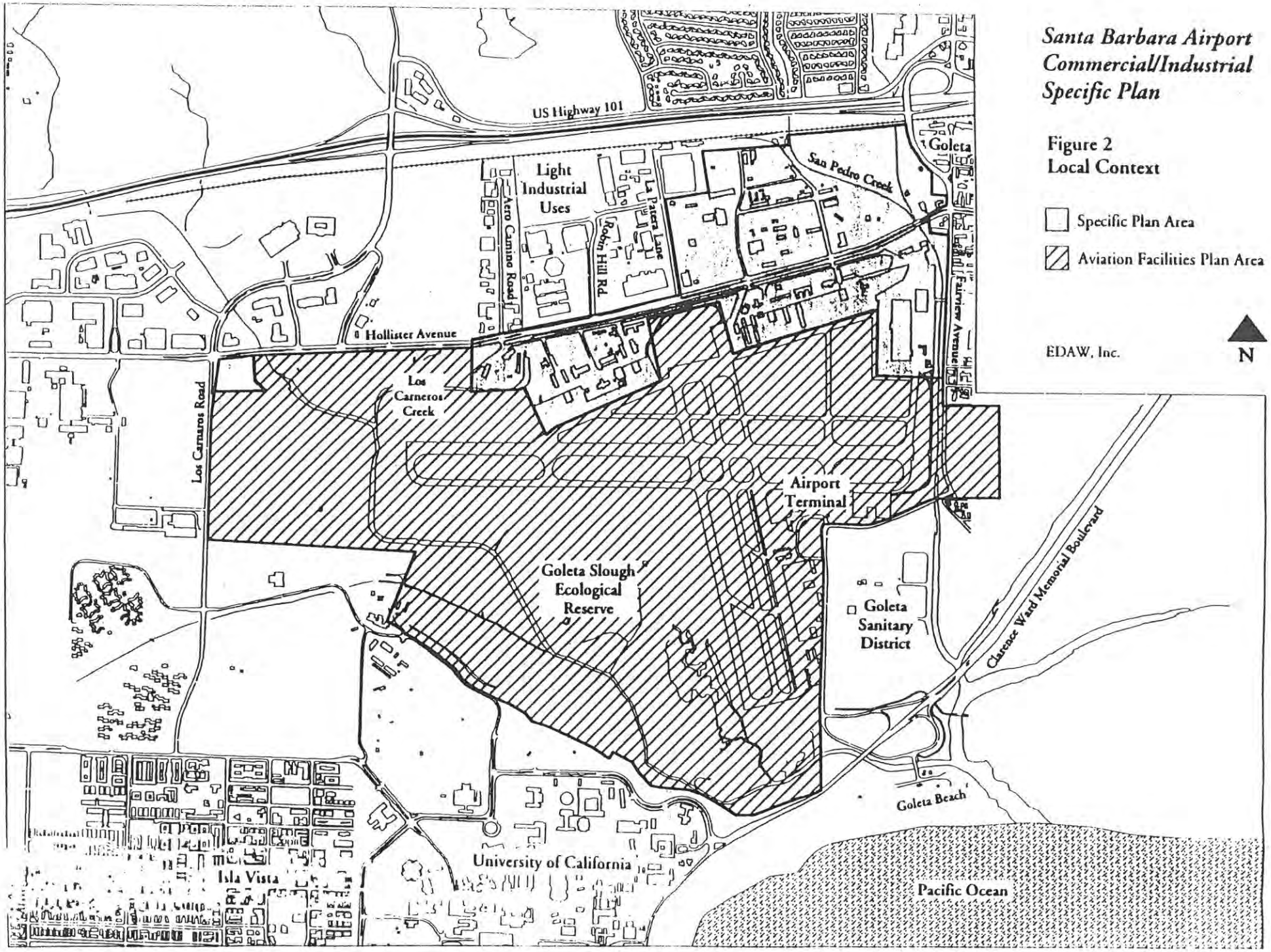


Santa Barbara Airport Commercial/Industrial Specific Plan

Figure 2
Local Context

Specific Plan Area

Aviation Facilities Plan Area

EDAW, Inc.

N:4:246:009

THE FINANCING PLAN

COST IMPOSED BY THE SPECIFIC PLAN

The Santa Barbara Airport Commercial/Industrial Specific Plan imposes two types of cost burden on the Airport Department. The first is simply the construction of planned infrastructure improvements. The second is the planned transition of the area south of Hollister Avenue from existing commercial and industrial uses to aviation related uses. To accommodate this transition, a number of rent producing buildings which accommodate non-aviation uses would need to be removed.

Capital Improvements to be Constructed

The improvements to be financed are described in the Specific Plan document and are summarized in Table 1. Total Specific Plan capital improvement cost amounts to approximately $7.6 million. Of this total, $2.8 million is for improvements to the area on the north side of Hollister Avenue, and $4.8 million are for either interchange improvements along Hollister Avenue or for street and alley improvements on the south side of Hollister Avenue. The cost estimates were initially generated by Airport Department staff and later reviewed and revised by the engineering firm of Penfield & Smith. In addition, ERA reduced the contingency factor from 25 to 15 percent and the engineering and administration factor from 30 to 15 percent. We are of the opinion that the original factors were overly conservative; but if the City builds the improvements a few years from now, it be higher.

Loss of Rent-Producing Building

Currently on the south side of Hollister Avenue the Airport Department owns and leases to tenants approximately 106,000 square feet of building improvements. These 21 tenants pay annual rent which totals slightly over $750,000. Using a capitalization rate of ten percent, these buildings and the underlying real estate have a value of approximately $7.5 million. If we assume that two-thirds of the total value can be attributed to the buildings, or an average value of $47 per square foot, these buildings have a value of $5.0 million. The Specific Plan calls for the removal of these buildings over a 15 year period and the conversion of this area (Sub Area 1) to aviation use. The total cost of the Plan is therefore the sum of the

Table 1

Airport Specific Plan: Preliminary Infrastructure Cost Estimate

Improvements include site clearing (no building demo), paving, drainage, water, sanitary water, curb gutter, and sidewalk

NORTH SIDE IMPROVEMENTS

Description	Unit		Unit Cost	Quantity		Total
A Street (New N-S Street)						
Clear & Grub	LS	$	2,500	1	$	2,500
Remove Concrete	CY	$	12	900	$	10,800
Excavate & Prep	CY	$	80	834	$	66,720
Aggregate Base	Ton	$	15	897	$	13,455
Asphalt Concrete	Ton	$	40	451	$	18,040
Curb & Gutter	LF	$	15	1,000	$	15,000
Sidewalk	SF	$	4	7,000	$	28,000
24" RCP Storm Drain	LF	$	60	500	$	30,000
Curb Inlet	EA	$	2,500	2	$	5,000
Concrete Driveway Apron	EA	$	2,000	6	$	12,000
New PVC Sewerline	LF	$	35	500	$	17,500
Street lights	EA	$	4,000	3	$	12,000
Striping, Marking, & Signage	LS	$	5,000	1	$	5,000
				Subtotal	$	236,015
B Street (New E-W Street)						
Clear & Grub	LS	$	5,000	1	$	5,000
Remove Concrete	CY	$	80	926	$	74,080
Excavate & Prep	CY	$	12	2,340	$	28,080
Aggregate Base	Ton	$	15	2,330	$	34,950
Asphalt Concrete	Ton	$	40	1,174	$	46,960
Curb & Gutter	LF	$	15	2,600	$	39,000
Sidewalk	SF	$	4	22,100	$	88,400
24" RCP Storm Drain	LF	$	60	1,300	$	78,000
Curb Inlet	EA	$	2,500	4	$	10,000
Concrete Driveway Apron	EA	$	2,000	8	$	16,000
New PVC Sewerline	LF	$	35	1,300	$	45,500
Street lights	EA	$	4,000	6	$	24,000
Striping, Marking, & Signage	LS	$	5,000	1	$	5,000
				Subtotal	$	494,970

Notes:
LS = Lump sum
CY = Cubic yard
SF = Square foot
LF = Linear feet
EA = Each area

Airport Specific Plan: Preliminary Infrastructure Cost Estimate

Description	Unit		Unit Cost	Quantity		Total
Botello Road						
Clear & Grub	LS	$	2,500	1	$	2,500
Remove Existing AC	CY	$	30	370	$	11,100
Excavate & Prep	CY	$	12	1,481	$	17,772
Aggregate Base	Ton	$	15	1,675	$	25,125
Asphalt Concrete	Ton	$	40	952	$	38,080
Curb & Gutter	LF	$	15	1,860	$	27,900
Sidewalk	SF	$	4	13,020	$	52,080
24" RCP Storm Drain	LF	$	60	930	$	55,800
Curb Inlet	EA	$	2,500	4	$	10,000
Concrete Driveway Apron	EA	$	2,000	8	$	16,000
New PVC Sewerline	LF	$	35	930	$	32,550
Street lights	EA	$	4,000	4	$	16,000
Striping, Marking, & Signage	LS	$	5,000	1	$	5,000
				Subtotal	$	309,907
Kiester Road						
Clear & Grub	LS	$	10,000	1	$	10,000
Remove Existing AC	CY	$	30	173	$	5,190
Excavate & Prep	CY	$	12	711	$	8,532
Aggregate Base	Ton	$	15	804	$	12,060
Asphalt Concrete	Ton	$	40	456	$	18,240
Curb & Gutter	LF	$	15	1,200	$	18,000
24" RCP Storm Drain	LF	$	60	600	$	36,000
Curb Inlet	EA	$	2,500	4	$	10,000
Concrete Driveway Apron	EA	$	2,000	8	$	16,000
New PVC Sewerline	LF	$	35	600	$	21,000
Street lights	EA	$	4,000	3	$	12,000
Striping, Marking, & Signage	LS	$	5,000	1	$	5,000
				Subtotal	$	172,022
Lopez Road						
Clear & Grub	LS	$	3,000	1	$	3,000
Remove Existing AC						
Excavate & Prep	CY	$	12	1,767	$	21,204
Aggregate Base	Ton	$	15	1,998	$	29,970
Asphalt Concrete	Ton	$	40	1,135	$	45,400
Curb & Gutter	LF	$	15	2,500	$	37,500
Sidewalk	SF	$	4	2,800	$	11,200
24" RCP Storm Drain	LF	$	60	1,250	$	75,000
Curb Inlet	EA	$	2,500	6	$	15,000
Concrete Driveway Apron	EA	$	2,000	8	$	16,000
New PVC Sewerline	LF	$	35	600	$	21,000
Street lights	EA	$	4,000	6	$	24,000
Striping, Marking, & Signage	LS	$	5,000	1	$	5,000
				Subtotal	$	304,274

Airport Specific Plan: Preliminary Infrastructure Cost Estimate

Love Place	Unit		Unit Cost	Quantity		
Sidewalk	SF	$	4	3,500	$	14,000
				Subtotal		14,000

Hollister Avenue	Unit		Unit Cost	Quantity		
Sidewalk	SF	$	4	12,000	$	48,000
				Subtotal		48,000

Miscellaneous	Unit		Unit Cost	Quantity		
Waterline & Service Connect. Relocation	LS	$	200,000	1	$	200,000
Undergrounding of Electrical Power	LS	$	110	2,780	$	305,800
				Subtotal		505,800

North Side Street Construction	Total	$	2,084,988
Contingencies @ 15%		$	312,748
		$	2,397,736
All Engineering and Administration @ 15%		$	359,660
	Total Northside	$	2,757,397

SOUTH SIDE & INTERSECTION IMPROVEMENTS

Aero Camino & Road to South						
All improvements (like N side streets)	SF	$	8.50	25,000	$	212,500
				Subtotal	$	212,500
Hartley Place & Road to South						
All improvements (like N side streets)	SF	$	8.50	24,000	$	204,000
				Subtotal	$	204,000
Griggs Road & Hollister						
All improvements (like N side streets)	SF	$	8.50	10,000	$	85,000
Traffic Signal			100,000	1	$	100,000
				Subtotal	$	185,000
Firestone Road						
All improvements (like N side streets)	SF	$	8.50	250,000	$	2,125,000
				Subtotal	$	2,125,000
Undergrounding of Electrical Power	LS	$	110	8,400		924,000

South Side Street Improvements	Total	$	3,650,500
Contingencies @ 15%		$	547,575
		$	4,198,075
All Engineering and Administration @ 15%		$	629,711
	Total Southside	$	4,827,786

SB Airport Specific Plan Infrastructure Cost Summary		
North Side Improvements	$	2,757,397
South Side & Intersection Improvements	$	4,827,786
	$	7,585,183

required infrastructure construction and the planned removal of these rent producing buildings or approximately $12.6 million.

FINANCING OPTIONS

In the financing of public improvements, there is a typical menu of options available. In this case, because the properties affected by the capital improvements are to a very large extent owned by the City, there are some limitations as well as opportunities not typically present. The financing options for public improvements to this situation are reviewed briefly below:

Revenue or General Obligation Bonds

The City of Santa Barbara has the ability to sell bonds to finance this cost. In theory, the bonds could be backed by the future operating revenue of the airport. In reality, because of the Airport Department's commitment to finance the Terminal Improvement Project, the Airport does not have capacity to amortize this additional level of cost from future operations. The bonds for these improvements would most likely need to be supported by the general obligations of the City of Santa Barbara. Since the Airport is a department of the City, the difference may be academic.

Benefit Assessment District

A special assessment is a charge imposed on real property for a local public improvement of direct benefit to that property. The rationale is that the assessed properties receive a special benefit over and above that received by the general public. The assessments are secured by liens against the property. Since the City owns a large majority of the acreage which would benefit from the capital improvements indicated in the Specific Plan, an assessment district could be considered which spreads a minor portion of the cost of these improvements to the privately owned properties nearby which receive some benefit.

While the legal basis and economic rationale may exist for the City to attempt to recover some of the Specific Plan improvement costs from nearby privately owned properties through an assessment district, ERA recommends against such a course of action for some practical reasons. Given the limited amount of cost which could be equitably spread to non-City properties, the administrative cost of establishing an assessment district, and the likely vocal opposition from a number of private property owners, ERA believes that the potential

amount of revenue derived does not justifies the financial and political cost of the assessment district approach.

Mello-Roos Community Facilities District

The 1982 Mello-Roos Communities Facilities Act enable local government jurisdictions to establish community facilities districts and to levy special taxes to fund a wide variety of facilities and services. The proceeds may be used to either construct the facilities or to retire bonds. Mello-Roos financing has similarities to special taxes and special assessments and, in certain situations, has advantages over both. The procedure for the establishment of a community facilities district is rather rigorous. Like an assessment district, formation requires public hearings and the proceedings must be abandoned if protests are received from 50 percent or more of the registered voters or the owners of one-half or more of the land area in the proposed district.

Again given that the proposed improvements provide general community benefit and considerable property enhancement benefit to City owned properties, any attempt to impose a Mello-Roos tax on neighboring private properties would be met with vocal resistance. Given the limited amount of cost which could be recovered from private interests, the likely resistance of those private interests and the cost and complexity of the procedure to form a community facilities district, ERA recommends against this approach.

Caltrans Aeronautics Program

The State Department of Transportation (Caltrans) has an Aeronautics Program which provides funding for municipally owned airports. The program is not particularly well funded, and most of the funding is intended for "airport and aviation" purposes rather than to facilitate commercial or industrial development.

Federal Aviation Administration

The Federal Aviation Administration (FAA) has programs for publicly owned airports. FAA funds are intended for aviation related purposes, and capital improvements to industrial or commercial property north of Hollister Avenue would have great difficulty qualifying. However, as the area south of Hollister converts from the current industrial and commercial uses to aviation-related use, FAA grants could be used for the construction of ramps, taxiways and roadways serving these aviation related uses.

More Intense Use of Real Estate Assets

Because the Airport Department owns a substantial amount of real estate and some of this acreage is not intensively used, increased utilization of this asset needs to be explored. This approach appears most promising for the area north of Hollister Avenue.

SOUTH SIDE STRATEGY

Construction of Improvements

According to estimates provided to us by City staff and its engineering consultants, the south side improvements, including the intersections along Hollister Avenue, amount to approximately $4.83 million. If we build-in a 15 percent cost factor for bond sales and debt service reserve, the bond issue required for these improvements is $5.55 million. Assuming a 25 year bond and 6.5 percent interest rate, the annual debt service amount is $455,000

Before committing to fund these improvements, City staff should review each component to insure that it is essential to the image and function of the airport and its commercial and industrial area. The cost of the project could be reduced by deleting improvements which are desirable but not essential. Of the portions which are essential, the Airport Department has three likely options:

- The first is to construct these improvements through the normal City of Santa Barbara capital improvements budgeting process.
- The second is to bond for these improvements with bond amortization supported either Airport operating revenue and/or the City's General Fund.
- The third is the use of FAA grants for qualifying improvements.

Offset the Loss of Buildings

The demolition of approximately 106,000 square feet of buildings over 15 years will cause the Airport Department to lose $750,000 per year in revenue based upon current rents. There are four ways for the Airport Department to offset this revenue loss:

- When the land is re-leased to aviation uses, some new revenue will be generated.
- Some maintenance and operating cost associated with these buildings will be also eliminated when the building is demolished.

- The tenants who only need land could be relocated to underutilized areas on the northside, directly managed by the Airport Department.
- As part of the negotiations with a potential master developer on the northside, the City could encourage its displaced tenants to move into the developer's project in exchange for a fee or a more favorable land lease.

After these offsets, the net cash flow loss from the demolition of the buildings is still likely to be in the $350,000 to $450,000 per year range. We are assuming that the Airport Department would maintain leasing control of this area to ensure that the needs of future aviation users can be accommodated.

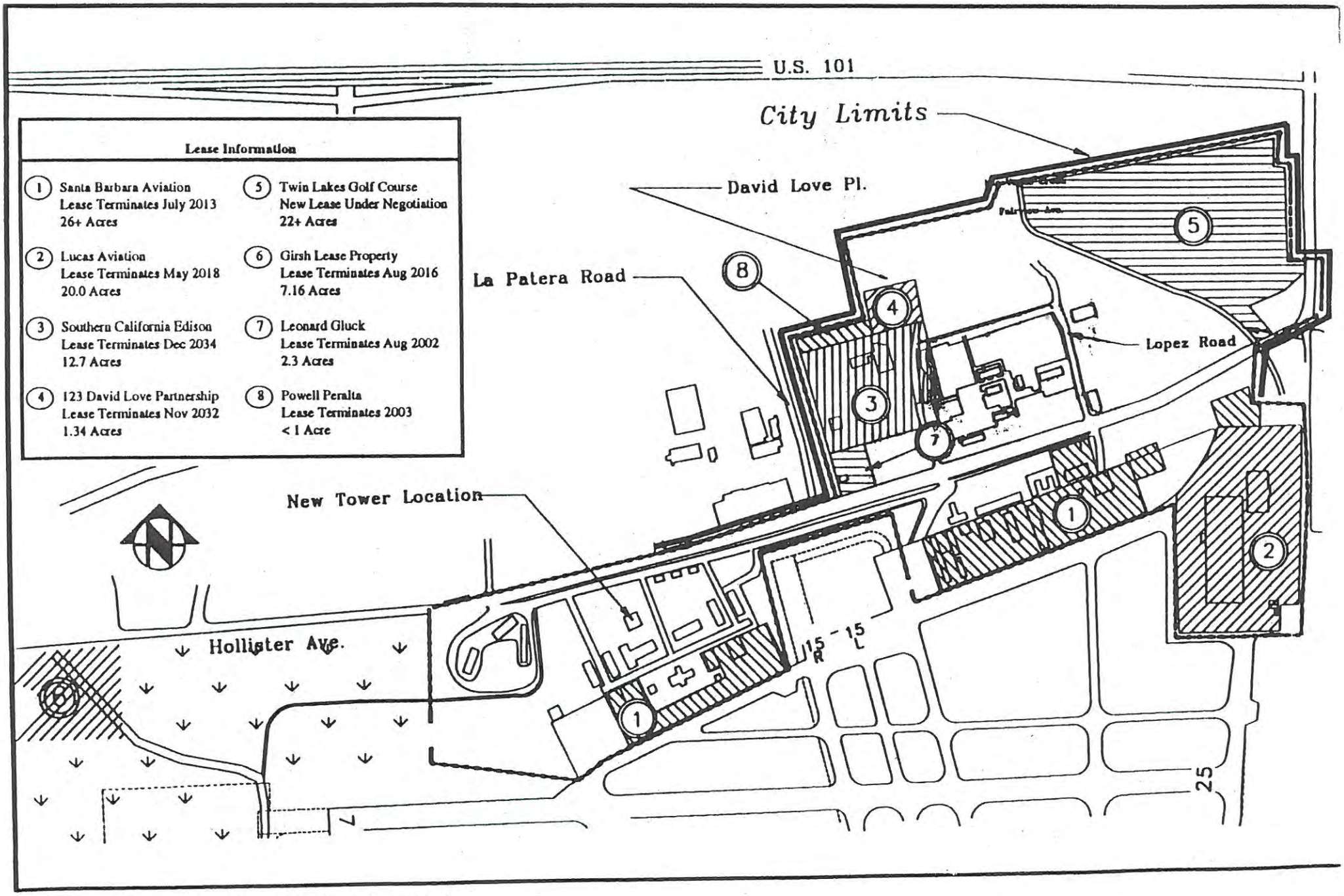
NORTH SIDE STRATEGY

Airport Department staff has identified 45 acres of property, net of current streets, on the north side which do not have long term lease encumbrances and which could be more intensively utilized. Of this total, a portion could be leased to a master developer and the balance could be used by the Airport Department to accommodate the relocation of tenants displaced from the area south of Hollister Avenue. For this analysis, we are assuming that approximately 25 acres with frontage on Hollister Avenue (see Figure 3) will be considered for a master lease. This acreage currently has 63,000 square feet of buildings on it in various configurations. With three buildings not leased, total leased square footage is 49,300 square feet. The land area under lease, including the areas with buildings, is 108,900 square feet or about ten percent of the total area. Most of this area is leased on a month-to-month basis. The total monthly lease income from the buildings and the land is $40,100. The annual lease income from this 25 acres therefore totals $481,200.

This property includes the Hollister Avenue frontage designated in the Specific Plan for commercial use and the back portion designated for industrial use. Considering this combination of commercial, industrial and recreation property, ERA estimates its average land value to be $8.50 per square foot. While a detailed evaluation of each building on this property is not part of the assignment, the 63,000 square feet in building improvements has some value. While some of these buildings would be demolished in any serious redevelopment effort, others which have been recently improved would remain and generate income during the initial phases of redevelopment. For planning purposes, we are assigning an average value of $18 per square foot to these 63,000 square feet of building area.

Figure 3

AIRPORT COMMERCIAL/INDUSTRIAL SPECIFIC PLAN SITE



Source: Santa Barbara Municipal Airport (April 1994).

The total asset value of this 25 acres with 63,000 square feet of buildings is therefore $10.46 million. This total is broken down as follows:

- Land value of $9.33 million -- 25 acres times 43,560 square feet per acre times $8.50 per square foot.
- Building value of $1.13 million-- 63,000 square feet times $18 per square foot.

When we compare the current annual income of $481,000 against the estimated asset value of $10.46 million, the return is a modest 4.6 percent.

Cost Versus Value of Capital Improvements

The estimated cost for capital improvements programmed for the north side currently totals $2.76 million. These 25 acres are the prime beneficiaries of these improvements. If we spread all of the north side capital improvement cost over this acreage, the cost burden is $2.48 per square foot of land area. It is ERA's opinion that these improvements would increase the marketability and value of this real estate; however, the amount of increase would be considerably less than $2.48 per square foot of allocated cost. Clearly, the Specific Plan capital improvements are intended to serve a broad community building purpose in addition to a narrow land enhancement purpose.

Time to Change Course

For this 25 acre asset on the north side of Hollister Avenue, the City of Santa Barbara Airport Department is confronted with the following set of constraints and opportunities:

- It is generating a return on its current asset value in the four to five percent range which is below what could be expected.
- It is faced with Specific Plan capital improvements which will likely further deteriorate the investment versus return relationship when viewed from the narrow perspective of a land owner.
- There is currently substantial under utilization of this property.
- Most of the tenant leases in this area are on a month-to-month basis.

Given this situation, ERA believes it is time for the City to seriously evaluate its options rather than to continue the current mode of operation. We believe the City has two basic choices:

- To move from its past role of landlord who partakes in small increment, piecemeal development to that of a serious land developer armed with additional staff resources and risk capital.
- To master lease the property to a developer on a long term basis (50 years is the maximum allowed by City Charter) and earn income through the developer.

ERA recommend that the City seriously consider master leasing on a long term basis to a developer. However, the final decision to master lease should be reserved until a satisfactory lease agreement has been successfully negotiated with the selected developer. The reasons we recommend the master developer approach is as follows:

- Public agencies are not in position to sustain very much financial risk, and land development is inherently a high risk business. The political cost of any sizable financial loss would be considerable regardless of previously accumulated financial gain.
- An experienced and high quality developer can attract more substantial and better paying tenants to the property through contacts, creative planning, and marketing savvy.
- Because a private development entity is not constrained by formal bidding procedures and prevailing wage requirements as the City would be, it can most likely build capital improvements at lower cost.

While we believe a private developer will be able to bring more value to the property, there is no guarantee that the any portion of that value increment will accrue to the City. To realize some portion of the added value a developer is able to bring, the City needs to first market the opportunity aggressively to a number of highly qualified developers and to then negotiate skillfully with the selected developer.

Possible Financial Return of Master Lease

In a long term lease to a master developer, the City should be able generate income in excess of currently levels or reduce cost obligations in four ways:

- Based upon an estimated asset value of $10.45 million and an annual lease factor in the 8.0 to 8.5 percent range, the annual rental income could jump to the $836,800 to $889,100 range. The is well above the current $481,200.

- We recommend that the City negotiate to have the developer build all or a major portion of the north side capital improvements. This will likely reduce the land value, and resulting lease payments, to some extent. However, we expect that reduction to be less than the cost of the City actually building the north side capital improvements delineated in the Specific Plan. As a trade-off the City should allow the developer some flexibility in the timing and nature of the capital improvements actually constructed. The exact configuration of public improvements needed may be influenced by the requirements of major tenants attracted to the development.

- We also recommend that the City negotiate either for some type of gross revenue participation lease with a guaranteed minimum annual lease payment or for a fixed lease payment schedule which escalates over time. For example, the land lease payment could be adjusted every five years by one half of the increase in the consumer price index (CPI).

- The success of these negotiations will depend upon the strength of the real estate market as reflected by the intensity of developer interest. Since the negotiations will be committing this property to a developer for probably 50 years, it is in the City's interest to solicit developers when the market is "hot" rather than in the depth of a recession. With steady recovery of the California economy, demand for the very limited supply of commercial and industrial property in Santa Barbara should be stronger in the next two years (1996 and 1997) than it has been during the past several years.

RECOMMENDED APPROACH

The Phasing of Infrastructure Construction

For the infrastructure improvements which needs to be built, ERA suggests a phasing approach which does the following:

- First, construct the roadways which are essential to facilitate land development.

- Second, build the improvements which can be funded by FAA grants.

- Third, build the improvements which have the greatest visual impact from Hollister Avenue. The objective in this step is to enhance the marketability of the property.

- Fourth, build the remaining improvements as is essential for public safety and for the marketability of the interior parcels.

For example, the relocation and reconstruction of Kiester Place should not be undertaken simply to conform to the Plan but should be under taken to accommodate specific tenant needs.

Southside

It is ERA's view that the public improvements for the intersections along Hollister and for the streets and alleys south of Hollister should be viewed as traditional municipal capital improvements and be built as such. ERA, however, recommends against the demolition of rent-producing buildings, which do not conform to the Specific Plan, until actual demand for aviation-related uses materializes for the property occupied by these buildings. If the buildings are demolished first and demand for aviation uses do not materialize, then the Airport Department would have sustained a revenue loss for no reason.

Northside

There is an opportunity for the City to both increase its real estate lease income and/or reduce its capital improvement cost obligation on the north side by master leasing property to a developer on a long-term basis. This opportunity exists because most of the tenants on this property are on a month-to-month lease, and the property is relatively under utilized. In order to realize this opportunity, ERA recommends that the City of Santa Barbara pursue the following course of action:

- Secure an appraisal of the property intended for master lease assuming both "as is" condition and condition after the Specific Plan improvements are built. This provides the City with the benchmarks necessary for negotiations with the selected developer.

- Prepare a marketing package for this acreage describing its location and other advantages, the capital improvements which the City intends to construct, status of current leases and opportunities for developer to convert current tenants to longer term leases or to receive other tenants relocating from the south side.

- Send a request for developer qualifications (RFQ) along with the marketing package to a large number of reputable developers.

- Screen the responses to approximately five finalists and request proposals from these finalists covering the following: development concept, source of financing, plan for the construction of capital improvements, the minimum annual land lease payment, land lease escalation or participation payments, lease terms and renewal options, and other public benefits included in the development plan.
- Select a single developer for final negotiations
- Jointly with the selected developer prepare a relocation plan for tenants who will be displaced by redevelopment.
- Consummate the long term lease agreement only if the negotiated lease terms offer a clear financial advantage over some reasonable extrapolation of the current situation.

ERA is of the opinion that for the 45 acres free of longer term lease obligations on the north side, a master lease of a portion of this property to a developer provides the City Airport Department with the potential to increase income and/or reduce capital improvement cost obligation. The City of Santa Barbara has the opportunity to earn a portion of this value increase through aggressive marketing to reputable developers and skillful negotiations with the selected developer.

Appendix J

City Council Resolutions Adopting the Airport Industrial Specific Plan

No. 97-132
No. 98-114

RESOLUTION NO. 97-132

A RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA BARBARA ADOPTING THE AIRPORT INDUSTRIAL AREA SPECIFIC PLAN ECONOMIC DEVELOPMENT ALTERNATIVE AND RELATED LOCAL COASTAL PROGRAM AND GENERAL PLAN MAP AMENDMENTS, SUBJECT TO ENVIRONMENTAL FINDINGS, A STATEMENT OF OVERRIDING CONSIDERATIONS AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND LOCAL COASTAL PLAN

WHEREAS, on September 4, 1997, the Planning Commission certified the Airport Specific Plan EIR Final Environmental Impact Report/Environmental Assessment (EIR/EA) and its August 29, 1997 Addendum as complete, accurate and a good faith effort toward full disclosure and as being reflective of the independent judgement of the City of Santa Barbara under the California Environmental Quality Act; and

WHEREAS, the Planning Commission has held the required noticed public hearing and took public input on an application to adopt the Specific Plan Economic Development Alternative and related Airport Zoning Ordinance Amendments, Local Coastal Program Amendments and General Plan Map Amendments and the Applicants were present; and

WHEREAS, the Airport Commission, on a 7-0 decision, voted to recommend to the Planning Commission and City Council that the Airport Industrial Area Specific Plan Economic Development Alternative and related actions be approved with amendments; and

WHEREAS, the Planning Commission, on a 7-0 decision, voted to recommend to the City Council that the Airport Industrial Area Specific Plan Economic Development Alternative and related actions be approved with amendments; and

WHEREAS, on September 16, 1997, the City Council set a date for a public hearing on the Specific Plan and related actions; and

WHEREAS, on September 16, 1997, the Council Ordinance Committee reviewed the proposed Airport Zoning Ordinance Amendments necessary to carry out the Airport Specific Plan and, on a 3-0 decision, recommended to the City Council that the ordinance be approved; and

WHEREAS, on September 23, 1997, the City Council introduced the Airport Zoning Ordinance Amendments necessary to carry out the subject Specific Plan; and

WHEREAS, on October 7, 1997, the City Council held a properly noticed public hearing in order to hear public input on the subject Specific Plan and related actions;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Santa Barbara approves the Airport Industrial Area Specific Plan Economic Development Alternative (No. 6) shown in Exhibit 1 and as amended by the Planning Commission and the Airport Land Use Com-

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mission, the Local Coastal Program Amendments shown in Exhibit 2 and the General Plan Map Amendment shown in Exhibit 3, making the following findings and determinations:

A. Environmental Findings:

1. The City Council has read and considered the Airport Industrial Area Specific Plan Environmental Impact Report/Environmental Assessment (EIR/EA) (ENV93-0137) and the August 29, 1997 Addendum and has determined that the Final EIR/EA has been completed in compliance with the California Environmental Quality Act and Guidelines and reflects the independent judgement of the City.

2. The Airport Industrial Area Specific Plan EIR/EA identifies significant unavoidable traffic, air quality and solid waste impacts. While mitigation measures have been required, no feasible mitigation measures have been identified which could reduce these impacts to a less than significant level.

3. Changes and/or alterations have been required in, or incorporated into, the Plan which avoid or substantially lessen the following significant effects identified in the EIR/EA: construction-related air quality, hazardous materials, water quality, cultural resources (archaeologic and historic resources), biotic communities, wetlands and ground transportation (U.S. 101 SB Ramps/Los Carneros Rd. only) impacts, as follows:

   a. Construction-related air quality impacts will be mitigated by the inclusion of appropriate dust control measures on all grading and building plans.

   b. Hazardous materials impacts will be mitigated by the preparation and implementation of a Construction Contingency Plan including provisions outlined in the EIR/EA.

   c. Water quality impacts will be mitigated by the preparation and implementation of a Drainage and Erosion Control Plan for each project which requires grading, including provisions outlined in the EIR/EA.

   d. Cultural resources impacts on archaeological resources will be mitigated by requiring that all ground disturbances which occur in the high and moderate Prehistoric and Historic Native American sensitivity zones be subject to preparation of a Phase 1 archaeological study, including trenching, prior to construction and those in the low sensitivity zone be subject to preparation of a Phase 1 surface survey, consistent with City Master Environmental Assessment Cultural Resources Section and the *Phase 1 Archaeological Assessment, Santa Barbara Municipal Airport*, prepared by Snethkamp & Associates, August 1993. If determined to be necessary by the Phase 1 study, additional Phase 2 and 3 studies shall be carried out and implemented.

   e. Cultural resources impacts on historic resources will be mitigated by the documentation of all buildings eligible for Structure of Merit designation by a qualified

architectural historian, in accordance with the City Master Environmental Assessment Cultural Resources Section.

f. Biotic communities and wetlands impacts will be mitigated by the Airport's continuing participation in and support of the goals of the Goleta Slough Management Committee, including the development and completion of the Goleta Slough Ecosystem Management Plan, assistance in identifying long-term funding to support the Committee and its activities, making available any reports on water quality monitoring and other information relating to the City-owned portion of the Slough and by submitting projects that may potentially affect the Slough and its tributary creeks to the Committee for review and comments.

g. Wetlands impacts will also be mitigated by a prohibition of new development within 100 feet of wetlands without a demonstration that the encroachment is necessary for the project and that wetland functions and values will not be impaired without mitigation and other project-specific measures as determined to be necessary, subject to input from the Goleta Slough Management Committee.

h. Wetlands impacts will be further mitigated by the inclusion of a policy in the Specific Plan which is consistent with the Airport and Goleta Slough component of the Local Coastal Plan Policy C-4 which requires a 100 foot setback from wetlands in the Coastal Zone, except when determined necessary for human health and safety or the protection of the wetlands themselves. The policy further stipulates that only compatible land uses shall be allowed within the 100 foot setback, except for existing facilities necessary for Airport operation and that native vegetation shall be planted and maintained within the setback whenever feasible.

i. Traffic impacts at the U.S. 101 Southbound Ramps/Los Carneros Road intersection would be mitigated by the payment of traffic impact fees to the County in order to assist in the funding of improvements at the intersection necessary to mitigate project-specific and cumulative impacts at this intersection.

4. Specific economic, social or other considerations make infeasible the project alternatives identified in the Final EIR/EA for the following reasons:

a. The Reduced Size Alternatives will not meet the objectives of the Airport to provide revenues necessary to support Airline Terminal and Runway safety improvements and ongoing operation and maintenance, nor will they meet the City's goal of attracting high tech economic development businesses to the South Coast.

b. The Environmentally Superior Alternative (the Specific Plan) will not provide as much revenue to the Airport as would the Economic Development Alternative for the purpose of supporting Airline Terminal and Runway safety improvements or ongoing operation and maintenance of the Airport.

c. The Environmentally Superior Alternative will not provide for the 80,000 square foot Economic Development Alternative which is intended to replace lost jobs and

to provide more economic diversity through the provision of higher paying jobs in high technology and related industries.

d. The Economic Development Alternative will provide greater tax revenues to both the City and the County than will the Environmentally Superior Alternative.

B. Statement of Overriding Considerations

The Planning Commission has balanced the benefits of the Specific Plan Economic Development Alternative against the unavoidable environmental impacts and has concluded that the benefits of the Plan outweigh the significant solid waste, air quality and traffic (Fairview Avenue/Hollister Avenue intersection) impacts sufficiently to justify approval of the Specific Plan Economic Development Alternative. The Planning Commission makes the following Statements of Overriding Considerations which support approval of the Specific Plan Economic Development Alternative notwithstanding the identified impacts that are not mitigated to a level of insignificance:

1. The lease revenues generated by the development of the Specific Plan Economic Development Alternative will assist the Airport in maintaining and operating the Airport as a self supporting entity, including the needed expansion of the Airline Terminal and associated improvements and the construction of the Runway 7/25 Safety Areas necessary to meet Federal Aviation Administration requirements.

2. The Specific Plan Economic Development Alternative will provide economic development for the South Coast consistent with the City's Economic Development Plan and Implementation Program (EDPIP) and will further result in the creation of needed highly paid employment.

3. The Economic Community Project and the EDPIP call for encouragement of new high technology business, especially in the business clusters of software development, medical biotechnology and telecommunications. Approval of the Economic Development Alternative will allow the City to pursue development of such uses in the Airport area.

4. As part of the Specific Plan Economic Development Alternative, the City will provide $240,000 to offset its impacts on air quality on the South Coast. In addition, the development generated by the Specific Plan Economic Development Alternative is consistent with the amount of development projected as part of the 1996 Clean Air Plan.

5. The Specific Plan includes a new Policy SW1 and related Actions which require that new construction and major remodelling projects develop and implement a solid waste management plan, subject to review by the County Public Works Department Solid Waste Division. It also requires that developers contract with disposal companies that recycle construction and demolition debris and that the Airport educate its employees and tenants to reduce waste. However, the impacts on solid waste will remain unavoidably significant. At the same time, the Santa Barbara County Public Works Department Solid Waste Division continues to develop methods to reduce the waste stream, works with haulers to find additional methods for such reductions and is pursu-

ing the expansion of Tajiguas Landfill to accommodate solid waste for an additional 15 years beyond its present life of 3 years. As discussed elsewhere in this Statement, other benefits of the Specific Plan Economic Development Alternative outweigh this unavoidable significant impact.

6. The Specific Plan Economic Development Alternative has been designed to be compatible with Old Town Goleta and Goleta commercial and industrial areas to the west. The Plan takes into account the policies of both the University of California at Santa Barbara's Long Range Development Plan and the Goleta Community Plan.

7. The Specific Plan includes Policies and Actions which will improve Airport area aesthetics, particularly along Hollister Avenue. This will provide an asset to both the City and the surrounding area of Goleta.

C. Findings That Apply to the Adoption of the Specific Plan:

1. The Specific Plan Economic Development Alternative meets all provisions of Article 8, Chapter 3 of Division I of Title 7 of the California Planning and Zoning Law (Government Code Sections 65450 through 65457).

2. The Specific Plan Economic Development Alternative is consistent with both the General Plan and Local Coastal Plan in that the General Plan Map will be amended to reflected the changes in land use designation on the north side of Hollister Avenue included in the Specific Plan and that the Local Coastal Plan will be amended to incorporate the adopted Specific Plan and make other changes for consistency purposes.

3. With respect to Section 1507 of the City Charter, the Specific Plan Economic Development Alternative, with the proposed mitigations, policies and actions, does not allow the development to exceed air quality, traffic, water or wastewater treatment capacity in the City. Although there will be significant unavoidable impacts on solid waste, the City has no control over the development of landfill facilities. However, the County has started preparation of an EIR for expansion of the Tajiguas Canyon landfill and continues to work with the cities and waste haulers to further reduce solid waste. The City of Santa Barbara is presently working with Browning-Ferris Industries to further encourage waste recycling, reuse and reduction through education and changes in haulage methods.

4. With respect to Section 1508 of the City Charter, the Specific Plan Economic Development Alternative, with the proposed mitigations, policies and actions, is consistent with this Section because the square footage proposed in Specific Plan Economic Development Alternative would be within the 3,000,000 square foot cap for nonresidential construction. In addition, Section 1508 will be met because the water demand generated by the development of the Specific Plan area could be met without impacts on the City water resources. Also, the City has many programs which promote the development of affordable housing in the City, as does the County, and a policy has been included in the Specific Plan which requires this area to participate in any future programs which require City-wide participation; therefore, there would not be a significant impact on

the South Coast housing supply. Finally, the project would not result in significant adverse impacts on traffic within the City.

5. The Specific Plan Economic Development Alternative is consistent with the provisions of the Local Coastal Plan (LCP), including the Airport and Goleta Slough component, the Coastal Act and all applicable guidelines, as follows:

   a. Recreation Policies 3.3 and 3.4 of the City-wide LCP will be met because some recreational uses will be developed in the Specific Plan area (although outside of the Coastal Zone) and because the Specific Plan includes a bikeway plan, pedestrian walkways and a Transportation Demand Management Plan. The Specific Plan area within the Coastal Zone is required to be used for aviation-related uses and it is, therefore, not appropriate to include recreational uses.

   b. Water and Marine Environments Policy 6.1 of the City-wide LCP will be met because the Specific Plan Economic Development Alternative will have no adverse impacts on sensitive biotic communities other than those which can be readily mitigated to a level of insignificance.

   c. Water and Marine Environments Policy 6.2 of the City-wide LCP will be met because all relevant laws protecting marine resources, maintaining optimum populations of marine organisms and maintaining the quality of the marine environment for the protection of human health will be supported and enforcement encouraged. The Specific Plan includes policies and actions that will minimize erosion and siltation that could affect the Goleta Slough and marine resources at the mouth of the Slough.

   d. Water and Marine Environments Policy 6.8 of the City-wide LCP will be met because Specific Plan development would have no impacts on Coastal creeks that could not be mitigated to less than significance and the City will continue to participate in and support the goals of the Goleta Slough Management Committee.

   e. Water and Marine Environments Policy 6.10 of the City-wide LCP will be met because setbacks from the top of creek banks will be required for all development.

   f. Visual Quality Policy 9.1 of the City-wide LCP will be met because existing views to, from and along the coast would not be substantially altered by development of the Specific Plan Economic Development Alternative. Moreover, all new development would be required to include landscaping and additional Urban Design Guidelines will be established as part of the Specific Plan.

   g. Visual Quality Policy 9.3 of the City-wide LCP will be met because the Specific Plan Economic Development Alternative requires that all new development must include the undergrounding of utility lines and includes an action to set up a program to finance the undergrounding of utilities in areas of the Specific Plan that will not be subject to new development.

h. Environmentally Sensitive Habitats Policy C-4 of the Airport and Goleta Slough LCP will be met because the a buffer will continue to be required along the periphery of all wetland communities, including those outside the Coastal Zone. It should be noted, however, that this Policy will also be amended to allow for the use of updated habitat maps.

i. Environmentally Sensitive Habitats Policy C-5 of the Airport and Goleta Slough LCP will be met because development in the Specific Plan area which involves grading and construction will be required to prepare and implement a Drainage and Erosion Control Plan to mitigate potential sedimentation impacts.

j. Environmentally Sensitive Habitat Policy C-8 of the Airport and Goleta Slough LCP will be met because no adverse unmitigable impacts to wetland habitat would occur as a result of the Specific Plan. In addition, much of the Specific Plan area is already developed and existing natural open space areas near the Slough would remain.

k. Environmentally Sensitive Habitats Policy C-9 of the Airport and Goleta Slough LCP will be met because no development will be approved within wetland areas within the Specific Plan area and any impacts to adjacent wetland areas would be required to be mitigated.

l. Visual Quality Policy E-1 of the Airport and Goleta Slough LCP will be met because the existing Airport design guidelines will be modified and strengthened as part of the Specific Plan.

m. Public Resources Policy G-1 of the Airport and Goleta Slough LCP will be met because adequate water, wastewater and parking are available to meet the needs of the proposed development and because unavoidable solid waste impacts will be mitigated to the degree feasible for the Specific Plan area. However, there is inadequate traffic circulation at the Fairview/Hollister intersection for the long-term because of this Specific Plan and a significant amount of square footage and residential construction proposed in the unincorporated area of Goleta. This intersection is not in the City's control and, although not required, the City has agreed to pay traffic fees to the County which will assist in minimizing its impact on this intersection.

n. Land Use Policy H-1 of the Airport and Goleta Slough LCP will be met because, even though some wetland areas fall within the Major Public and Institutional Land Use designation, the Specific Plan will not result in adverse impacts on wetland habitats in the Goleta Slough ecosystem because of mitigation measures contained in the EIR/EA which would be imposed on any development project which might result in impacts on such habitats.

o. California Coastal Act Section 30230 - Marine Environment - will be met because the mitigation measures included in the hazardous materials, water quality, biologi-

cal resources and wetlands sections of the EIR/EA have been incorporated into the Specific Plan and would protect the marine resources of Goleta Slough.

p. California Coastal Act Section 30231 - Marine Environment - will be met because the mitigation measures included in the hazardous materials, water quality, biological resources and wetlands sections of the EIR/EA have been incorporated into the Specific Plan and would protect the resources of Goleta Slough.

q. California Coastal Act Section 30232 - Marine Environment - will be met because the mitigation measures included in the hazardous materials and water quality sections of the EIR/EA have been incorporated into the Specific Plan and would provide adequate protection from spillage of hazardous materials.

r. California Coastal Act Section 30240 - Land Resources - will be met because the mitigation measures included in the hazardous materials, water quality, biological resources and wetlands sections of the EIR/EA have been incorporated into the Specific Plan and would protect environmentally sensitive habitat areas within and adjacent to the Specific Plan area.

s. California Coastal Act Section 30244 - Land Resources - will be met because the mitigation measures included in the cultural resources section of the EIR/EA have been incorporated into the Specific Plan and would protect such resources.

t. California Coastal Act Section 30251 - Development - will be met because development of the Specific Plan area will not substantially affect views of scenic coastal areas. In addition, urban design and other policies have been included which will improve the visual appearance of the Specific Plan area.

u. California Coastal Act Section 30252 - Development - will be met because development of the Specific Plan will not restrict access to the coast, sidewalks and bicycle paths will be provided as part of the Specific Plan and the use of public transit and other alternate transportation modes is encouraged.

v. California Coastal Act Section 30253 - Development - will be met because standard construction practices will minimize potential geologic and fire hazards, all new development will be required to meet flood requirements and habitable development is prohibited in floodways, all requirements of the Santa Barbara Air Pollution Control District have been incorporated into required mitigation measures and energy consumption and vehicle miles travelled will be reduced by the mitigation measures and policies incorporated in the Specific Plan which encourage the use of alternate transportation modes.

6. The Specific Plan Economic Development Alternative is consistent with the policies of the General Plan, as follows:

a. Land Use Element Policy 1.1 will be met because the square footage proposed in Specific Plan Economic Development Alternative would be within the 3,000,000 square foot cap for nonresidential construction.

b. Land Use Element Policy 1.3 will be met because the water demand generated by the development of the Specific Plan area could be met without impacts on the City water resources. In addition, the City has many programs which promote the development of affordable housing in the City, as does the County, and a policy has been included in the Specific Plan which requires this area to participate in any future programs which require City-wide participation; therefore, there would not be a significant impact on the South Coast housing supply. Finally, the project would not result in significant adverse impacts on traffic within the City.

c. Land Use Element Policy 3.2 will be met because policies have been included in the Specific Plan which encourage the relocation of existing small businesses within the Specific Plan area from the south side of Hollister Avenue to the north side of Hollister Avenue, including Policies V3, V8, TR1 and TR2. In addition, small businesses will continue to be encouraged through policies included in the Specific Plan, including Policies V1, V2, V4, V5, V8 and SA1.

d. Land Use Element Policy 3.3 will be met because the City will continue to encourage and promote economic development of minority businesses at the Airport as it does throughout the City.

e. Land Use Element Policy 3.4 will be met because a Market Plan was prepared as part of the development of the Specific Plan which viewed the Airport in the context of a regional economy. In addition, Specific Plan policies were developed in order to enhance the project's relationship to the surrounding region in terms of business development, aesthetics and transportation, including policies V1, V2, V3, V4, V5, V7, V8, V9, V11 and SA1.

f. Land Use Element Policy 5.1 will be met because the Specific Plan provides for the special area study called for at the Airport as part of this policy.

g. Conservation Element Cultural Resources Policy 1.0 will be met because archaeological analysis and mitigation will be required for any development within the Specific Plan area which has the potential to result in impacts on such resources. Finally, any buildings which are eligible for designation as City Structures of Merit will be properly documented prior to demolition and a policy has been incorporated into the plan that encourages the adaptive reuse of such buildings.

h. Conservation Element Cultural Resources Policy 2.0 will be met because the two original hangars which are eligible for designation as City Landmarks will not be affected by development proposed in the Specific Plan.

i. Conservation Element Cultural Resources Policy 4.0 will be met because the requirements and restrictions of the Historic Landmarks Commission (formerly

known as the Landmarks Committee) and the Architectural Board of Review have been incorporated into the Specific Plan.

j. Conservation Element Visual Resource Policy 1.0 will be met because the Specific Plan area has already been largely developed and mitigations related to biological resources, wetlands, water quality and hazardous materials impacts have been incorporated into the Specific Plan. This includes the imposition of a 100 foot setback requirement from wetlands and creeks and a requirement that native landscaping be provided along creek banks. These provisions will protect creeks and riparian habitats from degradation.

k. Conservation Element Biological Resources Policy 3.0 will be met because the potential for short-term construction impacts on local creeks which drain into Goleta Slough will be mitigated through the preparation and implementation of a Drainage and Erosion Control Plan for each project which involves grading and/or construction.

l. Conservation Element Biological Resources Policy 5.0 will be met because no rare or endangered species are found within the Specific Plan area.

m. Conservation Element Drainage and Flood Control Policy 1.0 will be met because the City will continue to participate in the Federal Flood Insurance Program and development will occur consistent with City and County Flood Control regulations.

n. Conservation Element Air Quality Policy 1.0 will be met because the Specific Plan includes policies that support the use of alternate transportation modes including policies V11, AM1, AM2 and BP1, with the intent of decreasing single occupant automobile trips.

o. Conservation Element Air Quality Policy 2.0 will be met because the Specific Plan includes a plan for bikeways along with Policy BP1, which supports improved bicycle circulation in the Plan area.

p. Conservation Element Air Quality Policy 3.0 will be met because the Specific Plan includes policies which support carpooling and the use of alternative modes of transportation as outlined in Air Quality Policies 1.0 and 2.0 above.

q. Conservation Element Air Quality Policy 4.0 will be met because industries that cause significant pollution are prohibited and the Airport has agreed to provide $240,000 to the Santa Barbara County Air Pollution Control District to be used for air pollution emission reduction programs.

r. Seismic Safety/Safety Element policies will be met because there are no significant geologic impacts and individual projects will require site-specific soils and geologic analyses, the recommendations of which would be incorporated into building design.

s. Noise Element Policy 1.0 will be met because zoning for the Specific Plan area has been developed to be consistent with noise compatibility guidelines included in Figure 2 of the Noise Element.

t. Noise Element Policy 3.0 will be met because zoning for the Specific Plan area has been developed to be consistent with noise compatibility guidelines included in Figure 2 of the Noise Element.

u. Housing Element Policy 3.2 will be met because, through existing City and County programs, adequate housing affordable to new employees will be available. The City and Redevelopment Agency have programs supporting variable and bonus density and mixed use development as well as programs which provide funding to support construction of new affordable housing.

v. Interim Circulation Element Street Circulation System Policy 1.3 does not apply because none of the intersections affected by the Airport are within the City or its control.

w. Interim Circulation Element Street Circulation System Policy 1.6 will be met because the Specific Plan includes Policies and Actions which are intended to improve the appearance of Hollister Avenue and other streets in the Specific Plan area.

x. Interim Circulation Element Street Circulation System Policy 1.9 will be met because the Specific Plan includes Policies and Actions that call for cooperation with the Santa Barbara Metropolitan Transit District (MTD), the County, Santa Barbara County Association of Governments, CalTrans and Amtrak regarding mitigation of significant impacts and expansion of the use of alternate modes of transportation.

y. Interim Circulation Element Parking Policy 2.1 will be met because new development will be required to meet parking demand and updated parking requirements are included in both the Specific Plan and the accompanying Zoning Ordinance Amendments.

z. Interim Circulation Element Alternative Transportation Policy 3.1 will be met because the Specific Plan includes a plan for bikeways along with Policy BP1, which supports improved bicycle circulation in the Plan area.

aa. Interim Circulation Element Alternative Transportation Policy 3.2 will be met because the Specific Plan includes improved pedestrian access to the Specific Plan area which will also include, by law, improved access for the disabled.

ab. Interim Circulation Element Alternative Transportation Policy 3.3 will be met because the Specific Plan includes Policies AM1 and AM2 which encourage cooperation with MTD and other agencies to provide alternate modes of transportation.

ac. Interim Circulation Element Alternative Transportation Policy 3.4 will be met because the Specific Plan includes policies that support the use of alternate transportation modes including policies V11, AM1, AM2 and BP1, with the intent of decreasing single occupant automobile trips.

ad. Interim Circulation Element Alternative Transportation Policy 3.5 will be met because the Specific Plan includes Policies AM1 and AM2 which encourage cooperation with MTD and other agencies to provide alternate modes of transportation.

The following findings are related to the Draft Circulation Element. Although this Element has not yet been adopted, it is under consideration by the City Planning Commission and Council and includes Goals, Policies and Implementing Strategies that are relevant to the Airport Master Plan. This Draft Circulation Element is expected to be adopted in Fall/Winter 1997. It is quite conceivable that some of the goals and policies will change in the process.

ae. The Draft Circulation Element Comprehensive Goal and Vision Statement will be met because alternate modes of transportation will be fully available in the Specific Plan area as well between the area and other areas in the South Coast.

af. Draft Circulation Element Economic Vitality Goal 1 and Policy 1.1 will be met because a wide range of alternate and standard modes of transportation will be available with the development of the Specific Plan area, including access and parking through the provision of adequate parking, improvements to pedestrian, bicycle and transit access and improvements to the internal street system which will enhance the delivery of goods and services.

ag. Draft Circulation Element Equality of Convenience Goal 2 and Policy 2.1 will be met because improved transit stops will be provided, shuttle or similar service will be provided, pedestrian and bicycle access will be improved, an Amtrak station is proposed outside the northwest corner of the Plan area, parking supply will be managed in such a way as to provide adequate parking without providing excessive parking and the City and Airport will continue to work with other local, regional, state and federal agencies to improve service for alternate modes of transportation.

ah. Draft Circulation Element Transit Goal 3 and Policies 3.1, 3.2, 3.3, 3.4 and 3.5 will be met because the Specific Plan includes policies that call for cooperation with the County and Amtrak in the development of the new Amtrak Station outside the northwest corner of the Specific Plan area and coordination with the MTD to provide appropriate bus stop facilities and other services in the Specific Plan area.

ai. Draft Circulation Element Bicycling Goal 4 and Policy 4.2 will be met because the Specific Plan includes a bikeway plan that will improve bicycle access to the Specific Plan and will coordinate with the Santa Barbara County Bikeway Master Plan.

aj. Draft Circulation Element Walking Goal 5 and Policies 5.2, 5.4 and 5.5 because the Specific Plan includes improvements to pedestrian access within the Plan area

as well as providing a pedestrian connection between Old Town Goleta and the industrial area to the west through the construction of a sidewalk on Hollister Avenue. In addition, landscape parkways will be provided, trees and other amenities will be provided which will foster a pedestrian friendly environment in the Specific Plan area.

ak. Draft Circulation Element Reduce the Use of the Automobile Goal 6 and Policies 6.1 and 6.3 will be met because the Specific Plan includes policies that support the use of alternate transportation modes including policies V11, AM1, AM2 and BP1, with the intent of decreasing single occupant automobile trips.

al. Draft Circulation Element Coastal Zone Goal 8 and Policy 8.1 will be met because the Specific Plan includes policies that support the use of alternate transportation modes in the Coastal Zone, including policies V11, AM1, AM2 and BP1.

am. Draft Circulation Element Regional Coordination Goal 14 and Policy 14.3 will be met because the City will meet the requirements of the Congestion Management Program and will coordinate with other local, regional, state and federal agencies to improve transportation to and from the Airport. In particular, the City is paying County Goleta Valley Traffic Impact fees to help fund necessary traffic improvements to the area, including the South Kellogg Avenue extension and other road improvements and the development of bicycle and pedestrian paths parallel to Hollister and Fairview Avenues.

an. Draft Circulation Element Parking Citywide Goal 15 and Policies 15.2 and 15.4 will be met because Specific Plan Policies P1 and P2 provide for adequate parking while encouraging the use of alternate transportation modes, encourage the use of shared parking by complementary uses and amends the Airport Zoning Ordinance to reduce the amount of parking required by the Ordinance for most uses.

ao. Draft Circulation Element Other Transportation Facilities Goal 16 and Policy 16.2 will be met because the Specific Plan addresses circulation issues associated with this area on the north side of the Airport.

7. The Specific Plan Economic Development Alternative is consistent with the Santa Barbara County Airport Land Use Plan as outlined below:

a. Airport Land Use Plan Airport Height Restriction Policy will be met because Zoning Ordinance Amendments included as part of the Specific Plan require that height restrictions set by the Federal Aviation Administration Federal Aviation Regulations (FAR) Part 77 will not be exceeded. In addition, the Airport Land Use Commission will review all projects in the project area and determine whether or not height restrictions are exceeded.

b. Airport Land Use Plan Airport Safety Policy will be met because no new uses will be allowed which conflict with said policy. In addition, the Specific Plan includes

language that encourages the relocation of the auto dealer buildings out of the Clear Zone in order to reduce the existing nonconformity with this zone.

c. Airport Land Use Plan Airport Noise Policy will be met because no institutional or residential land uses will be allowed in the Specific Plan area.

8. The Specific Plan Economic Development Alternative is consistent with the Airport Goals adopted by City Council on November 20, 1990, as outlined below:

a. Policies 1A and 1B will be met because a diversity of air transportation services will be provided be requiring that a priority be given to Airport-related services on the south side of Hollister Avenue.

b. Goal 2 and Policies 2A and 2B will be met because environmental effects on the Goleta Slough will be considered prior to approval of any new development that has the potential to affect the slough, including consultation with the Goleta Slough Management Committee.

c. Goal 3 and Policy 3A will be met because the Specific Plan Economic Development Alternative sets out a program for development that will enhance the South Coast economy while maintaining the Airport's economic self-sufficiency through the provision of greater revenues which will allow for Airport to provide for ongoing operation and maintenance funds, as well as funding to provide for needed Airline Terminal expansion and runway safety improvements. In addition, a Specific Plan and related Zoning Ordinance amendments have been prepared which set clear guidelines for future use of the areas zoned A-C, A-I and A-F.

d. Goal 4 and Policy 4B (Policy 4A does not apply to the Specific Plan) are met because the City has coordinated its planning with the community, the County of Santa Barbara and UCSB by: (1) preparing and distributing the *"The Guide: An Overview of the Santa Barbara Airport Master Plan Process*;" (2) holding interviews with "stakeholders" in the Airport, including members of the County Board of Supervisors and County staff, representatives of the University of California at Santa Barbara faculty, staff and students, members of City Council, the City Airport Commission, representatives of community, business and environmental groups and others; (3) holding three community meetings to gather input from the public in Goleta; (4) holding periodic meetings with representatives of the County Board of Supervisors and the County Departments of Public Works and Planning and Development, UCSB, the Santa Barbara County Association of Government and City Council to discuss progress and receive input; (5) negotiating with the County to pay traffic fees to mitigate the Specific Plan's impacts on County intersections; and (6) inclusion of County and UCSB policy analysis in the EIR/EA.

D. Local Coastal Plan Amendment

1. This Specific Plan Amendment also constitutes an amendment to the Local Coastal Program. It is an amendment to the Implementation Component of the Program. This

amendment to the Local Coastal Plan will be carried out in accordance with the Coastal Act pursuant to Section 30510[a] of the Act as shown in Section C of this Resolution.

2. This Specific Plan and Local Coastal Program Amendment will take effect automatically upon approval by the California Coastal Commission. No additional local action is required.

Exhibit 1: Airport Industrial Area Specific Plan (No. 6) (as amended)
Exhibit 2: Local Coastal Program Amendments
Exhibit 3: General Plan Map Amendments

Adopted October 7, 1997

EXHIBIT 1

RESOLUTION NO. 97-132

AIRPORT INDUSTRIAL AREA SPECIFIC PLAN (NO.6)

(as amended by City Council)

NOTE: Official copy of Exhibit 1 is on file in the office of the City Clerk, City of Santa Barbara, CA. in File No. 560.09.14 AIRPORT SPECIFIC PLAN

This document is available at the following locations:

Planning Division
Community Development Department
City of Santa Barbara
630 Garden Street
Santa Barbara, CA 93101

Airport Department
City of Santa Barbara
601 Norman Firestone Road
Goleta, CA 93117

City Clerk's Office
City of Santa Barbara
730 Anacapa Street
Santa Barbara, CA 93101

EXHIBIT 2

RESOLUTION NO. 97-132

AIRPORT AND GOLETA SLOUGH

LOCAL COASTAL PLAN

AMENDMENTS RELATED TO THE AIRPORT INDUSTRIAL AREA SPECIFIC PLAN

AIRPORT AND GOLETA SLOUGH LOCAL COASTAL PLAN

PROPOSED AMENDMENTS RELATED TO THE AIRPORT INDUSTRIAL AREA SPECIFIC PLAN

These proposed amendments are primarily focused on changes resulting from the proposed Airport Industrial Area Specific Plan. Additional changes will be necessary when the Aviation Facilities Plan is completed including updated information on present and projected Airport operations and development, proposed zone changes and other issues. Changes are referenced to the pages involved and, where appropriate, changes are shown in ~~strikeout~~ and <u>underline</u>.

Pages 3-11A and 3-11B

Delete these pages and replace with the Existing Conditions map from the Goleta Slough Ecosystem Management Plan.

Page 3-15

Delete the Tidewater Goby from this list of fish found in Goleta Slough. Its inclusion is apparently an error. There is no record of any sightings of this fish in the Goleta Slough in the last several years.

Page 3-16

Add between Mammals and Invertebrates:

<u>Reptiles and Amphibians</u>

<u>The Red-legged frog has recently been listed as an endangered species under the Federal Endangered Species Act. There are no recent records of sightings within Goleta Slough or its tributary creeks. However, suitable habitat exists in the area.</u>

Page 3-25

Policy C-4

Amend as follows:

> A buffer strip a minimum of 100 feet in width shall be maintained in a natural condition along the periphery of the wetland communities<u>, based on the most currently accepted delineation,</u> ~~as identified on the habitat map~~ and which include open water, coastal salt marsh, salt flats, seasonal wetland meadow, ripari-

an woodland, shrub-scrub thicket and wetland transition habitats. Existing facilities necessary for Airport operations shall be retained and maintained in a normal fashion.

Page 3-27

Add Policy C-10 as follows:

Policy C-10

All development and mitigation of impacts on Goleta Slough shall be consistent with the policies of the Goleta Slough Ecosystem Management Plan which is hereby adopted and incorporated herein as Appendix G as it pertains to the Airport property.

NEW DEVELOPMENT

INTRODUCTION

There are four policies found in the Coastal Act which are specifically directed at the process of locating and planning new development. These sections are: 30250(a), 30252, 30253(3) and (4) and 30255.

In summary, these policies state: (1) development should be located in or near existing developed areas; (2) access should be maintained by providing better parking, transit etc.; (3) development should be ~~relocated~~ correlated to local and on-site recreation so as not to overload coastal recreation areas; (4) minimize energy consumption and vehicle miles traveled~~,~~; and (5) give priority to coastal dependent development.

If the Slough is to remain a wetland habitat, no further development can take place within the Slough. The possibility for new development at the Airport exists only in the vicinity of the presently developed portions of the Airport, to the north and east of the Slough. Plans for further Airport development to accommodate increasing user demand are presently underway. These plans consist of either expanding the present terminal building or relocating the passenger terminal facilities along Hollister Avenue.

The Airport is located within an urban area.~~,~~ Any future Airport development will be located near existing development and is therefore consistent with the Coastal Act. Infill development would be conducive to encouraging the use of public transit, as major public transportation routes now service the areas of possible future development. However, problems with new development do exist in ~~the expansion of water and~~

~~wastewater services,~~ public view protection, provision of visitor serving facilities, adequate circulation and parking and development directly adjacent to a sensitive habitat.

This section will evaluate new development in the Airport by the following analysis:

(1) General comparison of zoning, General Plan, Redevelopment Plan, existing land use~~,~~ and other existing policies.

(2) Potential development under existing zoning.

(3) Major coastal issues within the component.

(4) Recommended LCP land use.

(5) Constraints on development.

COMPONENT 9: AIRPORT AND GOLETA SLOUGH

Existing Plans and Land Uses

Zoning

The Airport zoning ordinance divides the Airport-Slough into four zones. These are defined by Title 29 of the Municipal Code, and summarized below:

A-A-P: Airport Approach and Primary Surface - Area of airplane operations (runways, clear zones, etc.) intended for use as open areas; some agricultural uses allowed; heights limited.

A-F: Airport Facilities - Area in immediate vicinity of flight activities; intended for uses which are an integral and necessary part of aircraft and airport related activities; uses not related to aircraft and/or airport activities are excluded; height limit is 45 feet; the portion of the A-F zone designated "Slough" on the Airport Zoning Map is identified as a natural preserve and no use can be allowed except that which would preserve the wetland as a wildlife area.

A-C: Airport Commercial - Area for low intensity commercial operations, (e.g., administrative centers, research and development, general offices, recreation, etc.); general retail and residential uses are specifically prohibited; uses not specifically prohibited can be allowed if they meet performance and development standards; height limit 45 feet.

A-I: Airport Industrial - Area designated for light industrial and manufacturing uses (e.g., storage, lumber, sand and brick yards): subject to performance and development standards; intended for service industrial uses which do not generate a great deal of auto traffic.

General Plan

In discussing the Airport and related aviation facilities, the General Plan emphasizes that the Airport should be "expanded as necessary to serve the function of a local airport with its passenger and freight service area generally confined to tying the south coast area to the greater metropolitan areas of Los Angeles and San Francisco." The General Plan does not address the Goleta Slough specifically but suggests that a comprehensive plan be prepared, in conjunction with UCSB and the County for all land which is not used for airport functions. Three principles are outlined for use in the development of the comprehensive airport plan:

(1) Noise, air pollution and other adverse environmental impacts are to be reduced and restricted to minimum levels.

(2) Future use should be of low intensity.

(3) All Planning efforts should be coordinated with the County.

Land Use

The passenger terminal and accessory facilities, zoned A-F, are located in the southeast quadrant of the Airport. This area is approximately 40 acres in size and has a motel and restaurant located on it. Other air/flight related uses in this section are private aircraft parking and a flight school operation.

The northeast quadrant of the Airport consists primarily of buildings constructed during World War II, a majority of which are leased on a month to month basis. Some of the uses in this area are not consistent with the A-F zone designation. The Airport administrative offices are located in this area.

The northwest section of the Airport, approximately 100 acres, is a combination of the A-F and A-C zone; 35 percent of this area is developed and leased to private business. The uses include Airport related activities, commercial facilities, and research and manufacturing operations. ~~Los~~ Carneros and Tecolotito Creeks join to form the main channel draining into the Slough in the western portion of the northwest quadrant. The Air Traffic Control Tower and the Flight Service facility are located in this section.

The Slough, greater than 200 acres in size, is located primarily in the south and west portions of the City owned property. According to Section 29.15.105 of the Airport Zoning Ordinance, no development is allowed within the Slough except that which is designed to maintain the Slough as a natural preserve. The numerous archaeological sites identified adjacent to the Slough are located in this region.

Potential Development - Airport Master Plan

The City of Santa Barbara presently is in the process of developing an Aviation Facilities ~~Master~~ Plan for the future development of the Airport. The objective of the Santa Barbara Municipal Airport ~~Master~~ Aviation Facilities Plan ~~Study~~ was to formulate a plan which will guide the coordinated development of Airport facilities over a ~~20~~ 15 year planning period. The ~~Master~~ Aviation Facilities Plan, in its draft form, ~~has been revised by the City Council to reflect only proposed improvements through the year 1990 instead of the year 2000 and~~ has been declared a project for the purposes of Environmental Review.

The ~~ten~~ 15 year Plan include~~d~~s proposals for development which would accommodate an increase in airline passenger demand, an increase in general aviation facilities and improved runway safety features.

Portions of the draft ~~Master~~ Aviation Facilities Plan are in conflict with the wetland habitats identified in the habitat mapping included in this Land Use Plan. This Plan will provide parameters for evaluating and locating future development at the Airport as suggested in the draft ~~Master~~ Aviation Facilities Plan.

Access

Primary access to the terminal area is accomplished via U. S. 101, Ward Memorial~~,~~ and James Fowler ~~Street~~ Road. A secondary access routing is also possible via Hollister and Fairview Avenues. It is important to note the design of the Airport access system is intended to strongly discourage Airport ingress and egress via Fairview and Hollister Avenues.

MAJOR COASTAL ISSUES

Major coastal issues in this component are: the preservation of the sensitive wetland habitat and protection for the archaeological value of the Goleta Slough; the hazards of flooding, tsunami runup, liquefaction, ground shaking, fault displacement and high groundwater; the increasing demand on Airport access roads~~,~~ and the adequacy of parking lots, water~~,~~ and wastewater facilities.

Future development of this component will be subject to all of the policies discussed in Chapter 3 of this report, as well as all LCP policies of the City's Land Use Plan for the other nine component areas of the Coastal Zone.

Any developments proposed in the future within or adjacent to the wetland areas of the Slough will be evaluated for potential impacts to these habitats. Prior to the approval of any project in these areas, a finding must be made by the approving body that the project is consistent with Section 30233 of the Coastal Act which specifies what kinds of activities are permitted in wetlands or the Department of Fish and Game must determine that the wetland is severely degraded and that the primary purpose of the proposed project is to restore the degraded wetland as outlined in section 30411 of the State Coastal Act.

RECOMMENDED LCP LAND USE

The recommended Land Uses for Component 9 of the City's Coastal Zone are as follows (see Map):

Area	Designation
Goleta Slough Area	Recreational/Open Space
Airport Development Area	Major Public and Institution

As described in Chapter 3, the Slough Area will be retained in an Open Space category and use will be restricted to educational and scientific activities consistent with maintaining the Slough's fragile environmental nature.

Land uses within the Major Public and Institution designation will be those allowed within the A-A-O (Aircraft Approach and Operations), A-F (Airport Facilities), A-C (Airport Commercial), and A-I-1 and A-I-2 (Airport Industrial 1 and 2) zoning classifications. These classifications are based on those included in the Airport Industrial Area Specific Plan. The Airport Industrial Area Specific Plan covers the commercial and industrial areas on both sides of Hollister Avenue on the north side of the Airport. Only the area of the Specific Plan south of Hollister Avenue is within the Coastal Zone and subject to the Local Coastal Plan. In creating the Airport Industrial Area Specific Plan, several existing zones have been rewritten and/or renamed. In addition, the A-C Zone no longer applies in the Local Coastal Plan area. The other zone changes include the following:

A-A-O: Aircraft Approach and Operations - Area used for approach, landing, take-off and taxiing of aircraft. This zone is similar to the previous A-A-P (Airport Approach and Primary Surface) Zone. However, it has been updated to reflect changes in Feder-

al Aviation Administration terminology and agricultural uses are no longer allowed in the zone.

A-F: Aviation Facilities - Area in the immediate vicinity of flight activities; intended for uses which are an integral and necessary part of aviation and Airport related activities; uses not related to aviation and/or Airport activities are excluded. This zone is similar to the previous A-F zone; however, motels and accessory uses are no longer allowed. Additional aviation related uses, such as aviation equipment and accessories sales and/ or repair, aviation storage and aviation related museums have been added to the allowed uses in this zone. Private parking facilities would be allowed subject to the issuance of a Conditional Use Permit. The new zone allows short term use (up to five years) of vacant buildings and land for non-aviation uses if such uses do not conflict with A-F uses, there is limited economic value if restricted to A-F uses and such uses will not preclude the future use of the property for A-F uses. Residential uses are prohibited except in association with a fire station. Residential uses are not allowed in any other zone at the Airport. The uses allowed on a short term basis must be uses that are allowed in the A-C, A-I-1 or A-I-2 zones. The boundaries of this revised zone are substantially the same as the old A-F zone.

A-I-1: Airport Industrial 1 - Area designated for light industrial and manufacturing uses (e.g., research and development, electronic products manufacture, storage, contractors yards, lumber, sand and brick yards), subject to performance and development standards. Open yard uses are not allowed south of Francis Botello Road. An area west of Carneros Creek south of Hollister Avenue is also zoned for A-I-1 uses. Even though this property is close to the flightline, it is separated from and has no access to the flightline because of Carneros Creek. Finally, there are a number of historic buildings in this and the A-I-2 Zones. While not all of these buildings can or should be saved, an incentive which allows greater flexibility in the allowed uses for such buildings is included to encourage adaptive reuse of the buildings.

A-I-2: Airport Industrial 2 - Area designated for light industrial and manufacturing uses and for related commercial services (e.g., branch bank, printing and photographic shop, dry cleaning establishment, mailing service, convenience store, secretarial service, restaurant); new and used car agencies are also allowed. This zone builds on the A-I-1 zone and applies to the area adjacent to and north of Hollister Avenue between Frederic Lopez Road and La Patera Lane. It also applies to a small area south of Hollister Avenue where there is an existing restaurant. Like the A-C zone, general commercial retail is not allowed since these uses are available in Old Town Goleta and other nearby areas.

In order to assure that the future development of the Airport area is accomplished consistent with the Coastal Act policies regarding locating new development, the following policies shall apply.

Policy

H-1 Future development of Airport property and/or facilities within "Major Public and Institutional Land Use Designation" shall not result in adverse impacts to the wetland habitats of the Goleta Slough, related stream tributaries, or sensitive habitat areas due to additional sedimentation, runoff, or other disturbances.

Actions:

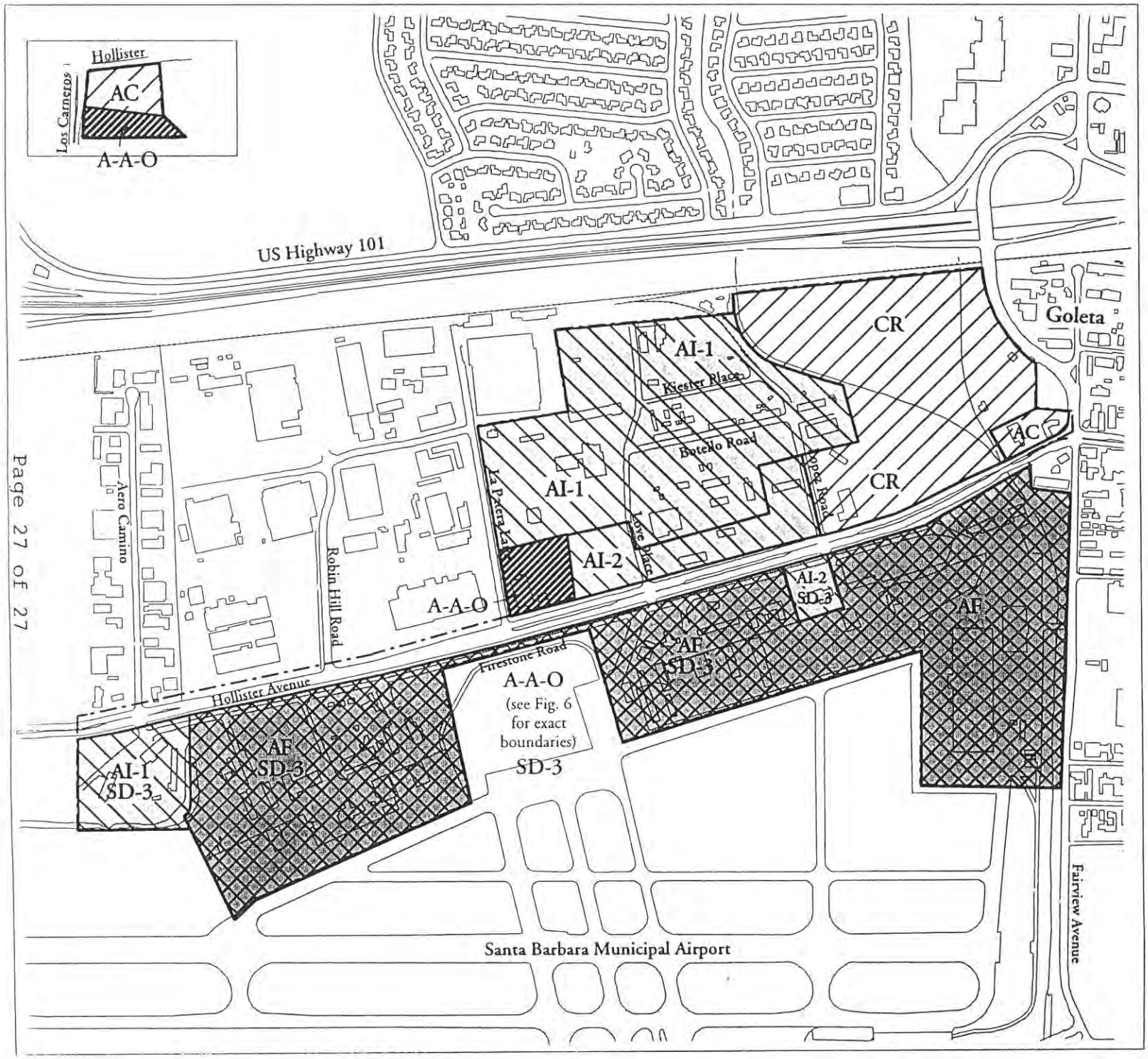
- Any development within the Airport area shall be assessed for potential adverse environmental impacts upon the Goleta Slough. Applicable mitigation measures developed in the environmental assessment shall be implemented prior to any development.

H-2 Future development of Airport property within the Airport Industrial Area Specific Plan area shall be consistent with the policies of said Plan. That portion of the Airport Industrial Area Specific Plan which applies to property in the Coastal Zone is hereby incorporated into the Local Coastal Plan as Appendix G.

EXHIBIT 3

RESOLUTION NO. 97-132

GENERAL PLAN MAP AMENDMENT



Santa Barbara Airport Commercial/Industrial Specific Plan

Figure 11
Proposed Zoning and General Plan Designations

Zoning

- AF - Aviation Facilities
- AI-1&2 - Airport Indus.
- AC - Airport Commercial
- CR - Commercial Recreation
- A-A-O - Airport Approach & Operations Surface
- SD-3 - Special District 3 Coastal Overlay Zone

General Plan

- Commercial
- Industrial
- Major Public and Institutional

N

0 200 400 600 800 Feet

EDAW, Inc.

RESOLUTION NO. 98-114

A RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA BARBARA ACKNOWLEDGING RECEIPT OF THE CALIFORNIA COASTAL COMMISSION RESOLUTION OF CERTIFICATION FOR LOCAL COASTAL PROGRAM LAND USE PLAN AND IMPLEMENTATION MEASURES AMENDMENT 2-97 RELATED TO THE 1997 AIRPORT INDUSTRIAL AREA SPECIFIC PLAN

WHEREAS, on October 7, 1997 the City Council held a noticed public hearing concerning the adoption of the 1997 Airport Industrial Area Specific Plan and considered recommendations from the public, the Airport Commission, the Planning Commission, and information contained in the Staff report; and

WHEREAS, following the public hearing, the City Council adopted Resolution 97-132 adopting the 1997 Airport Industrial Area Specific Plan and related Local Coastal Program Amendment contingent upon certification by the California Coastal Commission; and

WHEREAS, on March 12, 1998, the Coastal Commission approved Amendment 2-97 to the City of Santa Barbara Local Coastal Program Land Use Plan with suggested modifications; and

WHEREAS, on July 30, 1998, the Planning Commission reviewed the Coastal Commission's suggested modifications and recommended that the Council accept the modifications;

NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF SANTA BARBARA:

Acknowledges receipt of and accepts the California Coastal Commission's Resolution of Certification of the Amendment to the Local Coastal Program Land Use Plan and Implementation Measures with suggested modifications related to the 1997 Airport Industrial Area Specific Plan. The accepted modifications are contained in Exhibit 1.

Adopted: September 1, 1998

EXHIBIT 1

Resolution No. 98-114

MODIFICATIONS TO THE AIRPORT INDUSTRIAL AREA SPECIFIC PLAN AND LOCAL COASTAL PLAN AND PROGRAM

1. Airport Industrial Area Specific Plan Biological Resources Policy B2 is revised to read as follows:

   B2: In the Coastal Zone, a buffer strip a minimum of 100 feet in width shall be maintained in a natural condition on the periphery of all wetland communities and creeks, based on the "Environmentally Sensitive Habitats of the Airport and Goleta Slough Map, dated January 1998," except as may be necessary to provide minor improvements for flooding and drainage control, and improvements that would enhance protection of the wetlands or creeks while protecting adjacent flood prone activities. Within the Coastal Zone, existing facilities within the creek or wetland setback necessary for Airport operations may be retained and maintained in a normal fashion.

   Outside the Coastal Zone, new development shall not occur within 100' of U.S. Army Corps of Engineers jurisdictional wetlands without a demonstration that encroachment is necessary for the project, that wetlands within the Coastal Zone will not be adversely affected and that wetland functions and values shall not be impaired without mitigation. Existing facilities in the buffer outside the Coastal Zone may be retained and maintained in a normal fashion. Only compatible land uses shall be allowed within the setback.

   In any wetland or creek buffer, native vegetation shall be planted and maintained wherever feasible (MM 3.16-2 and 3.16-3).

2. Airport Industrial Area Specific Plan Economic Development Policy ED1 is revised to read as follows:

   ED1: Of the 240,000 net square feet allowed in the Specific Plan area, 80,000 square feet is reserved for projects which the City Council determines meet the criteria for Economic Development projects as outlined in Zoning Ordinance Section 28.87.300 and the goals of the Economic Development Plan and Implementation Program and the Economic Community Project. Within the Coastal Zone

portion of the City Airport property, the provisions of Measure E shall not be used for the purpose of making findings regarding the consistency of any project with the certified Local Coastal Program.

3. Airport and Goleta Slough Component of the Local Coastal Plan Environmentally Sensitive Habitats Policy C4 is revised to read as follows:

   C-4: A buffer strip a minimum of 100 feet in width shall be maintained in a natural condition along the periphery of the wetland communities, based upon wetlands delineated in the map entitled "Airport and Goleta Slough Coastal Plan Wetland Habitats, dated January 1998," and which include open water, coastal salt marsh, salt flats, seasonal wetland meadow, riparian woodland, shrub-scrub thicket and wetland transition habitats. Existing facilities necessary for Airport operations shall be retained and maintained in a normal fashion.

4. Retain the existing Major Public and Institution Land Use Plan designation on the seven acre parcel located at the intersection of Hollister Avenue and Los Carneros Road.

5. Revised the Rare and Endangered Species Section of the Airport and Goleta Slough Component of the Local Coastal Plan to read as follows:

   <u>Rare and Endangered Species:</u> Serious destruction of California's coastal wetlands has reduced the coastal zone's potential for sustaining healthy and varied avian communities. The loss or degradation of coastal habitats is the primary cause of reduction of bird species leading to their potential or realized endangerment. The importance of identifying, protecting and preserving endangered species is self-evident as each species (or subspecies) is an irreplaceable resource contributing to the variety of life forms in ways not fully understood.

   The following endangered or rare bird species have been recorded at the Goleta Slough.

Species	Federal Designation	State Designation
California Least tern (*Sterna albifrons browni*)	Endangered	Endangered
American Peregrine falcon (*Falco peregrinus anatum*)	Endangered	Endangered
California brown pelican (*Pelicanus occidentalis californicus*)	Endangered	Endangered
Belding's savannah sparrow (*Passerculus sandwichensis beldingi*)	None	Endangered

In addition, the California black rail (*Laterallus jamaicensis coturniculus*), designated "rare" under State law, and the Light-footed clapper rail (*Rallus longirostris levipes*), designated as "endangered on both State and Federal law, may have existed there formerly, but no recent records are known.

Fish: The following species of fish have been identified in the Slough's channels:

Topsmelt	*Atherinops affinis*
Tidewater goby	*Eucyclogobius newberryi*
Pacific staghorn sculpin	*Leptocottus armatus*
Stickleback	*Gasterosteus aculeatus*
Mosquitofish	*Gambusia affinis*
Fathead minnow	*Pimephales promelas*
California killifish	*Fundulus parvipinnis*
Longjaw mudsucker	*Gillichthys mirabilis*

Historically the Slough supported a recreational fishery for flounder. Steelhead have been reported in Atascadero Creek, and it is claimed that salmon runs throughout the

Slough and its feeder creeks were common in the 1940's. Potential for restoring fishery habitat by increasing tidal flows is viewed as "good" by a representative of the National Marine Fisheries. While there may be historic records of tidewater goby, a recently listed endangered species, in the Slough, there are no recent records of its presence.

Mammals: There is little published material on the Slough's mammal population. The following lists those animals which have been observed or mentioned in reports dealing with the Slough's ecosystem:

Brush rabbit	*Sylvilagus bachmani*
Black-tailed jackrabbit	*Lepus californicus*
Long-tailed weasel	*Mustela frenata*
Raccoon	*Procycon lotor*
Spotted skunk	*Spilogale graciles*
Stripped skunk	Mephitis mephitis
Virginia opossum	*Didelphis marsupialis*
Gray fox	*Urocyon cinereoargenteus*

Invertebrates: The water, mudflats, and marsh of the Slough support a variety of invertebrates. Included are mollusks, insects and other arthropods (i.e., organisms of the shrimp and crab families), and annelids. The Slough has been indicated as an irreplaceable habitat for many species of macroinvertebrates.