



# City of Santa Barbara California

## PLANNING COMMISSION STAFF REPORT

**REPORT DATE:** November 11, 2005  
**AGENDA DATE:** November 17, 2003  
**PROJECT ADDRESS:** 6100 Hollister Avenue (MST2005-00480)  
**TO:** Planning Commission  
**FROM:** Planning Division, (805) 564-5470  
 Jan Hubbell, AICP, Senior Planner  
 Laurie Owens, Project Planner

### I. SUBJECT

The purpose of this discussion item is to inform the Planning Commission of the proposed revisions to a Development Plan approved by the Planning Commission on April 23, 1999 (Planning Commission Resolution 029-99, Exhibit B). The Community Development Director will make a Substantial Conformance Determination (SCD) relative to the proposed revisions subsequent to this meeting. Therefore, no action on the part of the Planning Commission is required.

The project site is a 15-acre parcel leased from the City located in the Airport Industrial Specific Plan area. The project, as approved in 1999, included 20,000 square feet (SF) of retail and restaurant uses, 80,000 SF of office space and 80,000 SF of research and development use. As revised, the retail and restaurant floor area would remain the same, the office space would be 120,000 square feet and the research and development use would be 40,000 SF. The total floor area of 180,000 SF, would remain unchanged. The number of buildings would be reduced from six to four.

### II. BACKGROUND

The project site is located at 6100 Hollister Avenue, a 15-acre parcel located south of Francis Botello Road between David Love Place and Frederic Lopez Road (Exhibit B, Vicinity Map). The original project (known as the Gateway project) approved by the Planning Commission in 1999 included the demolition of 51,746 SF of existing industrial buildings and 85,829 SF of open yard uses and construction of 160,000 SF of office and research and development facility for Miravant Medical Technologies, a biomedical device manufacturer. The original project also included 20,000 SF of specialty retail space along the Hollister Avenue frontage, including an 8,200 SF restaurant. A total of 465 parking spaces was proposed, with space available for construction of an additional 55 spaces if needed in the future. The project site is adjacent to Love Commons (a.k.a. Robert Park) located at the northwest corner of the site. The project

proposed additional recreation facilities adjacent to the park, including basketball and volleyball courts.

On June 26, 2003, the project received a one-year time extension from the Planning Commission (Resolution 033-03). However, the applicant failed to move forward on the proposed project prior to the April 2004 expiration of a Disposition and Development Agreement (DDA) with the City Airport Department. In 2004, the City Council amended the Municipal Code to extend Development Plan approvals within Specific Plan areas from four years to eight years (SBMC §28.87.350(F.)(2.)). Thus, the original project approval is valid until April 23, 2007.

Upon expiration of the original DDA, the Airport Department released a Request for Proposals (RFP) to select a developer for the property consistent with the prior Development Plan approval. On July 12, 2005, the City Council selected Citrix/Bermant Development Company from three finalists. Council will be considering approval of an Agreement and Escrow Instructions and Ground Lease in December 2005 or January 2006.

The revised project (known as the Citrix Centre) would encompass the same floor area and general land use categories as the original Gateway Project. However, the revised development plan reflects the needs of a new primary tenant for the office and research and development components. Citrix Online is a provider of Internet on-demand information access services. Similarities and differences between the two projects are summarized in Table 1 and discussed in more detail below.

**Table 1**

	<b>Gateway Center (1999)</b>	<b>Citrix Center (2005)</b>
Retail/Restaurant Floor Area	20,000 SF	20,000 SF (no change)
Office Floor Area	80,000 SF	120,000 SF
Research & Development Floor Area	80,000 SF	40,000 SF
Total Floor Area	180,000 SF	180,000 SF (no change)
Parking Spaces	465 with potential for 55 additional future spaces	538 with potential for 70 additional future spaces
Number of Buildings	6	4
Maximum Building Height	Two story (37 feet)	Three story (44.5 feet)

### **III DISCUSSION**

#### Environmental Review

The Airport Industrial Specific Plan Final Environmental Impact Report/Environmental Assessment (FEIR/EA) was certified in July 1997 and the Specific Plan was adopted in October 1997. The FEIR/EA was a program EIR, which identified impacts and mitigation measures

associated with build-out of the entire Airport Industrial Specific Plan area. The FEIR/EA analyzed two development scenarios for the total Specific Plan area – a 160,000 SF increase in new development (Base Scenario) and a 240,000 SF development scenario (Economic Development Scenario), which incorporated an additional 80,000 SF from the Economic Development floor area defined under Charter Section 1508. The FEIR/EA concluded that build-out of both the Base Scenario and the Economic Development Scenario would result in significant, unavoidable impacts to traffic, air quality and solid waste. The adopted Specific Plan incorporated the Economic Development Scenario from the FEIR/EA, assuming a total of 240,000 SF of new development over the entire Specific Plan area.

In 1999, the Gateway Center project proposed to use the entire 80,000 SF of Economic Development floor area allowed by the Specific Plan and assessed under the Economic Development Scenario of the FEIS/EA. The Gateway Center project itself was not specifically assessed in the FEIS/EA, although the Economic Development Scenario of the FEIS/EA did assume a total of 180,000 SF of construction on the 15-acre project site. An Initial Study was prepared for the Gateway Center project in 1999 which concluded that the proposed project would not increase the severity of impacts identified in the FEIR/EA. However, with regard to air quality impacts, the FEIR/EA estimated traffic emissions for Specific Plan build-out using EMFAC7F and URBEMIS 5 programs from the California Air Resources Board (ARB). In 1998, the ARB released updated versions of these programs (EMFAC7G and URBEMIS 7G) and the Santa Barbara County Air Pollution Control District (APCD) subsequently adopted these new programs for CEQA analyses of air quality impacts. This change created an inconsistent comparison of air quality impacts between the FEIR/EA and the Initial Study. Since additional information to be used in determining air quality impacts had become available since certification of the FEIR/EA, pursuant to CEQA Guidelines Section 15162, a Supplemental EIR was prepared and certified with respect to air quality issues.

Consistent with the findings of the FEIR/EA, the Supplemental EIR concluded that build-out of the Economic Development Scenario using the updated air quality impact methodology would result in a significant unavoidable cumulative impact on air quality, even upon application of the air quality mitigation measures identified in the FEIR/EA. The Supplemental EIR further concluded that the Gateway Center project would not result in a new project-specific air quality impacts or a substantial increase in the severity of project specific air quality impacts identified in FEIR/EA. Findings of Overriding Consideration were adopted by the Planning Commission in approving the Gateway Center and mitigation measures identified in the FEIR/EA and Supplemental EIR to minimize project environmental impacts were applied as conditions of the Gateway Center project approval.

In accordance with State CEQA Guidelines Section 15162, an Addendum to the FEIR/EA and Supplemental EIR has been prepared that documents the proposed project modification (Exhibit C). The Addendum concludes that no new information, changes in conditions, changes to the project, or changes to impacts or mitigations that would involve new significant impacts or a substantial increase in the severity of previously identified impacts are present. The Community Development Director will consider approving the Addendum prior to making a substantial conformance determination.

Airport Industrial Specific Plan/Zoning Ordinance Compliance

The Airport Industrial Specific Plan was adopted by the City Council in October 1997 to guide development of the Airport's industrial and commercial properties located both north and south of Hollister Avenue. The Specific Plan Land Use map designates the project site as Commercial for the Hollister Avenue frontage west of David Love Place, Commercial/Entertainment for the remaining frontage along Hollister Avenue and Light Industrial for the remainder of the site. The zoning for the project is A-I-1 and A-I-2 (Airport Industrial 1 and 2) (SBMC §29.21.030). The A-I-1 zone, which applies to the majority of the project site with the exception of the Hollister Avenue frontage, allows a range of light industrial and manufacturing uses, including research and development and offices incidental and accessory to light industrial and research and development uses. The A-I-2 Zone, which applies to the Hollister Avenue frontage, allows the same light industrial uses as A-I-1 Zone along with commercial uses related to, or supporting industrial uses. These commercial uses may include banks, print shops, convenience stores and restaurants. The intent of this designation was to allow for commercial uses that support the surrounding industrial uses while discouraging uses that may directly compete with the retail character of Old Town Goleta

The retail and restaurant component of the Citrix Centre located in the A-I-2 portion of the site is essentially unchanged from the approved Gateway Center project. The research and development/office component of the proposed Citrix Centre incorporates a higher ratio of office space as it relates to dedicated research and development floor area than Gateway Center due to the differing space needs of the new primary tenant, Citrix Corporation. Miravant Corporation, the primary tenant proposed under the Gateway Center project, is a medical research and manufacturing company, which necessitated floor area associated with laboratories, clean rooms, and other product manufacturing and distribution areas. In contrast, Citrix Corporation, the proposed new primary tenant, researches and develops products and services which are distributed on-line, and therefore has a greater need for office space, conference and meeting rooms and computer facilities. As a result, the floor area revisions proposed as part of Citrix Centre are associated with meeting the needs of a proposed new primary research and development tenant, and are therefore consistent with the intent of the A-I-1 Zone.

The proposed Citrix Centre project would also result in revisions to the proposed site plan by consolidating the proposed floor area into four buildings instead of the six proposed under the Gateway Center project. The revision to the site plan would in result in the creation of one three-story building with a maximum building height of 44.5 feet (excluding architectural elements that do not add floor area per SBMC §28.040.120). This revision would be consistent with the maximum building height of 45 feet for all zones at the Airport (SBMC §29.87.050). The revised site plan would also be consistent with the minimum 20-foot front yard setback requirements per SBMC §29.87.055.

Transportation

The applicant has submitted a revised Traffic and Parking analysis that compares trip generation characteristics of the proposed Citrix Centre to the approved Gateway Center project (Exhibit C – Addendum Attachment 2). The analysis concludes that under the worst-case

scenario, the proposed Citrix Centre would generate one less P.M. peak hour trip than the approved Gateway Center. Further, the analysis notes that the traffic analysis prepared for the Airport Industrial Specific Plan FEIR/EA did not account for potential pass-by and mixed use trips that would occur on the project site; therefore the analysis used in approving the Gateway Center represented a worst-case estimate of project traffic. As a result, the analysis concludes that trip generation associated with Citrix Center would not substantially change the findings of the previous traffic analysis associated with the FEIR/EA.

The FEIR/EA concluded that the build-out of the Airport Industrial Specific Plan under the Economic Development Scenario would result in long-term significant impacts to four intersections (Los Carneros/U.S. 101 SB ramps, Los Carneros/Hollister, Fairview/U.S. 101 NB ramps, S.R. 217 SB ramps/Hollister and S.R. 217 NB ramps/Hollister/Ward) and a significant unavoidable impact to the intersection of Fairview and Hollister Avenues. At the time of Specific Plan approval, these intersections were located in the County of Santa Barbara. The Supplemental EIR prepared for the Gateway Center project in 1999 concluded that the proposed project would not increase the severity of these traffic impacts.

The FEIR/EA identified a number of traffic mitigation measures based on the County's 1997 Goleta Transportation Improvement Plan (GTIP). At the time of Specific Plan adoption in 1997 and again as part of the 1999 approval of the Gateway Center project, findings were made that implementation of these mitigation measures was within the responsibility and jurisdiction of another public agency and not the City of Santa Barbara, pursuant to CEQA Guidelines Section 15091.

However, conditions were incorporated into the Gateway Center Development Plan approval to require the project to make a fair-share contribution of \$1,300,000 to the County of Santa Barbara for transportation improvements. The specific terms of the financial contribution and the improvements to be funded have been spelled out in the form of a Memorandum of Understanding (MOU) adopted by the City Council and County Board of Supervisors in April 2000 (Exhibit D). These conditions of approval from the Gateway Center project remain in effect and would apply to the proposed Citrix Centre.

Parking

The April 23, 1999 Planning Commission Staff Report for the Gateway Center provided a calculation of the Municipal Code parking requirement (SBMC §29.90.012) as follows:

**Table 2**

<b>Project Component</b>	<b># Parking Spaces</b>
160,000 sq. ft. office/R&D @ 4 spaces per 1,000 sq. ft.	640
Less 30% reduction for office & industrial development over 50,000 sq. ft.	-192
20,000 sq. ft. retail and restaurant use	80
<b>TOTAL REQUIRED FOR PROJECT:</b>	<b>528</b>

Based on this calculation, a modification was approved by the Planning Commission in 1999 to allow construction of 465 spaces as part of the Gateway Center, with an additional 55 spaces to be provided at a later date around the perimeter of the site if needed by the project, for a total of 520 spaces. The estimated parking demand for the project based on Institute of Traffic Engineers (ITE) rates was 439 spaces. Thus, the Gateway Center project would have provided 26 spaces more than its estimated parking demand.

Recent review of the Gateway Center approval determined that the Municipal Code Parking requirement was incorrectly calculated in the 1999 Staff Report because SBMC §29.90.012 establishes a parking requirement for research and development uses of one space per 500 square feet, not four spaces per 1,000 square feet. As a result, the Municipal Code parking requirement for the Gateway Center was 416 spaces, not 528. Therefore, a modification was not required by the original project.

The Municipal Code parking requirement for Citrix Center is as follows:

**Table 3**

<b>Project Component</b>	<b># Parking Spaces</b>
120,000 sq. ft. office @ 4 spaces per 1,000 sq. ft.	480
40,000 sq. ft. R&D @ 1 space per 500 sq. ft.	80
Less 30% reduction for office & industrial development over 50,000 sq. ft.	-168
20,000 sq. ft. retail and restaurant use	80
<b>TOTAL REQUIRED FOR PROJECT:</b>	<b>472</b>

The applicant proposes to provide 608 parking spaces for Citrix Centre, with 538 spaces to be constructed with the initial improvements and 70 parking spaces to be added in the future if the applicant determines that the spaces are needed. The Citrix Centre project would therefore meet the minimum Municipal Code requirements for parking.

Charter Section 1508/Economic Development Project

The allocation of floor area for the Gateway Center under Charter Section 1508 (Measure E) is as follows:

Existing	51,746 sq. ft.
Economic Development	80,000 sq. ft.
Vacant Land	48,254 sq. ft.
<b>TOTAL:</b>	<b>180,000 sq. ft.</b>

On January 6, 1998, the City Council gave a conceptual qualification to allow the proposed project to use 80,000 SF of Economic Development floor area for Miravant Medical technologies as the proposed tenant of the office/research and development facilities. Under

the current proposal, Citrix Online would replace Miravant as the primary tenant for the office and research and development project components. Final designation for the allocation of Economic Development floor area is required by City Council.

#### Architectural Board of Review (ABR)

On August 1, 2005, the conceptually reviewed the proposed Citrix Centre and provided positive comments, noting that the new proposal is an improved design from the Gateway Center (Exhibit E). However, the ABR directed the applicant to restudy the restaurant and retail buildings, which had not been modified from the previous proposal, to make the architecture more compatible with the proposed architecture of the redesigned office and research and development buildings. The applicant has submitted revised drawings for these structures, which are scheduled to be reviewed by ABR on November 28, 2005.

#### Conclusion

As indicated in this staff report, the majority of the key proposed revisions are either beneficial or benign as compared to the approved Gateway Center project. Therefore, Staff is inclined to support a substantial conformance determination for this project. After receiving comments from Staff and the Planning Commission, the Community Development Director will make a determination about whether the revised project is in substantial conformance with the approved project. If the project is in substantial conformance, the applicant may proceed to the Architectural Board of Review for Preliminary and Final design and architectural approvals and, ultimately, building permits. If the revised project is not in substantial conformance, the applicant would have the option to further revise the project to resolve outstanding issues.

#### Exhibits:

- A. Applicant's letter, dated October 24, 2005
- B. Planning Commission Resolution No. 029-99
- C. Addendum to the Airport Industrial Specific Plan FEIR/EA and Supplement, dated November 3, 2005
- D. Memorandum of Understanding dated April 4, 2000
- E. Minutes of the Architectural Board of Review dated August 1, 2005

24 October 2005

Mr. Paul Casey, Community Development Director  
City of Santa Barbara  
630 Garden Street  
Santa Barbara, CA 93101

RE: Substantial Conformance Determination Request *Santa Barbara Citrix Centre*

Mr. Casey:

Bermant Development Company (BDC) is proposing revisions to the Approved Development Plan for 6100 Hollister Avenue, Santa Barbara, California (Resolution No. 029-99), formerly known as the *Santa Barbara Gateway Center* and now called the *Citrix Centre*. The proposed project revisions are necessary to achieve three primary project objectives:

1. To meet the requirements of the City of Santa Barbara selection criteria
2. To meet the needs of Citrix Online Inc., the primary office/R&D tenant
3. To improve design and energy efficiency and facilitate a LEED certification

The revised project has been designed to substantially conform to the originally approved project specifically with respect to site design, architecture, square footage, and environmental impacts as discussed below. Additionally, the proposed revisions remain consistent with the Santa Barbara Municipal Airport Industrial/Commercial Specific Plan and allow for potential expansion in the future.

BDC hereby requests the City determine that the *Citrix Centre* revisions are in substantial conformance with the originally Approved Development Plan and offers the following information in support of this request.

### **Property Zoning/Specific Plan**

The 15-acre project site is located at 6100 Hollister Avenue, identified as APN 73-080-065 (formerly APN 73-080-036). Pursuant to the Santa Barbara Municipal Airport Industrial/Commercial Specific Plan (SP-6), the northern portion of the property is zoned A-I-1 (Airport Industrial 1) and the southern portion of the property is zoned A-I-2 (Airport Industrial 2). The A-I-1 zone district allows for a range of office, R&D, and light industrial uses. The A-I-2 zone district allows for uses permitted in the A-I-1 zone, plus incidental retail uses including restaurants, service commercial and convenience retail.

### **Exhibit A**

## **Project Entitlement History**

The *Santa Barbara Gateway Center* Development Plan was approved by the Planning Commission on April 23, 1999 (Resolution No. 029-99) and received preliminary approval from the City Architectural Review Board on September 21, 2002. The Approved Development Plan authorizes the development of 180,000 square feet of mixed-use industrial and commercial development including 160,000 square feet of combined office and R&D space, and 20,000 square feet of retail/restaurant space. The project was granted an allocation of 80,000 square feet under the Measure E, “Economic Development” category.

An environmental impact report (EIR) for the Airport Specific Plan was certified by the City in July 1997. A supplement to the Airport Specific Plan Final EIR (SCH#930811127) was prepared for the *Santa Barbara Gateway Center* Development Plan and was certified on April 23, 1999.

Despite receiving discretionary approvals, the *Santa Barbara Gateway Center* did not move forward within the timeframes allowed under the terms of an agreement between the City and the developer. However, the City retained and extended the term of the Approved Development Plan.

After the expiration of the agreement between the City and Developer, the City distributed a new Request for Proposal for the property on November 4, 2004 “with the goal of seeking developers who... deliver the highest quality and economically feasible project that is consistent with the Approved Development Plan.” Since BDC met the City’s criteria for selection, they were awarded the bid for Citrix Centre. The project has been designed with the intent of substantially conforming to the Approved Development Plan and to be consistent with the associated environmental analysis. A summary of the proposed *Citrix Centre* project and its comparison to the *Santa Barbara Gateway Center* project follows.

## **Citrix Centre Project Summary & Comparison to the Approved Development Plan**

*Citrix Centre* will provide the same land use components as the approved *Santa Barbara Gateway Center* (retail/restaurant, office and research & development) and will utilize the same total floor area of 180,000 square feet. *Citrix Center* will provide 160,000 square feet of floor area for office and research & development space, and 20,000 square feet of floor area for restaurant and retail space. *Citrix Centre* consolidates building area into two primary office and research and development buildings, instead of the four originally approved for the *Santa Barbara Gateway Center*. *Citrix Center* includes one 120,000 square foot office building, and one 40,000 square foot R&D building.<sup>1</sup>

---

<sup>1</sup>These uses are consistent with the A-I-1 and A-I-2 uses contemplated in Sub-area #2 and Sub-Area #3 of the Santa Barbara Airport Industrial Area Specific Plan (SP-6).

By adding a floor to the two main buildings, the *Citrix Centre* project improves overall environmental design efficiency, increases open space and reduces building coverage as summarized below:

	<i>Gateway Center</i>	<i>Citrix Centre</i>
Number of Buildings	6	4
Building Coverage	23%	12%
Hardscape (driveways/parking)	43%	43%
Landscape	34%	45%
Retail/Restaurant	20,000 SF	20,000 SF
Office	80,000 SF	120,000 SF
Research & Development	80,000 SF	40,000 SF

***Proposed Site Plan***

The site layout for *Citrix Centre* is very similar to the Approved Development Plan with respect to building orientation, location and floor area. The primary change is that two one-story buildings are eliminated and the associated floor area is transferred to the two remaining buildings, which will have an additional story and a related increase in height. Consolidating the buildings and increasing their building height will result in a project that still meets the City’s 45-foot height limitation for the site. The new proposal will achieve the City’s request for a design that maximizes green building features, incorporates environmentally sensitive drainage facilities, and allows room for potential future expansion on-site.

In the south-central portion of the site, the previously approved two-story office building of 80,000 square feet has been modified to be a three-story office building of 120,000 square feet. The building seeks to utilize a central, chilled water plant system to improve energy efficiency and eliminate the need for roof-top heating and cooling equipment. The building has various elements ranging in heights from approximately 31’2” feet to 44’6” feet, including a central pitched-roof architectural element with a height of 48’0” feet at the peak of the pitched-roof.

In the north-central portion of the site, the previously approved single-story 20,000 square foot R&D building will retain such use but has been modified to be a two-story building with 40,000 square feet. The R&D building is designed with truck loading areas including roll-up doors at the rear of the building. In addition to shipping and receiving, the R&D building will accommodate the computer server facilities, employee conference and meeting rooms, employee training rooms, the employee cafeteria and lunch room, and the employee gymnasium, shower and locker rooms. This building will also use the central, chilled water plant technology system, and will range in height from 30’ to 37’ at the peak of the central pitched-roof element.

There are two service retail buildings that remain largely unchanged from the Approved Development Plan located on each corner of the project site: an 8,200 square foot sit-down restaurant located at Frederic Lopez Road and Hollister Avenue, and an 11,800 square foot retail

building located at David Love Place and Hollister Avenue. Changes to the architecture of the retail buildings will be proposed in response to City ABR comments to make them look more similar to the architectural style of the office and R&D buildings. The restaurant and retail development along Hollister Avenue will have easy public access and will help screen the on-site parking.

A total of 608 on-site parking spaces are provided to serve all uses at the *Citrix Centre*; 538 spaces would be constructed initially, and 70 additional parking spaces would be constructed in the future if the applicant determines they are needed. The parking lots are broken into smaller, more intimate areas, screened from the Hollister Avenue view corridor. The primary parking lot in front of the main office building is designated for carpool, EV/Hybrid, and visitor parking. Zero-curb areas and intermittent landscape features help induce biofiltration. Porous surfaces will further enhance water filtration while reducing off-site flow. The parking lots will be landscaped in conformance with City Code requirements and will incorporate planter islands, permeable paving pedestrian paths, and bioswales within planter islands. A landscape buffer and bio-detention area along Hollister Avenue will be retained in the *Citrix Centre* and will serve to delay and reduce off-site drainage while screening the carpool, EV/Hybrid, and visitor parking areas. The location for the 70 future parking spaces is along the north edge of the site at the rear of the R&D building, and will initially be landscaped, augmenting the landscape buffer along Francis Botello Road. The proposed driveways, drainage facilities, utilities, abundant recreational facilities (including passive and active recreational areas for occupants), and landscaping are very similar to the site improvements of the Approved Development Plan.

The *Citrix Centre* is designed to provide a vibrant streetscape while incorporating outdoor landscaping and open spaces that are synonymous with the South Coast's active outdoor lifestyle. The architectural design has been enhanced but remains consistent with the previously approved *Santa Barbara Gateway Center* style.

### **Sustainable Design**

BDC and Citrix Systems are committed to designing and implementing green development techniques and systems. To achieve the highest level of green development, BDC has partnered with the Rocky Mountain Institute and its selected consultants to apply an "integrated systems" approach to project design. In June 2000, BDC and the Rocky Mountain Institute conducted a design charette to explore green building elements for the *Santa Barbara Gateway Center*. The sustainable building techniques that resulted from the charette were incorporated into the previously approved *Gateway Center*.

The *Citrix Centre* goes further in sustainable site design by consolidating building masses, reducing building footprints, maximizing biofiltration, improving energy efficiency, reducing water use and wastewater, and incorporating renewable energy resources into the revised project.

*Citrix Centre* utilizes a “whole systems” or “integrated systems” design approach to earn credits in each of the six categories of the LEED rating system by incorporating the following design criteria:

- Natural biofiltration, porous hardscapes, and detention systems to manage storm water flow and enhance rain water filtration; use of zero curb faces and curb cuts to allow drainage into vegetated drainage bioswales in the parking lots and building perimeter landscaped areas;
- On-site amenities to reduce vehicular trips: preferred parking for van and carpool parking and Electric/Hybrid vehicles, on-site meal options, corporate gym facility equipped with showers and lockers, indoor and outdoor secured bicycle parking, and active/passive areas that include recreational facilities and large open space areas for quiet recreation;
- Consolidation of building footprints (50% less building footprint) and maximizing massing to improve energy efficiency;
- Daylighting with clearstories and atrium lighting with photosensitive lighting systems;
- Renewable energy systems and active solar heating techniques such as flat power guard system photovoltaic panels on the roof and “power trees” in parking areas and wind generated electricity;
- Central, chilled water plant system to improve energy efficiency and eliminate the need for roof-top heating and cooling equipment;
- Low flow toilets and urinals potentially including waterless urinals;
- Construction waste management program to divert material from landfills;
- Recyclable and rapidly renewable materials in building and site design.
- Low VOC, water based urethane or lacquer finishes for woodwork, low toxicity solvent free adhesives and PVC-free materials that improve indoor air quality.

BDC and Citrix are proud to seek a Platinum LEEDS certification for the office and R&D portion of the project and a Silver Platinum LEEDS certification for the retail portion of the project.

### **Architectural Board of Review**

The Architectural Board of Review (ABR) reviewed the revised project at a concept meeting on August 1, 2005. The project received favorable comments from ABR. A majority of ABR members commented that the new design is an improvement over the approved *Santa Barbara Gateway Center*. They also stated that the addition of a third story on the central office building improves the proportionality of the design; they particularly liked the variation in window

placement and size. ABR appreciated the redistribution of square footage because it allowed for more open space on the site. The project's enhanced sustainability and its pursuit of a Platinum LEED certification was applauded by ABR and they look forward to reviewing the project details related to these sustainability goals. ABR asked that the applicant return with more significant overhangs, improved circulation beneath the trellis, and ways to reduce the lawn areas with further study of sustainable landscaping. The majority of the ABR members found that the project was successful at balancing the aesthetics of the design to capture Santa Barbara, Goleta and the Airport styles. ABR asked that the architectural style of the retail buildings be revised to be more similar to the office and R&D buildings. Please refer to the attached ABR minutes from the August 1<sup>st</sup> meeting for more detail.

### **Key Environmental Considerations**

#### ***Traffic***

The approved *Santa Barbara Gateway Center* allowed for “the development of an 180,000 square feet (sq. ft.) mixed-use industrial and commercial development, including 160,000 sq. ft. of office and R&D space, and 20,000 sq. ft. of retail/restaurant space” (City Resolution No. 029-99). The *Citrix Center* also consists of 180,000 square feet; 160,000 square feet of office and R&D space and 20,000 square feet of retail/restaurant space. Thus, the proposed *Citrix Centre* does not change the size of the approved *Gateway Center* project.

To assist the City in comparing the proposed project to the approved project, Associated Transportation Engineers (ATE) has prepared a letter report that compares the proposed *Citrix Center* to the approved *Gateway Center* project. Consistent with the Supplemental EIR for the *Gateway Center* project, the ATE report analyzes the *Citrix Centre* in terms of “building area” (outside walls of building or gross square footage) and also provides an analysis using “floor area” (interior side of outside walls or net square footage).

The ATE report concludes that the trip generation identified for the *Citrix Centre* is essentially the same as that identified for the approved *Gateway Center* project; the *Citrix Centre* is expected to generate slightly higher levels of average daily traffic and slightly fewer P.M. peak hour trips when compared to the approved *Gateway Center* project. Thus, trips generated from the proposed project are within a reasonable range of substantial conformance with the approved project. Please refer to the ATE report dated October 21, 2005 (attached).

The *Citrix Centre* project includes a transportation demand management program that seeks to reduce the number of trips associated with the site. Several measures have been designed into the *Citrix Centre* including: designating “Preferred Parking” for carpool, vanpool, electric/hybrid vehicular parking spaces; designing space for secure bicycle lockers and storage; incorporating recreational facilities on-site including a corporate gym and shower/locker room areas; providing food services on-site; encouraging use of alternative transportation by installing a new bus shelter along Hollister Avenue; and providing free bus passes to employees who ride the bus to work.

## ***Parking***

The approved *Santa Barbara Gateway Center* included a total of 520 parking spaces, 465 parking lot spaces plus space for an additional 55 spaces to be constructed in the future.

The *Citrix Centre* includes a total of 608 parking spaces to serve the office, R&D, and retail uses proposed at the site with 538 parking spaces to be constructed with the initial improvements and 70 parking spaces to be added in the future if the applicant finds that these spaces are needed. The location for the 70 future parking spaces is along the north end of the site at the rear of the R&D building, and will initially not be constructed but be landscaped, augmenting the landscape buffer along Francis Botello Road.

The parking on site is designed to meet the actual parking demand counts at Citrix's existing offices and at local R&D facilities (University Business Center) while allowing for a sufficient reserve to meet Citrix's needs and the leasing requirements for retail tenants. In addition, the proposed parking allocation is consistent with the ITE parking rates and parking demand studies. Please refer to the ATE report dated October 21, 2005 (attached).

Recognizing the objective to reduce parking the maximum extent feasible, the applicant has included a "phased" approach on parking, and will provide only 538 spaces initially, reserving 70 spaces for the future if necessary. In addition, the parking proposed takes advantage of parking reductions allowed in Chapter 29.90 of the Santa Barbara Municipal Code for buildings in excess of 50,000 square feet, and will meet the tenants' parking objectives as negotiated in the Citrix lease. With the application of the City Code allowed reductions to parking, and the phased approach to parking provided at the site, the applicant has reduced parking to the maximum extent feasible. Thus, the *Citrix Centre* incorporates City objectives for reducing parking and satisfies City Code parking requirements while still accommodating the tenant's leasing requirements and parking demand.

If it is determined that the operational parking demand for the *Citrix Centre* is less than anticipated, the applicant would be willing to entertain shared parking agreements with the adjacent uses in the future.

The *Citrix Centre* parking lot site design is substantially consistent with the *Gateway Center* project, which received support from ABR because of the break-up of the parking areas, and substantial landscaping and pedestrian walkways. As previously noted, electric vehicles, hybrid vehicles and carpool vans are granted preferential parking. Like the *Gateway Center* project, the *Citrix Centre* proposes parking area landscaping that uses a combination of canopy trees to minimize heat build-up and provide shade in the proposed parking areas. The canopy tree selections used for this purpose include Southern Live Oak, Coast Live Oak, Chinese Flame tree, Tipu trees, Magnolia and Arbutus. The combination of these trees will not only serve to keep the parking lot cool, minimize the expanse of paving and provide landscape buffers but it will also result in an aesthetically pleasing parking area.

### **Measure E**

The project remains an Economic Development Project under Measure E and will assume the same project conditions required per Resolution 029-99. The project tenant, Citrix Online, is a leader in on-demand information access services. With products such as GoToMYPC and GoToMeeting, Citrix has 2,700 worldwide employees, 270 local employees, a net worth of over \$4 Billion and 160,000 corporate customers. The long term lease with Citrix at Citrix Centre will “strengthen the local [and] regional economy” by creating “new permanent employment opportunities” and enhance the City’s revenue base.<sup>2</sup>

### **Conclusion**

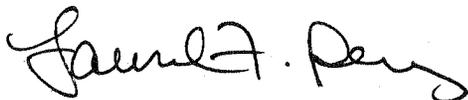
As described above, the site statistics, site plan, architecture, land use and environmental impacts of the *Citrix Centre* project substantially conform to the Approved Development Plan.

Thank you for your consideration of the foregoing information, we believe the *Citrix Centre* project is not only in substantial conformance with the previously approved project but is a more sustainable, versatile and attractive project.

Sincerely,

**SUZANNE ELLEDGE**

***PLANNING & PERMITTING SERVICES, INC.***



Laurel Perez, AICP  
Principal Planner

cc: Laurie Owens, City of Santa Barbara  
Andrew Bermant, Bermant Development Company  
John Gardiner, Citrix Systems

---

<sup>2</sup> City Ordinance Code Section 28.87.300B.3



City of Santa Barbara  
California

CITY OF SANTA BARBARA PLANNING COMMISSION

RESOLUTION NO. 029-99  
6100 HOLLISTER AVENUE  
BERMANT DEVELOPMENT COMPANY  
APRIL 23, 1999

**SUBJECT:**

APPLICATION OF BERMANT DEVELOPMENT COMPANY (DEVELOPER), AGENT FOR CITY OF SANTA BARBARA, AIRPORT DEPARTMENT (PROPERTY OWNER), 6100 HOLLISTER AVENUE, APN 73-080-36; ZONING: A-I-1/A-I-2-AIRPORT INDUSTRIAL 1 AND 2; AIRPORT SPECIFIC PLAN DESIGNATION: INDUSTRIAL (MST97-0715)

The proposed project involves the development of an 180,000 square feet (sq. ft.) mixed-use industrial and commercial development, including 160,000 sq. ft. of office and R&D space, and 20,000 sq. ft. of retail/restaurant space. A total of 465 parking spaces are proposed on-site. The discretionary applications required for this project are:

1. A Development Plan to allow for 180,000 sq. ft. of non-residential development (SBMC §28.87.300), including a Recommendation to the City Council to allow for 80,000 sq. ft. of non-residential development be permitted under the Economic Development category of City Charter Section 1508 (Measure E), to allow for Miravant Medical Technologies as the primary tenant of the proposed project; and
2. A Modification to provide less than the 528 code-required parking spaces for the project (SBMC §28.92.026.A.1).

A Supplement to the Santa Barbara Municipal Airport Specific Plan Final Environmental Impact Report/ Assessment (FEIR/EA) (SCH #930811127) has been prepared for the project and, prior to an action on the project, the Planning Commission must make findings pursuant to the California Environmental Quality Act Guidelines Section 15091 (ENV97-0573). (WJ)

**WHEREAS**, the Planning Commission has held the required public hearing on the above application, and the Applicant was present.

**WHEREAS**, seven persons appeared to speak, and the following exhibits were presented for the record:

1. Staff Report with Attachments, April 23, 1999
2. Site Plan

**Exhibit B**

**NOW, THEREFORE BE IT RESOLVED** that the City Planning Commission:

I. Approved the subject application making the following findings and determinations:

**A. Environmental Findings**

**1. Findings for Certification of the Final Environmental Impact Report (CEQA Guidelines Section 15090)**

Pursuant to Section 15090 of the California Environmental Quality Act Guidelines, the Planning Commission certifies the Final Supplemental Environmental Impact Report for the Santa Barbara Municipal Airport Industrial/Commercial Specific Plan prepared for the Santa Barbara Gateway Center project, finding that:

- a. The Final Supplemental Environmental Impact Report for the Santa Barbara Municipal Airport Industrial/Commercial Specific Plan (ENV97-0573) has been completed in compliance with the California Environmental Quality Act.
- b. The Final Supplemental Environmental Impact Report for the Santa Barbara Municipal Airport Industrial/Commercial Specific Plan was presented to the Planning Commission of the City of Santa Barbara. The Planning Commission of the City of Santa Barbara reviewed and considered the information contained in the Final Supplemental Environmental Impact Report.
- c. The Final Supplemental Environmental Impact Report for the Santa Barbara Municipal Airport Industrial/Commercial Specific Plan reflects the City of Santa Barbara Planning Commission's independent judgment and analysis. Additionally, as discussed in CEQA Guidelines Section 15151, the Final Supplemental Environmental Impact Report for the Santa Barbara Municipal Airport Industrial/Commercial Specific Plan is a good faith effort toward full disclosure of the environmental effects of the project.

**2. Findings of Unavoidable, Significant Impacts Caused by the Project**

- a. The Final Supplemental Environmental Impact Report for the Santa Barbara Municipal Airport Industrial/Commercial Specific Plan identifies significant long-term impacts to air quality from increased vehicular traffic emissions in the project area.

While mitigation measures have been required, which partially reduce impacts, no feasible mitigation measures have been identified which could reduce these impacts to a less than significant level.

- b. The Initial Study prepared for the Final Supplemental Environmental Impact Report for the Santa Barbara Municipal Airport Industrial/Commercial Specific Plan identifies significant impacts to schools, solid waste, and transportation facilities. While mitigation measures have been required which partially address identified impacts, no feasible mitigation measures have been identified which could reduce these impacts to a less than significant level. The Initial Study noted that these impacts are consistent with the findings of the Final Environmental Impact Report/Environmental Assessment (FEIR/EA) for the Santa Barbara Municipal Airport Industrial/Commercial Specific Plan, and that the impacts associated with the proposed project do not result in new impacts, or a substantial increase in the severity of the impacts identified in the FEIR/EA. These impacts were, therefore, not discussed in the scope of the Supplemental EIR.

### **3. Findings of Reduction of Significant Impacts Caused by the Project**

Pursuant to Section 15091 of the California Environmental Quality Act Guidelines, the Planning Commission finds that changes and/or alterations have been required in or incorporated into the proposed project which avoid or substantially lessen the following significant effects identified in the Initial Study and Supplemental Environmental Impact report: air quality, hazardous materials, water quality, cultural resources (archaeological and historic resources), biotic communities, wetlands and ground transportation (U.S. 101 SB Ramps/Los Carneros Rd. only) impacts, as summarized below and specified in the recommended conditions of approval for the project 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 (Condition No. D-8).
- b. Impacts from smoke and odors from restaurant uses will be mitigated through the implementation of an Odor and Smoke Abatement Plan to be approved by the City and the Air Pollution Control District (Condition No. D-6).

- c. Hazardous materials impacts will be mitigated by the preparation and implementation of a Construction Contingency Plan including provisions outlined in the EIR/EA (Condition No. D-9).
- d. Water quality impacts will be mitigated by the preparation and implementation of a Drainage and Erosion Control Plan for the proposed project, and the incorporation of industrial interceptors on-site to treat surface runoff prior to entering the storm drain system (Condition Nos. E-2 and F).
- e. Cultural resources impacts on archaeological resources will be mitigated through the implementation of a Phase 3 data recovery, index sampling, and monitoring program, as approved by the City Environmental Analyst and Historic Landmarks Commission, and as necessary by the Historic Landmarks Commission (Condition Nos. D-3, D-4 and D-8i).
- f. Cultural resources impacts on historic resources have been 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 (not conditioned in the project since documentation already completed).
- g. 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. The proposed project will also be required to complete a drainage and erosion plan, provide native, drought-tolerant plant species, and provide industrial intercepts to pre-treat run-off from the project site. (Condition Nos. A-2 and C-2, E-2, and F).
- h. Traffic impacts from the proposed project would be mitigated through implementation of a Transportation Demand Management (TDM) program for the project site and the provision of a traffic signal at the corner of Hollister Avenue and Frederic Lopez Road (Condition Nos. A-5 and B-10).

- i. Construction-related traffic impacts would be mitigated by the inclusion of appropriate construction traffic control measures on all grading and building plans (Condition No. D-8 l-n).

**4. Findings of Infeasibility of Alternatives**

Pursuant to Section 15091 of the California Environmental Quality Act Guidelines, the Planning Commission makes the finding that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the project alternatives identified in the Final Supplemental EIR for the following reasons:

- a. The No Project and Reduced Size Alternatives will not reduce air quality impacts to a less than significant level.
- b. The No Project and 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.
- c. The No Project and Reduced Size Alternatives will not provide as much revenue to the Airport as would the Environmentally Superior Alternative (the proposed project) for the purpose of supporting Airline Terminal and Runway safety improvements or ongoing operation and maintenance of the Airport.
- d. The No Project and Reduced Size Alternatives 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.
- e. The No Project and Reduced Size Alternatives will provide fewer tax revenues to both the City and the County than will the Environmentally Superior Alternative.
- f. No alternative project sites are available within the Airport area that would allow for the development of the proposed project. Sites outside the Airport area would not allow for the implementation of the economic development goals of the Specific Plan for the Airport area.

## 5. Statement of Overriding Considerations

Pursuant to Section 15093 of the California Environmental Quality Act, the Planning Commission has balanced the benefits of the proposed project against the unavoidable environmental impacts and has concluded that the benefits of the proposed project outweigh the significant air quality impacts sufficiently to justify approval of the proposed project. The Planning Commission makes the following Statements of Overriding Considerations, which support approval of the proposed project, notwithstanding the identified impacts that are not mitigated to a level of insignificance:

- a. The lease revenues generated by the development of the proposed project 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.
- b. The proposed project 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.
- c. 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 proposed project will allow for the implementation of this goal within the Airport area.
- d. As part of the implementation 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, including the proposed project, is consistent with the amount of development projected as part of the 1996 Clean Air Plan.
- e. The proposed project has been designed in accordance with the Airport Industrial Area Specific Plan and Airport Area Design Guidelines. The development of the Specific Plan area, including the proposed project, takes into account the policies of both the University of California at Santa Barbara's Long Range Development Plan and the Goleta Community Plan.
- f. The proposed project will improve Airport area aesthetics, particularly along Hollister Avenue. This will provide an asset to both the City and the surrounding area of Goleta.

- g. Transportation facilities impacted by the proposed project are outside the jurisdiction and responsibility of the City of Santa Barbara.

**B. Project Findings**

**1. Modifications (SBMC §28.92.026)**

Parking or loading requirements. The modification will not be inconsistent with the purposes and intent of the Zoning Ordinance and will not cause an increase in the demand for parking space or loading space in the immediate area

**2. Development Plan Approval (SBMC §28.87.300)**

- a. The proposed development complies with all provisions of the Zoning Ordinance. The project site is zoned A-I-1/A-I-2-Airport Industrial 1 and 2. The proposed uses are permitted within these zones. The northern portion of the property, in which the majority of office/R&D uses are located, is zoned A-I-1 which permits a range of office, R&D, and light industrial uses. The southern portion of the property is zoned A-I-2 which allows for uses permitted in the A-I-1 zone, plus incidental retail uses.
- b. The proposed development is consistent with the principles of sound community planning, given the Specific Plan designations for the site, the proposed use, and the project description and design, and the project consistency with Specific Plan. The proposed uses appear consistent with the site's Specific Plan Land Use designations of Industrial, Commercial, and Entertainment. The proposed project therefore appears consistent with the principles of sound community planning.
- c. The proposed development will not have a significant adverse impact upon the neighborhood's aesthetics/character in that the size, bulk or scale of the development will be compatible with the neighborhood. The project site is located in an existing commercial and industrial corridor along Hollister Avenue which is comprised of one and two-story commercial buildings of varying sizes. A number of other office/industrial projects similar in size and scale, including Circon, University Business Park, and Raytheon, are also located in the vicinity of the proposed project. The existing golf course east of the project site provides a buffer between the project site and Old Town Goleta. The Specific Plan and the Goleta Community Plan envision uses of this nature along Hollister Avenue. The proposed project is also generally consistent with the recently adopted Airport Area Design Guidelines.

- d. The proposed development will not have a significant unmitigated adverse impact upon City and South Coast affordable housing stock. As discussed in the Draft SEIR for the proposed project, the applicant proposes to designate their 36-unit income-restricted apartment units within the Storke Ranch project, currently under construction in Goleta as income-restricted housing to offset the demand for 36 lower-income housing units anticipated to be generated by the proposed project.
- e. The proposed development will not have a significant unmitigated adverse impact on the City's water resources. The existing development on the site demands 2.6 AFY of water. The proposed project is estimated to demand 19.55 AFY (based on the City's Water Demand Factor and Conservation Study "User's Guide" Document No. 2). Therefore, the change in water use would be approximately 16.95 AFY. When added to the 1993 water usage baseline of 104 AFY identified in the Specific Plan FEIR/EA, the water usage in the Specific plan area would increase to 120.95 AFY which is within the 240 AFY allocated to the Airport area. The potential increase in demand of 16.95 AFY would not significantly impact the water supply available to the Airport.
- f. The proposed development will not have a significant unmitigated adverse impact on the City's traffic. Transportation facilities impacted by the proposed project are outside the jurisdiction and responsibility of the City of Santa Barbara.
- g. Resources will be available and traffic improvements associated with the proposed project are anticipated to be in place at the time of project occupancy. The project is located within an existing developed area currently served by City and County services. Infrastructure improvements for the project site are proposed to be completed in conjunction with project construction.

### **3. Finding for Economic Development Category Square Footage**

The Planning Commission recommends that the Council find that the proposed project meets the definition of an Economic Development Project as it would allow for the expansion of a businesses or industries in a sector which is currently present only in a limited manner, and would provide products or services which are currently not available or are in limited supply either locally or regionally.

II. Said approval is subject to the following conditions:

- A. Prior to the issuance of any building permit or Public Works permit for the project on the Real Property, the following conditions shall be imposed on the use, possession and enjoyment of the Real Property and shall be included in the lease provisions for the project which shall be reviewed as to form and content by the City Attorney, Community Development Director and Public Works Director:
1. The Developer shall provide for the uninterrupted flow of water through the Real Property, except as required for the detention basin, including, but not limited to, swales, natural water courses, conduits, and any access road as appropriate. The Developer is responsible for the adequacy of any private drainage facilities, including the detention basin, and for the continued maintenance thereof in a manner which will preclude any hazard to life, health or damage to the Real Property or any adjoining property.
  2. The Developer shall comply with the Landscape Plan as approved by the Architectural Board of Review (ABR). Said plan shall consist of plant materials that are native to the South Coast of Santa Barbara County. Said plan shall not be modified unless prior written approval is obtained from the ABR. The landscaping on the Real Property shall be provided and maintained in accordance with said landscape plan.
  3. The development of the Real Property approved by the Planning Commission on April 23, 1999 is limited to 160,000 sq. ft. of office and R&D use by Miravant Medical Technologies, or successor entity as approved by the City Council, and 20,000 sq. ft. of incidental retail and restaurant use, and the improvements shown on the Development Plan signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.
  4. Exterior lighting, where provided, shall comply with the City's Lighting Ordinance and shall be of low intensity in order to promote safety, but shall not impose on adjacent properties and uses. No floodlights shall be allowed. Lighting shall be directed toward the ground.
  5. Prior to issuance of building permits for the proposed project, the Developer shall prepare a Transportation Demand Management program for the project site, subject to review and approval by the City Environmental Analyst and Transportation Division. The Developer or Employers on the project site will be responsible for continued compliance with the TDM program which shall include the following:
    - a. The developer or all employers shall contact the Metropolitan Transit District (MTD) to purchase bus passes or the equivalent for their employees. These passes shall be provided free of charge to employees who request them for travel to and from work. Notice of the free passes shall be provided to existing employees and new employees when they are hired.

- b. Notice of MTD bus routes and schedules shall be placed and maintained up-to-date in a central (public) location accessible to employees.
  - c. Employees shall be made aware of the Ride-Sharing Program or similar successor programs administered by the Santa Barbara County Association of Governments or successor agency. The Owner and/or all employers shall have all employees registered semi-annually in the Ride-Sharing Program and shall make every effort to encourage participation in the program.
  - d. The applicant, developer, or tenant shall provide on-site shower and lunch facilities.
  - e. The tenant shall provide for shuttle/vanpool service for project employees, to the satisfaction of the Transportation Manager.
  - f. The developer or tenant shall provide monetary incentives and disincentives to promote the use of alternative transportation.
6. The Developer or Employers on the project site will be responsible for continued compliance with the source reduction/recycling plan included in the Initial Study approved as part of the Initial Study.
  7. The Developer shall record a maintenance agreement between the leaseholder or successors and the City to maintain all planter walls, entry monuments, enhanced pavement materials (colored concrete, stamped concrete, tiles, etc.), and other minor surface improvements within public easements or right of way. Costs associated with removal and/or replacement of items located over utility pipes during utility maintenance shall be borne by the leaseholder or successors.
  8. The Developer shall record a maintenance agreement between the leaseholder or successors and the City for maintenance associated with the detention basin and any private drainage improvements within City easements or within the public right of way, and for periodic parking lot cleaning.
  9. Within one year of issuance of a certificate of occupancy for the first office or R&D building on the subject property, the developer shall prepare a plan for provision of child care, subject to review and approval by the Planning Commission, based on the need for employee child care generated by the project. Such childcare may be provided either on-site, or off-site, in close proximity to the project site.
  10. The developer shall record an agreement between the leaseholder or successors to allow for conjunctive use of on-site parking for use by future recreational uses on adjacent properties, subject to review and approval by the Transportation Manager and Airport Department.

11. On-site recreational facilities shall be open to the public, subject only to those restrictions generally applicable to City parks and public facilities regarding closing times.
- B. The Developer shall submit the following or evidence of completion of the following to the Public Works Department prior to issuance of a Public Works Permit or Building permit for the project:
1. The Developer shall submit improvement plans for construction of public improvements on Hollister Avenue, Frederic Lopez Road, Francis Botello Road and David Love Place. As determined by the Public Works Department, the improvements shall include sidewalks, curb and gutter, parkway improvements including landscaping, concrete City standard driveways, underground utilities, appropriate directional and regulatory traffic control signs, driveway slot drains, curb drain outlets, sewer system, water system, and adequate positive drainage. The public sidewalk fronting Hollister Avenue shall be eight feet wide. The sidewalks fronting Frederic Lopez Road, Francis Botello Road and David Love Place shall be six feet wide. The improvement plans shall be prepared by a registered Civil Engineer and approved by the City Engineer.
  2. The Developer shall submit improvement plans for construction of private drainage and storm water detention improvements. Improvements shall include design of a 25-year minimum drainage conveyance and detention system. The improvement plans shall indicate the 100-year storm event overland escape routes. The drainage conveyance system shall include profiles of the underground utilities, erosion protection and energy dissipation of concentrated drainage flow. Include the hydraulic and energy grade lines and supporting calculations. Storm drainpipes shall be reinforced concrete pipe. These plans shall be prepared by a registered Civil Engineer and shall be reviewed by the Public Works Department and Building and Safety Division.
  3. The storm water detention basin shall be designed in compliance with the Santa Barbara County Flood Control design standards. Variances proposed from the County Flood Control Standards shall be reviewed and approved by the City Public Works Department. The aggregate base at the bottom of the detention basin shall be covered with vegetation to match the detention basin side slopes.
  4. The Developer shall provide deepened building footings for the buildings adjacent to the public easement along Hollister Avenue.
  5. For the street frontages of Frederic Lopez Road, Francis Botello Road and David Love Place, provide Type A City Standard street lights at all street intersections and along property frontages. Spacing shall be no more than 250 feet between light standards. For Hollister Avenue frontage, the spacing shall be no more than 200 feet. Coordinate street light design and construction with the Public Works Facilities Construction Superintendent (805) 564-5415.

6. Coordinate all utility work with the associated utility company. Submit a completed Underground Utility Contact Sheet to the Land Development Engineer reflecting coordination with all utility agencies.
  7. Prior to construction, provide video inspection of existing or new sanitary sewer and storm drain pipes. Also provide video inspection of all pipes after completion of construction. Submit copies of the videotapes to the Airport Department Project Engineer. Any damaged pipe shall be repaired and/or replaced as necessary as determined by the City.
  8. The City Arborist shall review and approve the landscape improvement plans. The City Arborist recommendations shall be indicated on the improvement plans. Tree selection proposed within public easements, public right of way and five-feet beyond the easement and/or right of way shall be reviewed and approved by the City Arborist and the Airport Department Project Engineer. Root barrier and/or other protective means as approved by the City Arborist, shall be provided to protect roots from damaging utilities.
  9. Trees shall not be located within five-feet (horizontally) of utility pipes or surface structures. Trees within the public right of way parkway shall be planted in root-barriers per the City Arborist recommendations and City standard details.
  10. The applicant shall install, or participate in the installation of a traffic signal at the intersection of Hollister Avenue and Frederic Lopez Road as required by the City Transportation Division and Airport Department.
  11. City roads shall remain open at all times unless approved by the County Fire Department, City Airport Department, and City Transportation Division.
  12. The developer shall pothole the existing utilities beneath the detention basin to confirm utility elevations. Results shall be submitted to the Airport Project Engineer prior to the excavation of the detention basin.
- C. The following is subject to review and approval by the Architectural Board of Review:
1. The landscape plan shall consist of plant materials that are native to the South Coast of Santa Barbara County where feasible on-site, and shall prohibit the use of invasive species to the greatest extent feasible.
  2. The project shall be reviewed by an energy specialist, and recommendations to reduce energy usage shall be incorporated into the project/building design, subject to review and approval by the Architectural Board Of Review.
  3. The detention basin shall be designed as a bio-swale by a qualified biologist or other licensed professional, subject to review and approval by the ABR and the Public Works Department.

4. The design of the transit shelter shall be compatible with the design of the buildings on site.
5. Redesign the main buildings provide more variety, to soften the buildings symmetry, and to be more consistent with Santa Barbara regional architecture. This also includes consideration of reduction in the amount of glass, and a restudy of materials, especially for trellises and similar elements so that there is no glass over structural elements.
6. The parking area shall be redesigned to maximize efficiency and minimize the number of single loaded parking areas.

D. The Owner shall complete the following prior to the issuance of building permits:

1. A qualified representative of the Developer, approved by the City Planning Division and paid for by the developer, shall be designated as the Project Environmental Coordinator (PEC). The PEC shall be responsible for assuring full compliance with the provisions of the mitigation monitoring and reporting program to the City. The PEC shall have authority over all other monitors/specialists, the contractor, and all construction personnel for those actions that relate to the items listed in this program.
2. Provide a construction schedule including the name and phone number of the PEC as a contact person to property owners within 450 feet of the project.
3. The Developer shall be responsible for the preparation of a Phase 3 data recovery, index sampling, and monitoring program, in accordance with the Phase 1 and 2 recommendations approved by the Historic Landmarks Commission on October 28, 1998, subject to review and approval by the City Environmental Analyst and the Historic Landmarks Commission prior to the issuance of permits for any ground disturbing activity.
4. Contract with a City-approved archaeologist for monitoring during all ground disturbing activities associated with the project including, but not limited to, grading, excavation, trenching, vegetation or paving removal and ground clearance in the areas identified in the Phase 1, 2, and 3 studies prepared for the project and approved by the Historic Landmarks Commission. The contract shall establish a schedule for monitoring and a report to the City Environmental Analyst on the findings of the monitoring. The Contract shall be subject to the review and approval of the Environmental Analyst, and the executed contract shall be reproduced on demolition, grading and building plans.
5. A construction conference shall be scheduled by the General Contractor. The conference shall include representatives from the Public Works Department, Building Division, and Planning Division; and the applicant, property owner, Project Environmental Coordinator, archaeologist, and contractor.

6. The applicant shall prepare an Odor and Smoke Abatement Plan to be approved by both the City and the County Air Pollution Control District (APCD) prior to issuance of a building permit for any restaurant use within the project.
7. The applicant shall contribute to the development of transportation improvements such as roadway and freeway intersection improvements, bikeways, and shuttle acquisitions and operations, up to a maximum of \$1,309,868. Priority for allocation of funds shall be given to projects that support alternative transportation.
8. The following shall be finalized and specified on the construction plans submitted for building permits:
  - a. During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.
  - b. Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.
  - c. Trucks transporting fill material to and from the site shall be covered from the point of origin.
  - d. The haul route(s) for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the City Transportation Engineer.
  - e. After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind pickup of soil. This may be accomplished by:
    - (1) Seeding and watering until grass cover is grown;
    - (2) Spreading soil binders;
    - (3) Sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind;
    - (4) Other methods approved in advance by the Air Pollution Control District.
  - f. All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

- g. Soil stockpiled for more than two days shall be covered, kept moist or treated with soil binders.
- h. 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.
- i. The contractor shall designate personnel to monitor construction activities and ensure that excessive dust would not occur from construction sites.

If any archaeological artifacts, exotic rock (non-native) or unusual amounts of shell or bone are uncovered during any on-site grading, trenching or construction activities, all work must stop immediately in the area and a City-approved archaeologist retained to evaluate the deposit. The City of Santa Barbara Environmental Analyst must also be contacted for review of the archaeological find(s).

If the discovery consists of potentially human remains, the Santa Barbara County Coroner and the California Native American Heritage Commission must also be contacted. Work in the area may only proceed after authorization is granted by the Environmental Analyst.

The City-approved archaeologist shall be present during grading and/or construction activities, which disturb the area described above. The archaeologist's monitoring shall include the following provisions:

- (1) Any soils disturbance during site preparation, grading (cut and fill), earthquake retrofit, foundation, and/or utilities trenching in the project area be monitored by the City-approved archeologist during these activities. For those areas in which the locations of potentially important historic and prehistoric archaeological remains are anticipated to occur based on the results of the Phase 1 survey, an extended Phase 1 survey shall be consisting of limited backhoe trenching or shovel test pits (STPs) be conducted prior to the construction phase of work in order to identify and document those resources and determine whether additional Phase 2 evaluation is required.
- (2) If cultural resources are encountered or suspected, work shall be halted immediately, and the City Environmental Analyst shall be notified. The archaeologist shall assess the nature, extent and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment including, but not limited to, redirection of grading and/or excavation activities. If the findings are potentially significant, a Phase 3 recovery program shall be prepared and accepted by the Environmental Analyst and the Historic Landmarks Commission. That portion of the Phase 3 program, which requires work on-site, shall be completed prior to continuing construction in the affected area.

- (3) If prehistoric or other Native American remains are encountered, a Native American representative shall be contacted and shall remain present during all further subsurface disturbance in the area of the find.
- j. Noise generating construction activity shall be prohibited Saturdays, Sundays, and holidays and between the hours of 5 p.m. to 8 a.m. Holidays are defined as those days, which are observed by the City of Santa Barbara as official holidays by City employees.
- k. All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.
- l. Construction parking shall be provided as follows:
  - (1) During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Community Development Director.
  - (2) On-site or off-site storage shall be provided for construction materials and equipment. Storage of construction materials within the public right-of-way is prohibited.
- m. All construction-related trips (workers, equipment and deliveries) shall not be scheduled during peak hours (4:00 p.m. to 6:00 p.m.) to help reduce traffic on adjacent streets and roadways. The routes of all construction related trucks, three tons or more, shall be subject to the review and approval of the Traffic Engineer.
- n. A plan for rerouting of vehicular and pedestrian traffic around the project area during project construction shall be submitted by the applicant and reviewed and approved by the Public Works Transportation Division prior to issuance of any grading or building permits for the proposed project. This plan shall also include measures to ensure pedestrian safety during project construction.
- o. Recycling of demolition/construction materials shall be carried out and containers shall be provided on site for that purpose, with specific provisions for recycling of wood and other historic components associated with Building 247 (Maintenance Hangar).
9. The Developer shall submit a construction contingency plan addressing methods to control potential migration of contamination discovered during construction as well as safety considerations for on-site personnel and the general public, as required by Mitigation measures 3.10-1 and 3.10-2. The Plan shall be subject to review and approval by the County Hazardous Material Unit, the City Fire Department, Airport Department, and Planning Division. Details of the plan shall include but not be limited to the following:
  - a. Procedures for identification of contaminated soil including an on-site monitor observing earthmoving operations who has experience in hazardous waste and contaminated sites.

- b. 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.
- c. Steps to be taken following initial discovery of contaminated soils. Notification shall be made to the Santa Barbara County Hazardous Materials Unit (HMU) immediately following identification of contamination within the construction area.

E. The following requirements shall be incorporated into, or submitted with the construction plans submitted to the Division of Building and Safety with applications for building permits. All of these construction requirements must be completed prior to the issuance of a Certificate of Occupancy:

1. Space and/or bins for storage of recyclable material shall be provided within the proposed project site.
2. Industrial interceptors shall be installed, as necessary, for the proper handling of liquid wastes containing grease, flammable wastes, sand, acid or alkaline substances in order to protect liquid wastes resulting from parking and cleaning areas from contaminating the public or private storm drainage systems. These devices shall be maintained per manufacturers specifications.
3. Planning Commission Conditions of Approval shall be provided on a full size drawing sheet as part of the drawing sets. A statement shall also be placed on the above sheet as follows: The undersigned have read and understand the above conditions, and agree to abide by any and all conditions which is their usual and customary responsibility to perform, and which are within their authority to perform.

Signed:

\_\_\_\_\_  
Property Owner Date

\_\_\_\_\_  
Developer Date

\_\_\_\_\_  
Contractor Date License No.

\_\_\_\_\_  
Architect Date License No.

\_\_\_\_\_  
Engineer Date License No.

- F. The following items shall be included in a Drainage and Erosion Control Plan to be submitted with the grading plan for the proposed project:
1. Schedule construction to minimize the amount of graded soil exposed at any given time.
  2. 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. The Plan shall also include periodic cleaning of the parking lot area.
  3. Clear brush and vegetation only as required to accommodate necessary grading.
  4. 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 drain-ages during wet periods.
  5. Cover stockpiled fill soils.
  6. Seed and plant disturbed areas with native vegetation immediately following construction activities.
  7. Protect (e.g., riprap) any new storm drain outlets as appropriate to prevent scouring at the point of discharge.
  8. Provide dust control by wetting exposed soil surfaces.
  9. Apply any other Best Management Practices appropriate to the project to protect surface water quality.
  10. As with the proposed action, new industrial tenants would be required to provide information regarding any potential discharges (storm water, industrial processes or otherwise) that would potentially require an NPDES permit.
- G. Prior to issuance of the Certificate of Occupancy, the Owner of the Real Property shall complete the following:
1. Repair any damaged public improvements (curbs, gutters, sidewalks, etc.) subject to the review and approval of the Public Works Department. Where tree roots are the cause of the damage, the roots are to be pruned under the direction of the City Arborist.
  2. Public improvements as shown on the improvement plans approved by the City Engineer.
  3. A final report on the results of the archaeological monitoring shall be submitted to the Environmental Analyst within 180 days of completion of the monitoring or prior to the issuance of the first Certificate of Occupancy for the project (Final Inspection), whichever is earlier.

**1. NOTICE OF DEVELOPMENT PLAN TIME LIMITS:**

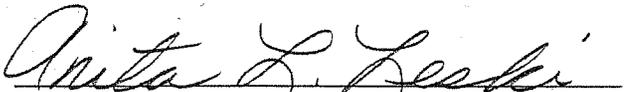
The development plan approved, per SBMC Section 28.87.350, shall expire four (4) years from the date of approval unless:

1. A building or grading permit for the work authorized by the development plan is issued prior to the expiration date of the approval.
2. A time extension is granted by the Planning Commission for one (1) year prior to the expiration date of the approval, only if it is found that there is due diligence to implement and complete the proposed project.

This motion was passed and adopted on the 23rd day of April, 1999 by the Planning Commission of the City of Santa Barbara, by the following vote:

AYES: 5 NAYS: 2 (Barnwell & White) ABSTAIN: 0 ABSENT: 0

I hereby certify that this Resolution correctly reflects the action taken by the City of Santa Barbara Planning Commission at its meeting of the above date.

  
Anita L. Leski, Planning Commission Secretary

  
Date

THIS ACTION OF THE PLANNING COMMISSION CAN BE APPEALED TO THE CITY COUNCIL WITHIN TEN (10) DAYS AFTER THE DATE THE ACTION WAS TAKEN BY THE PLANNING COMMISSION.

**ADDENDUM**  
**TO FINAL AIRPORT INDUSTRIAL SPECIFIC PLAN (JULY 1997) AND**  
**FEIR SUPPLEMENT FOR THE SANTA BARBARA GATEWAY CENTER**  
**(JULY 1999) (MST97-0715; SCH #93081127)**  
**FOR CITRIX CENTRE, 6100 HOLLISTER AVENUE**  
**(MST2005-00480)**

**November 3, 2005**

This Addendum is prepared in accordance with State California Environmental Quality Act (CEQA) Guidelines Section 15164, which provides that an Addendum to a previous environmental impact report may be prepared if only minor changes or additions are necessary to make the prior document adequate for the current project.

**PRIOR ENVIRONMENTAL DOCUMENT**

The Airport Industrial Specific Plan Final Environmental Impact Report/Environmental Assessment (FEIR/EA) was certified in July 1997. The FEIR/EA was a program EIR, which identified impacts and mitigation measures associated with build-out of the entire Airport Industrial Specific Plan area. The FEIR/EA analyzed two development scenarios for the total Specific Plan area – a 160,000 SF increase in new development (Base Scenario) and a 240,000 SF development scenario (Economic Development Scenario), which incorporated an additional 80,000 SF from the Economic Development floor area defined under Charter Section 1508. The FEIR/EA concluded that build-out of both the Base Scenario and the Economic Development Scenario would result in significant, unavoidable impacts to traffic, air quality and solid waste.

In 1999, the Gateway Center project proposed to use the entire 80,000 SF of Economic Development floor area allowed by the Specific Plan and assessed under the Economic Development Scenario of the FEIS/EA. The Gateway Center project itself was not specifically assessed in the FEIS/EA, though the Economic Development Scenario of the FEIS/EA did assume a total of 180,000 SF of construction on the 15-acre project site. An Initial Study was prepared for the Gateway Center project in 1999 which concluded that proposed project would not increase the severity of impacts identified in the FEIR/EA. However, with regard to air quality impacts, the FEIR/EA estimated traffic emissions for Specific Plan build-out using EMFAC7F and URBEMIS 5 programs from the California Air Resources Board (ARB). In 1998, the ARB released updated versions of these programs (EMFAC7G and URBEMIS 7G) and the Santa Barbara County Air Pollution Control District (APCD) subsequently adopted these new programs for CEQA analyses of air quality impacts. This change created an inconsistent comparison of air quality impacts between the FEIR/EA and the Initial Study. Since additional information to be used in determining air quality impacts had become available since certification of the FEIR/EA, pursuant to CEQA Guidelines Section 15162, a Supplemental EIR was prepared and certified with respect to air quality issues.

Consistent with the findings of the FEIR/EA, the Supplemental EIR concluded that build-out of the Economic Development Scenario using the updated air quality impact methodology would result in a significant unavoidable cumulative impact on air quality, even upon application of the air quality mitigation measures identified in the FEIR/EA. The Supplemental EIR further concluded that the Gateway Center project would not result in a new project-specific air quality impacts or a substantial increase in the severity of project specific air quality impacts identified in FEIR/EA. Findings of Overriding Consideration were adopted by the Planning Commission in approving the Gateway Center and mitigation measures identified in the FEIR/EA and Supplemental EIR to minimize project environmental impacts were applied as conditions of the Gateway Center project approval.

## **PRIOR PROJECT DESCRIPTION**

### **GATEWAY PROJECT AS DESCRIBED IN THE SUPPLEMENTAL FEIR**

The project site is located at 6100 Hollister Avenue, a 15-acre parcel located south of Francis Botello Road between David Love Place and Frederic Lopez Road. The original project (known as the Gateway Center project) approved by the Planning Commission in 1999 included the demolition of 51,746 SF of existing industrial buildings and 85,829 SF of open yard uses and construction of 160,000 SF of office and research and development facility for Miravant Medical Technologies, a biomedical device manufacturer. The original project also included a total of 20,000 SF of specialty retail space along the Hollister Avenue frontage, including an 8,200 SF restaurant. A total of 465 parking spaces was proposed, with space available for construction of an additional 55 spaces if needed in the future.

## **PROJECT MODIFICATIONS SINCE CERTIFICATION OF THE EIR**

### **DESIGN REFINEMENTS**

*Project Design Specifics:* The revised project (known as the Citrix Centre) would encompass the same floor area and general land use categories as the original Gateway Project. However, the revised development plan reflects the needs of a new primary tenant for the office and research and development components. Citrix Online is a provider of Internet on-demand information access services. Similarities and differences between the two projects are summarized in Table 1.

**Table 1**

	Gateway Center (1999)	Citrix Centre (2005)
Retail/Restaurant Floor Area	20,000 SF	20,000 SF (no change)
Office Floor Area	80,000 SF	120,000 SF
Research & Development Floor Area	80,000 SF	40,000 SF
Total Floor Area	180,000 SF	180,000 SF (no change)
Parking Spaces	465 with potential for 55 additional future spaces	538 with potential for 70 additional future spaces
Number of Buildings	6	4
Maximum Building Height	Two story (37 feet)	Three story (44.5 feet)

**PROJECT IMPACTS AND MITIGATIONS**

**AIR QUALITY**

As noted above, the Supplemental FEIR prepared in 1999 that build-out of the Economic Development Scenario using the updated air quality impact methodology (EMFAC7G and URBEMIS 7G) would result in a significant unavoidable cumulative impact on air quality, even upon application of the air quality mitigation measures identified in the FEIR/EA. The Supplemental EIR further concluded that the Gateway Center project would not result in a new project-specific air quality impact or a substantial increase in the severity of project specific air quality impacts identified in FEIR/EA.

According to the Santa Barbara County APCD’s Scope and Content of Air Quality Sections in Environmental Documents (July 2005), a proposed project will not have a significant air quality effect on the environment, if operation of the project will:

- Emit (from all project sources, both stationary and mobile) less than the daily trigger for offsets or Air Quality Impact Analysis set in the APCD New Source Review Rule, for any pollutant (*i.e.*, 240 pounds/day for ROC or NO<sub>x</sub>; and 80 lbs/day for PM<sub>10</sub>. *there is no daily operational threshold for CO; it is an attainment pollutant*); and
- Emit less than 25 pounds per day of NO<sub>x</sub> or ROC from motor vehicle trips only; and
- not cause or contribute to a violation of any California or National Ambient Air Quality Standard (except ozone); and
- Not exceed the APCD health risk public notification thresholds adopted by the APCD Board (see Section 4.3.5); and
- Be consistent with the adopted federal and state air quality plans for Santa Barbara County.

At the present time, the Santa Barbara County APCD utilizes URBEMIS2002 Version 8.7/EMFAC2002 for CEQA analyses of air quality impacts. Table 2 provides a comparison of unmitigated air quality impacts assessed in the 1997 FEIR/EA using URBEMIS 5, the 1999 Supplemental EIR using URBEMIS 7G (unmitigated) and using the updated URBEMIS2002 Version 8.7/EMFAC2002 model:

**Table 2**  
**(Units in lbs./per day)**

Scenario Analyzed	Constituent	URBEMIS2002/ Ver. 8.7	URBEMIS 7G	URBEMIS 5
Airport Specific Plan Buildout 2010	ROG	68.35	90.05	47.56
	NOx	101.44	242.4	198.2
	CO	814.52	933.72	615.35
	SOx	0.66	0	0
	PM10	114.51	9.43	38.44
Airport Gateway Center Site: 1997 Existing Conditions	ROG	9.39	23.22	22.94
	NOx	10.11	44.15	27.82
	CO	87.07	179.15	154.27
	SOx	0.09	0	1.66
	PM10	8.25	2.28	3.9
Gateway Project minus 1997 Existing Conditions	ROG	31.16	42.99	-16.74
	NOx	35.78	86.34	-20.87
	CO	313.38	354	-115.77
	SOx	0.32	0	-1.22
	PM10	29.71	2.88	-3.1
Citrix Project minus 1997 Existing Conditions	ROG	35.35		
	NOx	41.04		
	CO	359.46		
	SOx	0.37		
	PM10	34.14		

## **TRAFFIC**

The applicant has submitted a revised Traffic and Parking analysis that compares trip generation characteristics of the proposed Citrix Centre to the approved Gateway Center project (Attachment 2). The analysis concludes that under the worst-case scenario, the proposed Citrix Centre would generate one less P.M. peak hour trip than the approved Gateway Center. Further, the analysis notes that the traffic analysis prepared for the Airport Industrial Specific Plan FEIR/EA did not account for potential pass-by and mixed use trips that would occur on the project site; therefore the analysis used in approving the Gateway Center represented an overly conservative estimate of project traffic. As a result, the analysis concludes that trip generation associated with Citrix Center would not substantially change the findings of the previous traffic analysis associated with the FEIR/EA.

The FEIR/EA concluded that the build-out of the Airport Industrial Specific Plan under the Economic Development Scenario would result in long-term significant impacts to four intersections (Los Carneros/U.S. 101 SB ramps, Los Carneros/Hollister, Fairview/U.S. 101 NB ramps, S.R. 217 SB ramps/Hollister and S.R. 217 NB ramps/Hollister/Ward) and a significant unavoidable impact to the intersection of Fairview and Hollister Avenues. At the time of Specific Plan approval, these intersections were located in the County of Santa Barbara. The Supplemental EIR prepared for the Gateway Center project in 1999 concluded that the proposed project would not increase the severity of these traffic impacts.

The FEIR/EA identified a number of traffic mitigation measures based on the County's 1997 Goleta Transportation Improvement Plan (GTIP). At the time of Specific Plan adoption in 1997 and again as part of 1999 approval of the Gateway Center project, findings were made that implementation of these mitigation measures was within the responsibility and jurisdiction of another public agency and not the City of Santa Barbara, pursuant to CEQA Guidelines Section 15091.

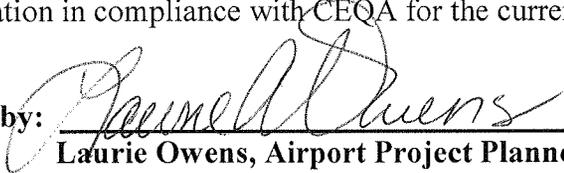
However, conditions were incorporated into the Gateway Center Development Plan approval to require the project to make a fair-share contribution of \$1,300,000 to the County of Santa Barbara for transportation improvements. The specific terms of the financial contribution and the improvements to be funded have been spelled out in the form of a Memorandum of Understanding (MOU) adopted by the City Council and County Board of Supervisors in April 2000. These conditions of approval from the Gateway Center project remain in effect and would apply to the proposed Citrix Centre. However, the financial contribution toward transportation improvements would instead be made to the City of Goleta rather than the County of Santa Barbara.

## **CEQA FINDING**

Based on the above review of the project, in accordance with State CEQA Guidelines Section 15612, no Subsequent Negative Declaration or Environmental Impact Report is required for the current project, because new information, and changes in circumstances, project description, impacts and mitigations are not substantial and do not involve new significant impacts or a substantial increase in the severity of previously identified impacts.

This Addendum identifies the current project refinements and minor changes to project impacts and mitigation measures. With application of identified mitigation measures, project impacts will be reduced to insignificant levels. This addendum, together with the Final Environmental Impact Report dated July 1997 and the Supplemental Final Environmental Impact for the Gateway Center (July 1999) (MST97-0715), constitute adequate environmental documentation in compliance with CEQA for the current project.

Prepared by:

 Date: 11/9/05

Laurie Owens, Airport Project Planner

Reviewed by

 Date: 11/9/05

Michael Berman, Environmental Analyst

Attachments:

1. URBEMIS2002 Version 8.7 Model Runs
2. Traffic and Parking Analysis for the Citrix Centre Project dated October 21, 2005

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Buildout 1.urb  
Project Name: Airport Specific Plan Buildout  
Project Location: Santa Barbara County  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
(Pounds/Day - Summer)

OPERATIONAL (VEHICLE) EMISSION ESTIMATES	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	68.35	101.44	814.52	0.66	114.51

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Buildout 1.urb  
 Project Name: Airport Specific Plan Buildout  
 Project Location: Santa Barbara County  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT  
 (Pounds/Day - Summer)

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Airport Industrial Specif	68.35	101.44	814.52	0.66	114.51
TOTAL EMISSIONS (lbs/day)	68.35	101.44	814.52	0.66	114.51

Includes correction for passby trips.  
 Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2010 Temperature (F): 70 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Land Use	Acreage	Trip Rate	No. Units	Total Trips
Airport Industrial Specif		31.04 trips/1000 sq. ft.	240.00	7,449.60
		Sum of Total Trips		7,449.60
		Total Vehicle Miles Traveled		75,041.68

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.70	1.10	98.70	0.20
Light Truck < 3,750 lbs	15.20	2.00	96.00	2.00
Light Truck 3,751- 5,750	16.20	1.20	98.10	0.70
Med Truck 5,751- 8,500	7.30	1.40	95.90	2.70
Light-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Med-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	68.80	31.20	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.40	7.10	85.70	7.20

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.5	9.6	11.3	12.5	10.2	10.2
Rural Trip Length (miles)	15.0	15.0	15.0	15.0	10.0	10.0
Trip Speeds (mph)	25.0	30.0	35.0	25.0	25.0	25.0
of Trips - Residential	20.6	18.0	61.4			

of Trips - Commercial (by land use)

Airport Industrial Specific Plan	30.0	15.0	55.0
----------------------------------	------	------	------

changes made to the default values for Land Use Trip Percentages

changes made to the default values for Operations

the pass by trips option switch changed from off to on.  
the operational emission year changed from 2005 to 2010.  
the operational winter selection item changed from 3 to 2.  
the operational summer temperature changed from 75 to 70.  
the operational summer selection item changed from 6 to 4.

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Gateway2.urb  
Project Name: Gateway Existing  
Project Location: Santa Barbara County  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
(Pounds/Day - Summer)

OPERATIONAL (VEHICLE) EMISSION ESTIMATES	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	9.39	10.11	87.07	0.09	8.25

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Gateway2.urb  
 Project Name: Gateway Existing  
 Project Location: Santa Barbara County  
 -Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT  
 (Pounds/Day - Summer)

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Retail	7.85	8.63	74.15	0.08	6.99
Warehouse	0.31	0.06	0.53	0.00	0.05
General light industry	1.22	1.42	12.39	0.01	1.21
TOTAL EMISSIONS (lbs/day)	9.39	10.11	87.07	0.09	8.25

Includes correction for passby trips.  
 Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2006 Temperature (F): 75 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Land Use Type	Acreage	Trip Rate	No. Units	Total Trips
Retail		259.40 trips/1000 sq. ft.	3.12	809.33
Warehouse		0.12 trips/1000 sq. ft.	31.23	3.75
General light industry		4.70 trips/1000 sq. ft.	17.39	81.73
Sum of Total Trips				894.81
Total Vehicle Miles Traveled				5,396.82

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.60	2.20	97.30	0.50
Light Truck < 3,750 lbs	15.10	4.00	93.40	2.60
Light Truck 3,751- 5,750	15.90	1.90	96.90	1.20
Med Truck 5,751- 8,500	7.00	1.40	95.70	2.90
Light-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Med-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Heavy-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Very-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Tractor Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.70	82.40	17.60	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	0.00	91.70	8.30

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.5	9.6	11.3	12.5	10.2	10.2
Rural Trip Length (miles)	15.0	15.0	15.0	15.0	10.0	10.0
Trip Speeds (mph)	25.0	30.0	35.0	25.0	25.0	25.0
of Trips - Residential	20.6	18.0	61.4			

of Trips - Commercial (by land use)

Retail	2.0	1.0	97.0
Warehouse	2.0	1.0	97.0
General light industry	50.0	25.0	25.0

changes made to the default values for Land Use Trip Percentages

changes made to the default values for Operations

the pass by trips option switch changed from off to on.  
the operational emission year changed from 2005 to 2006.

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Gateway.urb  
Project Name: Gateway  
Project Location: Santa Barbara County  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
(Pounds/Day - Summer)

OPERATIONAL (VEHICLE) EMISSION ESTIMATES	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	40.55	45.89	400.45	0.41	37.96

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Gateway.urb  
 Project Name: Gateway  
 Project Location: Santa Barbara County  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT  
 (Pounds/Day - Summer)

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
High turnover (sit-down)	12.55	11.72	102.64	0.10	9.05
Retail	4.82	5.20	44.72	0.05	4.22
Office park	16.34	20.57	179.99	0.19	17.49
ED	6.84	8.39	73.10	0.08	7.19
TOTAL EMISSIONS (lbs/day)	40.55	45.89	400.45	0.41	37.96

Includes correction for passby trips.  
 Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2006 Temperature (F): 75 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Land Use Type	Acres	Trip Rate	No. Units	Total Trips
High turnover (sit-down)		177.90 trips/1000 sq. ft.	8.00	1,423.20
Retail		40.67 trips/1000 sq. ft.	12.00	488.04
Office park		15.10 trips/1000 sq. ft.	80.00	1,208.00
ED		5.70 trips/1000 sq. ft.	80.00	456.00
Sum of Total Trips				3,575.24
Total Vehicle Miles Traveled				24,823.17

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.60	2.20	97.30	0.50
Light Truck < 3,750 lbs	15.10	4.00	93.40	2.60
Light Truck 3,751- 5,750	15.90	1.90	96.90	1.20
Med Truck 5,751- 8,500	7.00	1.40	95.70	2.90
Light-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Light-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.70	82.40	17.60	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	0.00	91.70	8.30

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.5	9.6	11.3	12.5	10.2	10.2
Rural Trip Length (miles)	15.0	15.0	15.0	15.0	10.0	10.0
Trip Speeds (mph)	25.0	30.0	35.0	25.0	25.0	25.0
of Trips - Residential	20.6	18.0	61.4			
of Trips - Commercial (by land use)						
High turnover (sit-down) rest.				5.0	2.5	92.5
Retail				2.0	1.0	97.0
Office park				48.0	24.0	28.0
ED				48.0	24.0	28.0

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Operations

The pass by trips option switch changed from off to on.  
The operational emission year changed from 2005 to 2006.

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Gateway3.urb  
Project Name: Citrix  
Project Location: Santa Barbara County  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
(Pounds/Day - Summer)

OPERATIONAL (VEHICLE) EMISSION ESTIMATES	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	44.74	51.15	446.53	0.46	42.39

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\Gateway3.urb  
 Project Name: Citrix  
 Project Location: Santa Barbara County  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT  
 (Pounds/Day - Summer)

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
High turnover (sit-down)	12.55	11.72	102.64	0.10	9.05
Retail	4.82	5.20	44.72	0.05	4.22
Office park	20.92	26.13	228.69	0.24	22.23
Industrial park	6.45	8.09	70.49	0.08	6.89
TOTAL EMISSIONS (lbs/day)	44.74	51.15	446.53	0.46	42.39

Includes correction for passby trips.  
 Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2006 Temperature (F): 75 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Land Use Type	Acreage	Trip Rate	No. Units	Total Trips
High turnover (sit-down)		177.90 trips/1000 sq. ft.	8.00	1,423.20
Retail		40.67 trips/1000 sq. ft.	12.00	488.04
Office park		12.79 trips/1000 sq. ft.	120.00	1,534.80
Industrial park		11.89 trips/1000 sq. ft.	40.00	475.60
Sum of Total Trips				3,921.64
Total Vehicle Miles Traveled				27,722.01

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.60	2.20	97.30	0.50
Light Truck < 3,750 lbs	15.10	4.00	93.40	2.60
Light Truck 3,751- 5,750	15.90	1.90	96.90	1.20
Med Truck 5,751- 8,500	7.00	1.40	95.70	2.90
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.70	82.40	17.60	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	0.00	91.70	8.30

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.5	9.6	11.3	12.5	10.2	10.2
Rural Trip Length (miles)	15.0	15.0	15.0	15.0	10.0	10.0
Trip Speeds (mph)	25.0	30.0	35.0	25.0	25.0	25.0
of Trips - Residential	20.6	18.0	61.4			

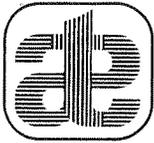
of Trips - Commercial (by land use)

High turnover (sit-down) rest.	5.0	2.5	92.5
Retail	2.0	1.0	97.0
Office park	48.0	24.0	28.0
Industrial park	41.5	20.8	37.8

anges made to the default values for Land Use Trip Percentages

anges made to the default values for Operations

e pass by trips option switch changed from off to on.  
e operational emission year changed from 2005 to 2006.



# **ASSOCIATED TRANSPORTATION ENGINEERS**

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509

Richard L. Pool, P.E.  
Scott A. Schell, AICP

October 21, 2005

05036L08.WP

Laurel Perez  
SEPPS  
800 Santa Barbara Street  
Santa Barbara, CA 93101

## **TRAFFIC AND PARKING ANALYSIS FOR THE CITRIX CENTRE PROJECT, CITY OF SANTA BARBARA, CALIFORNIA**

Associated Transportation Engineers (ATE) has prepared the following traffic and parking analysis for the Citrix Centre Project, located in the City of Santa Barbara's Airport area. It is our understanding that this study will be submitted to the City to assist staff in comparing the traffic associated with the approved Santa Barbara Gateway Center Project with the traffic generated by the proposed Citrix Centre Project. The study also reviews the parking demands generated by the project and responds to comments submitted by City staff on the original project submittal.

### **INTRODUCTION**

The Citrix Centre Project is located on the City of Santa Barbara Airport property north of Hollister Avenue at the Lopez Road intersection. The project site encompasses the area bounded by Hollister Avenue on the south, Botello Road on the north, Lopez Road on the east, and Love Place on the west. The Santa Barbara Gateway Center project was originally approved for the site. This project was reviewed in the Supplemental Airport Specific Plan Final EIR (FEIR) for the Santa Barbara Gateway Center Development Plan, which was certified by the City on April 23, 1999. The approved project consisted of 160,000 square feet (sf) of floor area of combined office and research & development space and 20,000 sf of floor area of retail space. The Citrix Centre Project is also proposing to develop 160,000 sf of floor area of combined office and research & development space and 20,000 sf of floor area of retail space. Thus the proposed Citrix Project does not change the size of the approved Gateway Center Project. The current project includes 608 parking spaces; 538 spaces would be constructed initially and 70 additional spaces would be constructed in the future if the applicant determines they are needed.

### **Attachment 2**

Approximately 45,600 square-feet of existing light-industrial, retail and storage uses would be removed from the site as a result of the project.

Access to the site would be provided via driveways on all four of the abutting roadway segments. The driveway from Hollister Avenue would be the primary entrance to Citrix Centre and would provide direct access to the preferred parking area for visitor, carpool/vanpool, EV and hybrid vehicles. The side entries along Frederick Lopez Road and David Love Place would provide access to the side and rear parking lots which serve the retail and office/R&D uses. The Francis Botello Road entrance is for service trucks and deliveries.

## **PROJECT TRIP GENERATION COMPARISON**

### **Trip Generation - Building Area**

Trip generation estimates for the approved Gateway Center Project were derived from the traffic analysis presented in the FEIR for the Santa Barbara Gateway Center Development Plan. A spreadsheet summarizing the FEIR calculations is attached to this report as Exhibit A. It is noted that the FEIR trip generation analysis was based on the gross building area (or "building area") of the project, which ITE defines as "the sum (in square feet) of the area of each floor level, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores and offices that are within the principal faces of exterior walls, not including architectural setbacks or projections". Furthermore, the FEIR trip generation analysis did not account for the pass-by and mixed-use trips that will occur at the retail uses on the site.

In order to provide an "apples to apples" comparison to the Gateway Center Project, the trip generation estimates developed for the Citrix Centre Project were also calculated based on the building area. The trip generation estimates were developed using the General Office (Land Use Code 710), Research and Development (Land Use Code 760), and Specialty Retail (Land Use Code 814) rates listed in the Institute of Transportation Engineers (ITE) Trip Generation manual (Seventh Edition).<sup>1</sup> Exhibit A shows the calculations completed for the Citrix Centre Project, and Exhibit B provides the ITE definitions for each of the associated land use codes used in this analysis.

Table 1 compares the net traffic generation of the current Citrix Centre Project with the trip estimates presented in the FEIR Gateway Center Project based on the building areas.

---

<sup>1</sup> Trip Generation, Institute of Transportation Engineers, Washington D.C., Sixth Edition, November 1997.

**Table 1  
Citrix Centre and Gateway Center Trip Generation Comparison  
Building Areas**

<b>Project</b>	<b>Size</b>	<b>Net ADT</b>	<b>Net P.M. Peak Hour Trips</b>
Gateway Center Project FEIR	184,500 sf	2,349	288
Citrix Centre Project	184,500 sf	2,464	284
<b>Net Change In Traffic</b>		<b>+ 115</b>	<b>-4</b>

Table 1 shows that the proposed Citrix Centre Project would generate slightly higher levels of average daily traffic and slightly fewer P.M. peak hour trips when compared to the approved Gateway Center Project, based on the building areas. The additional average daily trips would not change the findings of the previous traffic analysis contained in the FEIR.

It should be noted that the ITE trip rates for the office and research & development uses are in the form of logarithmic equations based on the size of the building area; thus the base trip rates change as the size of the building uses change. In this case, the Citrix Centre project proposes using two larger sized buildings of 120,000 square feet and 40,000 square feet rather than four smaller buildings ranging from 80,000 square feet to 20,000 square feet. The logarithmic equations show that trip generation decreases based upon the efficiencies of scale associated with larger buildings. The supporting trip rate data from the ITE report is attached for reference as Exhibit B.

**Trip Generation - Floor Area**

The City of Santa Barbara Zoning Ordinance requirements for traffic and parking utilizes a different definition of floor area: "the area within the surrounding exterior walls of a building or portion thereof, exclusive of the area occupied by the surrounding walls, vent shafts, and courts" (see attached Exhibit C description from the Zoning Ordinance). Trip generation estimates were therefore calculated for the proposed Citrix Centre Project and the approved Gateway Center Project assuming the City's definition. A spreadsheet summarizing the calculations based on floor areas is attached to this report as Exhibit D. Table 2 compares the traffic generation of the current Citrix Centre Project with the approved Gateway Center Project based on the floor area statistics.

**Table 2  
Citrix Centre and Gateway Center Trip Generation Comparison  
Floor Area**

<b>Project</b>	<b>Size</b>	<b>ADT</b>	<b>P.M. Peak Hour Trips</b>
Gateway Center Project	180,000 sf	2,286	281
Citrix Centre Project	180,000 sf	2,407	280
<b>Net Change In Traffic</b>		<b>+ 121</b>	<b>-1</b>

Table 2 shows that, based on the floor area calculations, the proposed Citrix Centre Project would generate slightly higher levels of average daily traffic and one less P.M. peak hour traffic when compared to the approved Gateway Center Project. The additional average daily trips would not change the findings of the previous traffic analysis contained in the FEIR. Again, the trip generation rates are based on logarithmic equations associated with the size of the building area as described above.

**Pass-By and Mixed-Use Trips**

Given the location of the project and the mixed-use nature of the land uses proposed, there will be a certain level of pass-by and mixed-use trips which occur at the site. The trip generation analysis completed for the Gateway Center Project FEIR and the updated calculations for the Citrix Centre Project did not account for the pass-by trips and mixed-use trips that would occur at the project site. Accordingly, without including pass-by and mixed-use trips, the trip estimates present worst-case estimates of project traffic.

The description of pass-by and mixed-use trips derived from the ITE handbook are presented below:

Pass-By Trips: "There are instances, however, when the total number of trips generated by a site is different from the amount of new traffic added to the street system by the generator. For example, retail-oriented developments such as shopping centers, discount stores, restaurants, banks, service stations and convenience markets often locate adjacent to busy streets in order to attract the motorists already on the street. These sites attract a portion of their trips from traffic passing the site on the way from an origin to an ultimate destination. These retail trips may not add new traffic to the adjacent street system."

In the case of the Citrix Center Project, the retail component will attract some of its customers from the existing traffic passing the site on Hollister Avenue. The section of Hollister Avenue carries over 30,000 average daily trips and therefore supports the use of a pass-by trip adjustment for the site.

Mixed-Use Trips: "The basic premise behind the data presented in *Trip Generation* is that they were collected at single-use, free-standing sites. However, the development of mixed-use or multi-use sites is increasingly popular. While the trip generation rates for individual uses on such sites may be the same or similar to what they are for free-standing sites, there is potential for interaction among those uses within the multi-use site, particularly where the trip can be made by walking. As a result, the total generation of vehicle trips entering and exiting the multi-use site may be reduced from simply a sum of the individual, discrete trips generated by each land use.

A common example of this internal trip making occurs at a multi-use development containing offices and a shopping/service area. Some of the trips made by office workers to shops, to restaurants, or to banks may occur on the site. These trip types are defined as internal (i.e. "captured" within) the multi-use site"

In the case of the Citrix Centre Project, a portion of the trips made to the retail facilities will come from the employees of the office and R & D buildings on the site. These internal trips would not be added to the surrounding street system.

The ITE trip generation handbook contains statistical data on the pass-by trips for retail centers and internal capture rates for mixed-use developments that contain office and retail uses. Based on this data, the retail trips generated at the site would be reduced by 25% to 35% from the estimates presented previously in this report.

## **PARKING ANALYSIS**

The following section reviews the City of Santa Barbara Zoning Ordinance parking requirements for the project, presents the results of the parking demand analysis completed for the project based on data presented in the Institute of Transportation Engineers (ITE) Parking Generation Report<sup>2</sup>, reviews the project's parking demands based on data collected at similar sites in the Goleta area, and reviews the parking supply proposed for the site and its correlation to the ITE traffic generation estimates presented previously in this report. Table A, attached to this letter, provides a master summary of the various parking calculations completed for the project.

---

<sup>2</sup>

Parking Generation, Institute of Transportation Engineers, Third Edition, 2004.

**Parking Supply**

The Citrix Centre proposes a total of 608 parking spaces to serve the office, R & D, and retail uses proposed at the site. The Citrix Centre would provide 538 spaces initially and the remaining 70 spaces would be added in the future if the applicant finds that these spaces are needed. The location for the 70 future parking spaces is along the northerly edge of the site at the rear of the R & D building, and will initially be landscaped, augmenting the landscape buffer along Francis Botello Road.

**City Zoning Ordinance Requirements**

The City's Zoning Ordinance parking ratios for each of the project components are summarized below. It is noted that the City's parking requirements are based on the net floor area statistics for the project.

- Office                      1 space/250 square feet floor area
- R & D                      1 space/500 square feet floor area
- Retail                      1 space/250 square feet floor area

Based on these ratios, the project's Zoning Ordinance parking requirements were calculated as shown below in Table 3 and in the attached Table A.

**Table 3  
Citrix Centre Project  
City of Santa Barbara Zoning Ordinance Parking Requirements**

Land Use	Size Floor Area	City Parking Ratio	Parking Space Requirement
Office	120,000 sf	1 space/250 sf	480 Spaces
R & D	40,000 sf	1 space/500 sf	80 Spaces
Retail	20,000 sf	1 space/250 sf	80 spaces
Total			640 spaces

The data presented in Table 3 show that the City Zoning Ordinance parking requirement for the project is 640 spaces. The Zoning Ordinance also allows a reduction of up to 30% of the requirement for office developments with greater than 50,000 sf. Application of this reduction to the Zoning Ordinance requirement would reduce the number of spaces to 472 spaces.

### **Parking Analysis - ITE Parking Demand Rates**

The parking demand analysis completed for the project utilized rates presented in the ITE Parking Generation report for the retail and office uses. Because the project site is located in the suburban Goleta area, the 85th percentile parking demand rates were used. This is consistent with the need to provide sufficient parking in a non-urban setting.

The ITE report does not contain rates for R & D facilities. The rates for the R & D portion of the project were therefore developed from studies conducted at the University Business Center located adjacent to Los Carneros Road and Hollister Avenue. These rates were developed based on building area. The parking survey data is attached to this letter for reference as Exhibit E.

Table A, which is attached to this report, shows the rates and the parking demand calculations completed for the project. It is noted that the ITE rates for office facilities are based on building area (as defined earlier), while the rates for retail centers are based on gross leasable area which is defined by ITE as "the total floor area designed for tenant occupancy and exclusive use, including any basements, mezzanines, or upper floors, expressed in square feet and measured from the centerline of joint partitions and from outside wall faces. GLA is the area for which tenants pay rent; it is the area that produces income".

The peak parking demands experienced by the different uses proposed for the site would occur at different times of the day. A shared parking analysis was therefore completed to determine when the overlapping peak demands would occur at the site. The analysis was completed using hourly parking demand data contained in the ITE Parking Generation Report as well as the data collected at the University Business Center. A worksheet showing the shared parking calculations is attached as Exhibit F.

Table 4 shows the results of the ITE parking calculations completed for the project. The table also provides an indication of the parking supply needed to provide a 5% parking reserve at the site. The 5% reserve supply is commonly provided at suburban parking facilities to reduce the need to search an entire system for the last few available spaces and to provide a supply cushion to accommodate unusual peaks in demand, especially since there are no public parking structures and limited on-street parking resources in the area to handle parking overflow.

**Table 4  
Citrix Centre Project  
Parking Demand Estimates - ITE Rates**

Citrix Centre Project	Parking Demand	Parking Demand With Shared Parking	Shared Parking with 5% Reserve
184,500 sf Building Area Office/R & D/Retail	596 spaces	573 spaces	602 Spaces

Table 4 shows that the peak parking demand for the project is 596 spaces and the shared parking demand is 573 parking spaces. This parking demand level represents the minimum parking supply for the site without providing for any reserve parking capacity. With a 5% reserve supply provided, a total of 602 spaces would be required for the site. The 608 spaces proposed for the site would meet the shared parking demand with the 5% reserve supply factor.

**Parking Analysis - Goleta Parking Demand Rates**

An alternative parking demand analysis was completed for the project utilizing rates developed from studies of other office and R & D buildings located in the Goleta area, as well as data presented in the ITE Parking Generation report for retail centers. As noted previously, the rates for the R & D portion of the project were developed from studies conducted the University Business Center. The rates for the office portion of the project were derived from studies conducted at the AT&T Government and Pacific Technology Center office complex located at 5383 and 5385 Hollister Avenue. It is noted that these buildings contained ancillary R & D uses at the time the parking studies were completed, thus the resulting parking demand rate is slightly lower than the rate for a standard office use. The parking survey data is attached as Exhibit G. Table A shows the rates and the parking demand calculations completed for the project based on these rates.

As noted previously, the peak parking demands experienced by the different uses proposed for the site would occur at different times of the day, thus a shared parking analysis was completed for the project (see attached Exhibit H). The analysis utilized the hourly parking demand data collected at the two study sites in Goleta (University Business Center and AT&T Government and Pacific Technology Center office complex) as well as data in the ITE Parking Generation Report.

Table 5 shows the results of the ITE parking calculations completed for the project for this scenario, including the parking demand with the 5% reserve supply factor.

**Table 5  
Citrix Centre Project  
Local Parking Demand Estimates - Goleta Rates**

<b>Citrix Centre Project</b>	<b>Local Parking Demand</b>	<b>Parking Demand With Shared Parking</b>	<b>Shared Parking with 5% Reserve</b>
184,100 sf Building Area Office/R & D/Retail	544 spaces	529 spaces	555 spaces

Table 5 shows that the parking demand for the project is 544 spaces and the shared parking demand is 529 parking spaces. This parking demand level represents the minimum parking supply for the site without providing for any reserve parking capacity. With a 5% reserve supply provided, a total of 555 spaces would be required for the site. The 608 spaces proposed for the site would meet the shared parking demand with the 5% reserve supply factor.

**Project Leasing Requirements**

The project applicant has indicated that the leasing agreement that has been negotiated with Citrix requires 3.5 spaces per 1,000 sf for the office component and 2.7 spaces per 1,000 sf for the R & D portion. These requirements provide for an average of 3.3 spaces per 1,000 sf of floor area for the 160,000 sf to be occupied by Citrix. Table 6 summarizes the Citrix leasing requirements.

**Table 6  
Citrix Centre Project  
Parking Requirements Based on Lease Agreements**

<b>Citrix Centre Project</b>	<b>Floor Area (sf)</b>	<b>Required Parking Rate</b>	<b>Total Required Parking</b>
Office Building	120,000 sf	3.5 spaces/1,000 sf	420 Spaces
R & D Building	40,000 sf	2.7 spaces/1,000 sf	108 Spaces
<b>Subtotal</b>	160,000 sf	3.3 spaces/1,000 sf	528 Spaces
Retail Buildings	20,000 sf	4.0 spaces/1,000 sf	80 spaces
<b>Total</b>			<b>640 spaces</b>

The leasing agreement with Citrix requires that 528 spaces be provided. The leases for the remaining retail areas will require a minimum of 80 parking spaces (4 spaces per 1,000 sf of floor area). Thus the total number of spaces required under the leasing agreements for the site is 608 spaces.

### **ITE Parking Supply and Traffic Generation**

The project is proposing to provide 608 parking spaces, with a total of 528 spaces provided for the two Citrix buildings and 80 spaces would be provided for the retail space. City staff requested additional information regarding the proposed parking supply as it relates to the ITE trip generation rates used to assess project traffic generation.

In order to address this issue, ATE examined the traffic and parking data presented in the ITE trip generation report for offices, R & D facilities and Specialty Retail centers attached as Exhibit I. The ITE report provides information on the trip generation rates for various types of office, R & D, and Specialty Retail facilities based on the size of the building area. The report also provides information on the parking supplies that were present at the sites that were studied to develop the trip generation rates. Review of the parking information presented in the ITE trip generation report for offices, R & D facilities and specialty retail centers shows that the parking supply proposed at the Citrix Center would be less than the parking supplies present at the various sites studied in the ITE report.

The ITE report shows that the average parking supply for the offices studied was 3.57 spaces per 1,000 sf of building area, the average supply for the R & D buildings studied was 2.70 spaces per 1,000 sf of building area, and the average supply for the specialty retail uses studied was 9.09 spaces per 1,000 sf of gross leasable floor area.

Table 7 summarizes the parking data derived from the ITE trip generation report and compares this information to the parking proposed for the Citrix Center Project.

**Table 7  
ITE Trip Generation Report - Parking Statistic Comparison**

Land Use	Citrix Center		
	Size <sup>(a)</sup>	ITE Equivalent Spaces	Spaces Proposed
Office	122,900 sf	439 Spaces	420 Spaces
R & D	41,200 sf	111 Spaces	108 Spaces
Retail	20,000 sf	182 Spaces	80 Spaces
Total		732 Spaces	608 Spaces

(a) ITE rates for Office and R & D based on building area, rates for Retail based on gross leasable floor area.

The data presented in Table 7 show that the parking supplies and the ratio of parking spaces to building area proposed for the Citrix Centre Project are less than the parking supplies and ratios experienced at the office, R & D and specialty retail sites studied for the ITE trip generation report. This data confirms that the ITE office and R & D trip generation rates are appropriate for the Citrix Center Project.

This concludes our traffic and parking analysis for the Citrix Centre Project.

Associated Transportation Engineers



By: Scott A. Schell, AICP  
Principal Transportation Planner

SAS

Attachment: Exhibit A - ITE Trip Generation Calculations - Building Areas  
Exhibit B - ITE Land Use Descriptions and Trip Generation Rate Data  
Exhibit C - City of Santa Barbara Zoning Ordinance Description  
Exhibit D - Trip Generation Calculations - Floor Areas  
Exhibit E - Goleta R & D Parking Rate Data  
Exhibit F - Shared Parking Worksheet - ITE Rates  
Exhibit G - Goleta Office Parking Rate Data  
Exhibit H - Shared Parking Worksheet - Goleta Rates  
Exhibit I - ITE Trip Generation Rate and Parking Data  
Table A - Parking Demand Calculations

**EXHIBIT A**

Associated Transportation Engineers  
Trip Generation Worksheet

#05036

**Citrix Centre Calculations - No Pass-By/Mixed-Use Adjustments**

Gross Building Area

Land Use	Size	Pass-by Factor	ADT		PM Peak	
			Rate	Trips	Rate	Trips
<b>Existing Projects</b>						
Light Industrial	21,120	1.00	6.97	147	0.98	21
Storage/Misc	18,232	1.00	4.88	89	0.74	13
Retail	6,240	1.00	40.67	254	2.59	16
<b>Total</b>				<b>490</b>		<b>50</b>
<b>Approved DP- Gateway Center</b>						
Office	82,500	1.00	13.88	1,145	2.08	172
Research & Development	81,600	1.00	10.59	864	1.38	113
Retail	20,400	1.00	40.67	830	2.59	53
<b>Total</b>				<b>2,839</b>		<b>338</b>
<b>Proposed Citrix Centre</b>						
Office	122,900	1.00	12.72	1,563	1.76	216
Research & Development	41,200	1.00	11.83	487	1.53	63
Retail	20,400	1.00	44.32	904	2.71	55
<b>Total</b>				<b>2,954</b>		<b>334</b>
<b>Net trip generation of Citrix Centre</b>				<b>2464</b>		<b>284</b>
<b>Net trip generation of Approved DP-Gateway Center</b>				<b>2349</b>		<b>288</b>
<b>Net increase/reduction</b>				<b>115</b>		<b>-4</b>

10/4/2004

## EXHIBIT B

### Land Use: 710 General Office Building

#### Description

A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services; insurance companies; investment brokers; and tenant services, such as a bank or savings and loan institution, a restaurant or cafeteria and service retail facilities. Nearly all of the buildings surveyed were in suburban locations. Corporate headquarters (Land Use 714), single tenant office building (Land Use 715), office park (Land Use 750), research and development center (Land Use 760) and business park (Land Use 770) are related uses.

If information is known about individual buildings, it is suggested that the general office building category be used rather than office parks when estimating trip generation for one or more office buildings in a single development. The office park category is more general and should be used when a breakdown of individual or different uses is not known. If the general office building category is used and if additional buildings, such as banks, restaurants, or retail stores are included in the development, then the development should be treated as a multiuse project. On the other hand, if the office park category is used, internal trips are already reflected in the data and do not need to be considered.

When the buildings are interrelated (defined by shared parking facilities or the ability to easily walk between buildings) or house one tenant, it is suggested that the total area or employment of all the buildings be used for calculating the trip generation. When the individual buildings are isolated and not related to one another, it is suggested that trip generation be calculated for each building separately and then summed.

### Land Use: 760 Research and Development Center

#### Description

Research and development centers are facilities or groups of facilities devoted almost exclusively to research and development activities. The range of specific types of businesses contained in this land use varies significantly. Research and development centers may contain offices and light fabrication areas. General office building (Land Use 710), corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), office park (Land Use 750) and business park (Land Use 770) are related uses.

### Land Use: 814 Specialty Retail Center

#### Description

Specialty retail centers are generally small strip shopping centers that contain a variety of retail shops and specialize in quality apparel; hard goods; and services, such as real estate offices, dance studios, florists and small restaurants. Shopping center (Land Use 820) is a related use.

# General Office Building (710)

EXHIBIT B

EXHIBIT B

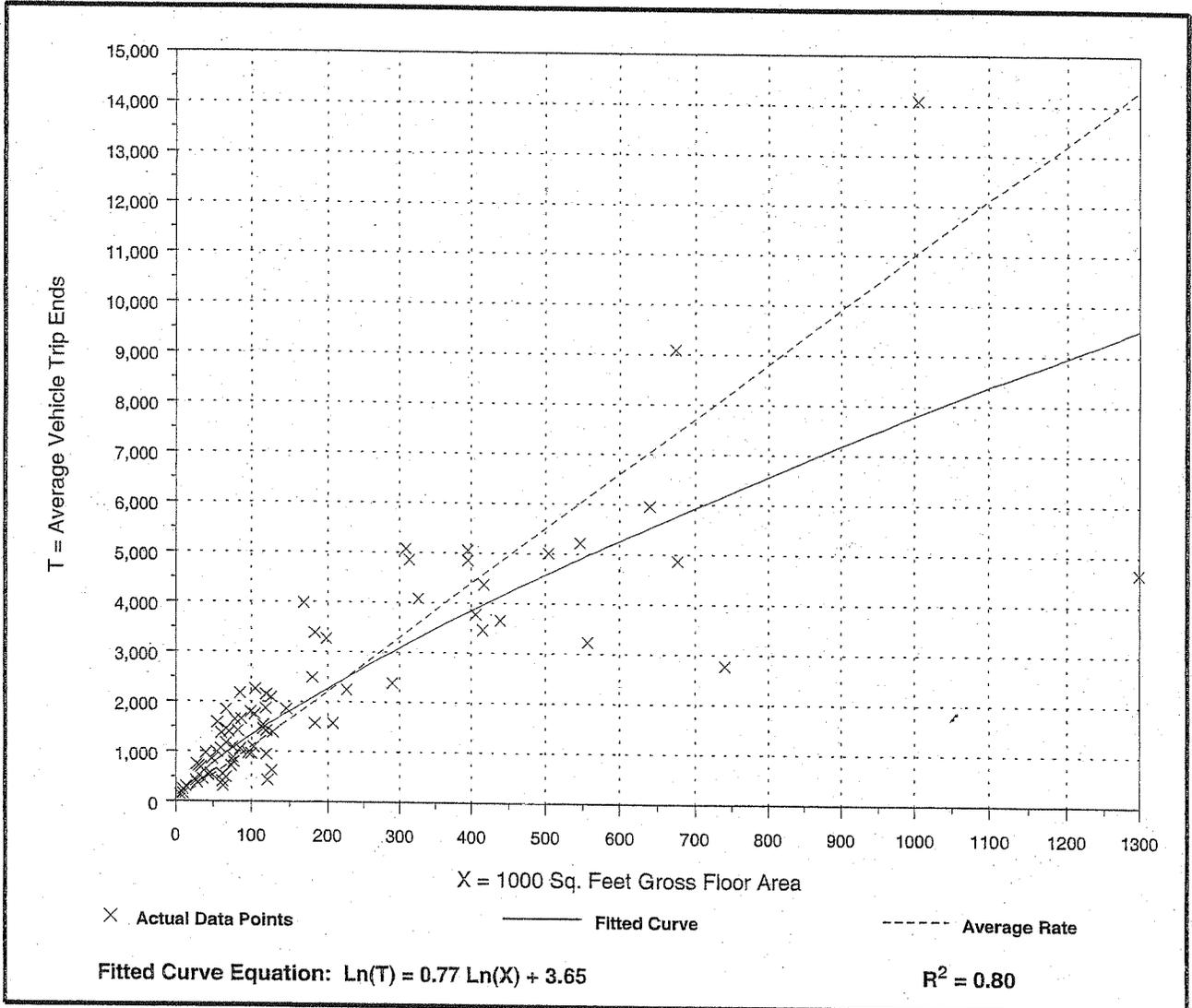
**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area  
On a: Weekday**

Number of Studies: 78  
Average 1000 Sq. Feet GFA: 199  
Directional Distribution: 50% entering, 50% exiting

### Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
11.01	3.58 - 28.80	6.13

### Data Plot and Equation



# Specialty Retail Center (814)

EXHIBIT B

**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area  
On a: Weekday**

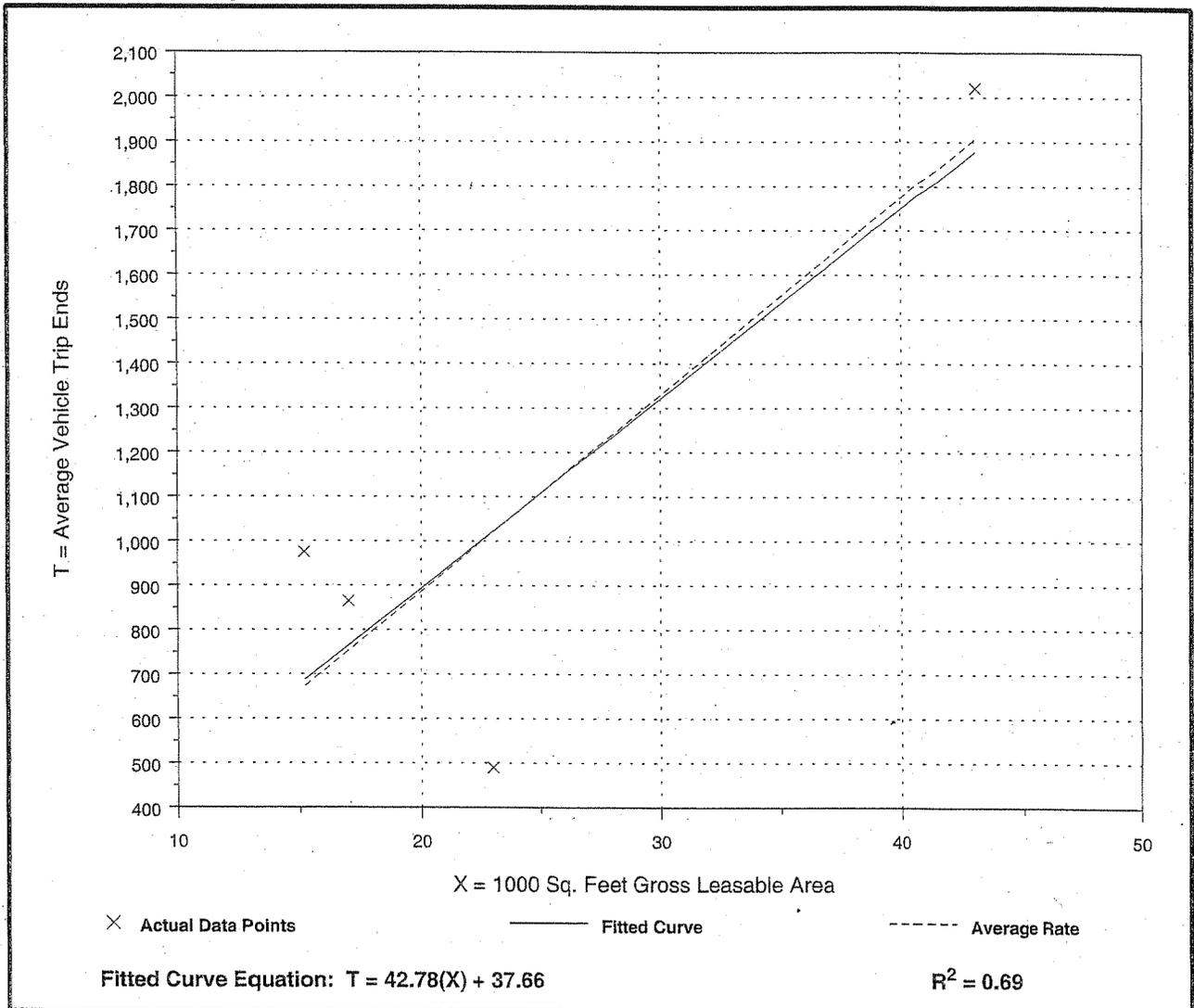
Number of Studies: 4  
Average 1000 Sq. Feet GLA: 25  
Directional Distribution: 50% entering, 50% exiting

## Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
44.32	21.30 - 64.21	15.52

### Data Plot and Equation

*Caution - Use Carefully - Small Sample Size*



# Research and Development Center (760)

EXHIBIT B

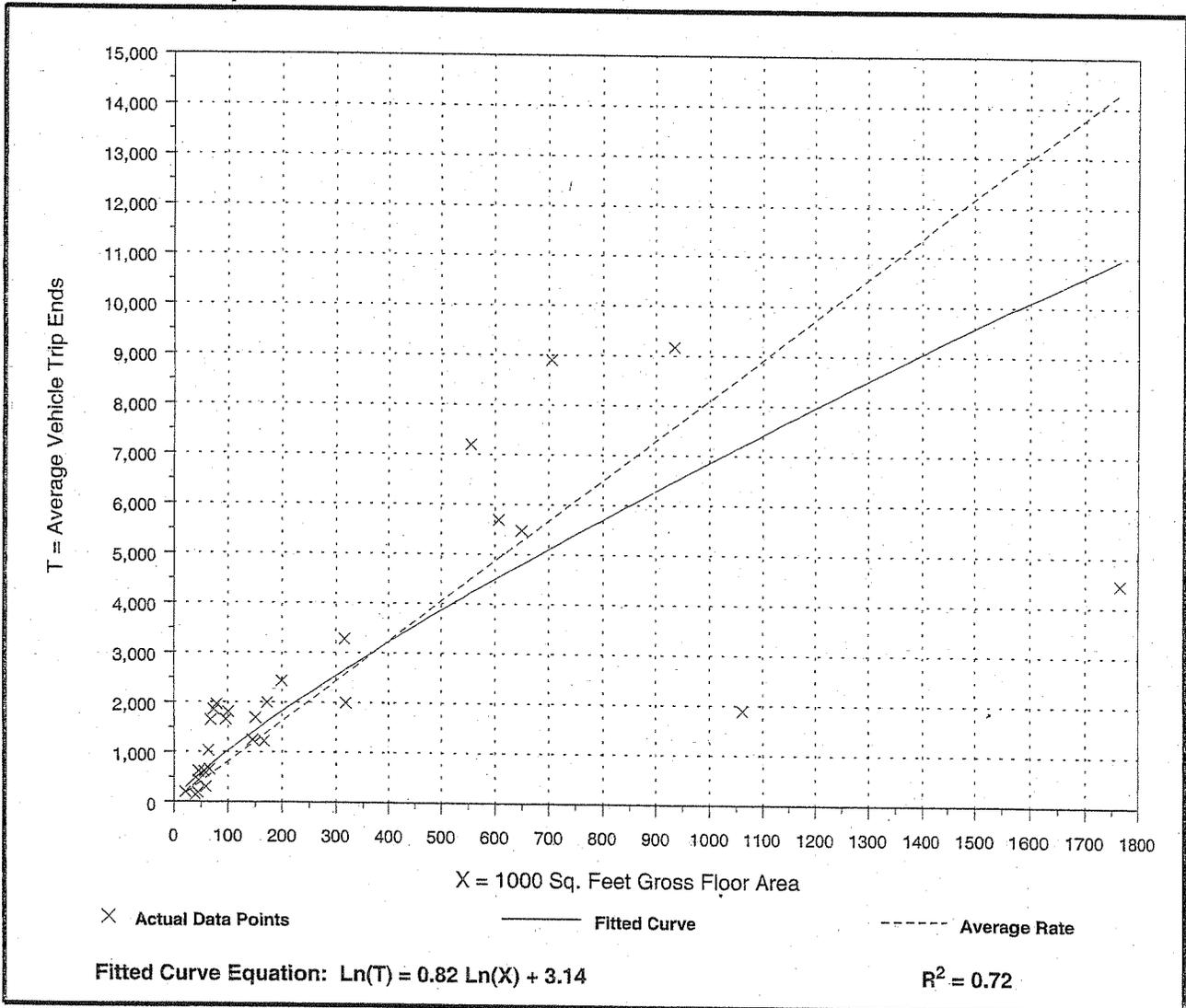
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area  
On a: Weekday

Number of Studies: 28  
Average 1000 Sq. Feet GFA: 308  
Directional Distribution: 50% entering, 50% exiting

## Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
8.11	1.78 - 24.95	5.85

## Data Plot and Equation



## 28.90.100 Parking Requirements.

## EXHIBIT C

A. GENERAL. Parking shall be provided for any use in the City of Santa Barbara.

B. DEFINITIONS. As used in this section of the code, certain words and phrases have the following meanings:

1. FLOOR AREA. Floor area or gross floor area is the area included within the surrounding exterior walls of a building or portion thereof, exclusive of the area occupied by the surrounding walls, vent shafts and courts.

2. INDUSTRIAL USE. An industrial use is a use permitted in the C-M or M-1 zones, but not permitted in more restrictive zones.

3. SENIOR HOUSING. Senior Housing is housing that is restricted to residential uses by elderly and senior persons, sixty-two (62) years of age or older. In order to qualify, such restrictions must be made by recorded instrument, regulations of the United States Department of Housing and Urban Development or by similar enforceable methods.

4. LOW INCOME SENIOR HOUSING. Low income Senior Housing is housing that is restricted to residential uses by low income elderly and senior persons, sixty-two (62) years of age or older, at affordable low income rents or sale prices in conformance with the City's adopted affordability criteria. In order to qualify, such restrictions must be for at least thirty (30) years, and be made by recorded instrument, regulations of the United States Department of Housing and Urban Development or by similar enforceable methods.

C. CUMULATIVE REQUIREMENTS. All standards set forth herein are cumulative in nature. For properties containing more than one use, the requirements for each use shall be met.

D. BUILDINGS IN EXCESS OF 10,000 SQUARE FEET. For industrial and office uses, a reduction of the required parking will be allowed for those buildings or building complexes containing in excess of 10,000 square feet of floor area at the following rate:

1. Buildings containing 10,000 to 30,000 square feet shall provide 90% of the required parking.

2. Buildings containing 30,000 to 50,000 square feet shall provide 80% of the required parking.

3. Buildings in excess of 50,000 square feet shall provide 70% of the required parking.

E. FRACTIONS. Fractions of one-half (1/2) or greater shall be considered to require one space.

F. SMALL CARS. Thirty percent (30%) of all required parking may be for small cars for parking lots containing more than 10 spaces with the layout to be approved by the City Transportation Engineer.

G. RESIDENTIAL PARKING REQUIREMENTS. In any zone, for every residential unit or units, and every residential building or structure occupied or intended to be occupied as sleeping quarters or dwellings, all of the required parking spaces shall be made available for all occupants to use as parking spaces on an assigned or unassigned basis. There shall be provided on the same lot or parcel of land a minimum ratio of parking space for each unit or occupant as follows:

1. Single Residential Unit or Group Home. Two (2) required. Both of the required spaces shall be provided within a garage or carport located on the lot. If two or more single-family dwellings legally exist, or are proposed on a single lot in any zone except the A, E, or R-1 zones, one covered space and one uncovered space may be provided for each single-family dwelling.

2. Two-Residential Unit. Four (4) required. Two (2) of the required spaces shall be provided within a garage or carport located on the lot. A development in which 100% of the units are rental units which are affordable to very low or low income households may reduce the number of parking spaces to one uncovered parking space per unit if the following conditions are met:

a. Each unit shall have at least 200 cubic feet of enclosed weatherproofed and lockable private storage space in addition to guest, linen, pantry, and clothes closets customarily provided. Such space shall be for the sole use of the unit tenant. Such space shall be accessible from the exterior of the unit it serves;

b. A covenant is recorded in the County Land Records against the title, which states that all of the dwelling units on the Real Property shall be rented to very low or low income households; the maximum rent and the maximum household income of tenants shall be determined as set forth in the Affordable Housing Policies and Procedures Manual of the City of Santa Barbara, which is adopted by City Council Resolution from time to time. The rents shall be controlled through recorded documents to assure continued affordability for at least thirty (30) years from the initial occupancy of the dwelling unit. The City shall be a party to the covenant; and

c. A covenant is recorded in the County Land Records against the title which states that the development has received a reduction in the amount of parking required because it is a 100% affordable project. In the event that the Real Property, or any portion thereof, is not or cannot be used solely for very low or low income rental housing, either (i) the structure(s) shall be redesigned and possibly reconstructed and the number of dwelling units shall be reduced so that the maximum number of dwelling units on the Real Property does not exceed the number of dwelling units that would be allowed if there is compliance with the City's parking requirements then in effect, or (ii) the owner shall provide the number of spaces required by the Zoning Ordinance for the new use pursuant to Chapter 28.90. The City shall be a party to the covenant.

3. Multiple Residential Unit.

a. Studio: one and one quarter (1-1/4) spaces per residential unit.

b. One bedroom: one and one-half (1-1/2) spaces per residential unit.

**EXHIBIT D**

Associated Transportation Engineers  
Trip Generation Worksheet

#05036

**Citrix Centre Calculations - No Pass-By/Mixed-Use Adjustments**

Net Floor Area

Land Use	Size	Pass-by Factor	ADT		PM Peak	
			Rate	Trips	Rate	Trips
<b>Existing Projects</b>						
Light Industrial	21,120	1.00	6.97	147	0.98	21
Storage/Misc	18,232	1.00	4.88	89	0.74	13
Retail	6,240	1.00	40.67	254	2.59	16
<b>Total</b>				<b>490</b>		<b>50</b>

***Approved DP- Gateway Center***

Office	80,000	1.00	14.04	1,123	2.11	169
Research & Development	80,000	1.00	10.50	840	1.37	110
Retail	20,000	1.00	40.67	813	2.59	52
<b>Total</b>				<b>2,776</b>		<b>331</b>

***Proposed Citrix Centre***

Office	120,000	1.00	12.79	1,535	1.78	214
Research & Development	40,000	1.00	11.89	476	1.54	62
Retail	20,000	1.00	44.32	886	2.71	54
<b>Total</b>				<b>2,897</b>		<b>330</b>

<b>Net trip generation of Citrix Centre</b>	<b>2407</b>	<b>280</b>
<b>Net trip generation of Approved DP-Gateway Center</b>	<b>2286</b>	<b>281</b>
<b>Net increase/reduction</b>	<b>121</b>	<b>-1</b>

10/4/2004

## EXHIBIT E

### GOLETA PARKING DEMAND RATES BASED ON PARKING DEMAND SURVEYS AND GROSS SQUARE FEET OF BUILDING AREA

**Table A**  
**Goleta Facilities Observed Parking Demand Rates**

<b>Development</b>	<b>Land Use</b>	<b>Size</b>	<b>Observed Parking Demand</b>	<b>Parking Rate</b>
GRC Office Complex	Office	152,164 Gross S.F.	459 spaces	3.02 spaces / KSF
University Business Center	R & D	232,632 Gross S.F.	601 spaces	2.58 spaces / KSF

## Parking Demand Hourly Variation for Weekdays

Worksheet Based on Data Presented in ITE Parking Generation Report, ULI Shared Parking University Business Center Data

Project Name: Citirx Centre Project

Project Components Peak Demand - ITE 85th Percentile Rates + UBC R & D Rate

Office (ITE Data):	423
Retail (ITE Data):	67
R&D (UBC Data):	106

Time	Office	Retail	R&D	Total
5:00-6:00 A.M.	13	0	3	16
6:00-7:00	25	5	21	51
7:00-8:00	237	3	67	307
8:00-9:00	364	12	96	472
9:00-10:00	410	25	102	537
10:00-11:00	423	36	106	565
11:00-12:00 Noon	415	58	100	573
12:00-1:00 P.M.	368	67	88	523
1:00-2:00	317	66	94	477
2:00-3:00	355	61	102	518
3:00-4:00	368	58	96	522
4:00-5:00	317	54	81	452
5:00-6:00	182	38	35	255
6:00-7:00	76	46	7	129
7:00-8:00	30	55	7	92
8:00-9:00	13	47	3	63
9:00-10:00	13	28	3	44
10:00-11:00	0	7	0	7
11:00-12:00 Mid.	0	0	0	0

GOLETA PARKING DEMAND RATES BASED ON  
PARKING DEMAND SURVEYS AND GROSS SQUARE FEET OF BUILDING AREA

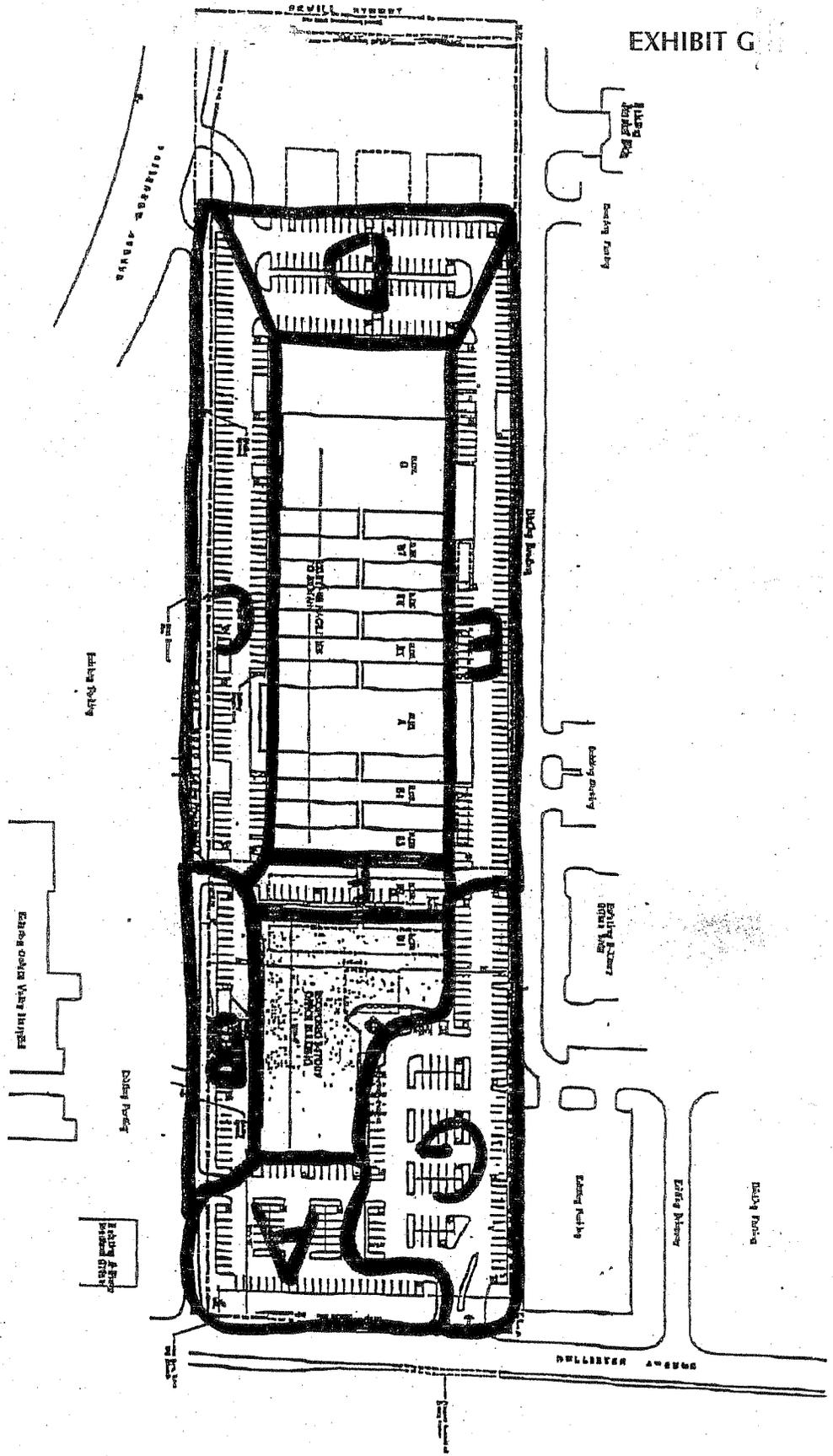
**Table A**  
**Goleta Facilities Observed Parking Demand Rates**

Development	Land Use	Size	Observed Parking Demand	Parking Rate
GRC Office Complex	Office	152,164 Gross S.F.	459 spaces	3.02 spaces / KSF
University Business Center	R & D	232,632 Gross S.F.	601 spaces	2.58 spaces / KSF

GOLETA OFFICE PARKING UTILIZATION - PRIMARY SITE TOTALS  
WEDNESDAY, FEBRUARY 9TH, 2000

Time	Primary Site							Utilization Totals	Utilization Totals-%
	A	B	C	D	E	F	G		
9:00 AM	67	35	83	5	86	18	104	398	71.8%
9:30 AM	77	35	92	6	96	19	104	429	77.4%
10:00 AM	79	36	97	7	97	21	105	442	79.8%
10:30 AM	80	35	104	10	94	21	108	452	81.6%
11:00 AM	82	33	101	13	100	21	109	459	82.9%
11:30 AM	70	31	82	11	79	19	100	392	70.8%
12:00 PM	67	30	80	9	77	17	96	376	67.9%
12:30 PM	56	24	63	11	66	18	93	331	59.7%
1:00 PM	57	24	68	10	70	19	94	342	61.7%
1:30 PM	63	33	79	9	78	16	102	380	68.6%
2:00 PM	67	35	86	10	84	18	104	404	72.9%
2:30 PM	70	34	88	10	84	19	104	409	73.8%
INVENTORY	77	34	115	91	115	16	106	554	100.0%

Notes: The parking inventory may change slightly after further comparisons with the site plans.



SITE PLAN  
SCALE: 1/8" = 1'-0"



THIS DOCUMENT IS THE PROPERTY OF GRC INTERNATIONAL INC. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF GRC INTERNATIONAL INC.

NOV 23 '99 02:48PM

NO.	DESCRIPTION	DATE
1	PRELIMINARY	11/18/99
2	REVISED	11/18/99
3	REVISED	11/18/99
4	REVISED	11/18/99
5	REVISED	11/18/99
6	REVISED	11/18/99
7	REVISED	11/18/99
8	REVISED	11/18/99
9	REVISED	11/18/99
10	REVISED	11/18/99
11	REVISED	11/18/99
12	REVISED	11/18/99
13	REVISED	11/18/99
14	REVISED	11/18/99
15	REVISED	11/18/99
16	REVISED	11/18/99
17	REVISED	11/18/99
18	REVISED	11/18/99
19	REVISED	11/18/99
20	REVISED	11/18/99
21	REVISED	11/18/99
22	REVISED	11/18/99
23	REVISED	11/18/99
24	REVISED	11/18/99
25	REVISED	11/18/99
26	REVISED	11/18/99
27	REVISED	11/18/99
28	REVISED	11/18/99
29	REVISED	11/18/99
30	REVISED	11/18/99
31	REVISED	11/18/99
32	REVISED	11/18/99
33	REVISED	11/18/99
34	REVISED	11/18/99
35	REVISED	11/18/99
36	REVISED	11/18/99
37	REVISED	11/18/99
38	REVISED	11/18/99
39	REVISED	11/18/99
40	REVISED	11/18/99
41	REVISED	11/18/99
42	REVISED	11/18/99
43	REVISED	11/18/99
44	REVISED	11/18/99
45	REVISED	11/18/99
46	REVISED	11/18/99
47	REVISED	11/18/99
48	REVISED	11/18/99
49	REVISED	11/18/99
50	REVISED	11/18/99
51	REVISED	11/18/99
52	REVISED	11/18/99
53	REVISED	11/18/99
54	REVISED	11/18/99
55	REVISED	11/18/99
56	REVISED	11/18/99
57	REVISED	11/18/99
58	REVISED	11/18/99
59	REVISED	11/18/99
60	REVISED	11/18/99
61	REVISED	11/18/99
62	REVISED	11/18/99
63	REVISED	11/18/99
64	REVISED	11/18/99
65	REVISED	11/18/99
66	REVISED	11/18/99
67	REVISED	11/18/99
68	REVISED	11/18/99
69	REVISED	11/18/99
70	REVISED	11/18/99
71	REVISED	11/18/99
72	REVISED	11/18/99
73	REVISED	11/18/99
74	REVISED	11/18/99
75	REVISED	11/18/99
76	REVISED	11/18/99
77	REVISED	11/18/99
78	REVISED	11/18/99
79	REVISED	11/18/99
80	REVISED	11/18/99
81	REVISED	11/18/99
82	REVISED	11/18/99
83	REVISED	11/18/99
84	REVISED	11/18/99
85	REVISED	11/18/99
86	REVISED	11/18/99
87	REVISED	11/18/99
88	REVISED	11/18/99
89	REVISED	11/18/99
90	REVISED	11/18/99
91	REVISED	11/18/99
92	REVISED	11/18/99
93	REVISED	11/18/99
94	REVISED	11/18/99
95	REVISED	11/18/99
96	REVISED	11/18/99
97	REVISED	11/18/99
98	REVISED	11/18/99
99	REVISED	11/18/99
100	REVISED	11/18/99

DATE: 11/18/99  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 PROJECT NO: [Number]  
 SHEET NO: A-3

## Parking Demand Hourly Variation for Weekdays

Worksheet Based on Data Presented in ITE Parking Generation Report, ULI Shared Parking University Business Center and AT&T / PTC Office Complex Data

Project Name: Citrix Centre Project

Project Components Peak Demand - ITE 85th Percentile Rates + Kaku Office and UBC

Office (Kaku Data):	371
Retail:	67
R&D (UBC Data):	106

Time	Office	Retail	R&D	Total
5:00-6:00 A.M.	11	0	3	14
6:00-7:00	223	5	21	249
7:00-8:00	208	3	67	278
8:00-9:00	319	12	96	427
9:00-10:00	352	25	102	479
10:00-11:00	364	36	106	506
11:00-12:00 Noon	371	58	100	529
12:00-1:00 P.M.	304	67	88	459
1:00-2:00	308	66	94	468
2:00-3:00	326	61	102	489
3:00-4:00	323	58	96	477
4:00-5:00	278	54	81	413
5:00-6:00	160	38	35	233
6:00-7:00	67	46	7	120
7:00-8:00	26	55	7	88
8:00-9:00	11	47	3	61
9:00-10:00	11	28	3	42
10:00-11:00	0	7	0	7
11:00-12:00 Mid.	0	0	0	0

EXHIBIT I

## Land Use: 710 General Office Building

### Description

A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers, and tenant services such as a bank or savings and loan, a restaurant or cafeteria, and service retail facilities. Nearly all of the buildings surveyed were in suburban locations.

<b>Table 1: General Office Building Average Densities</b>		
<b>Independent Variables</b>	<b>Average</b>	<b>Range</b>
Employees Per 1,000 Square Feet Gross Floor Area	3.29	0.28 - 12.82
Employees Per Parking Space	0.86	0.23 - 3.44
Employees Per Gross Acre*	7.91	1.33 - 245.90
1,000 Square Feet Gross Floor Area Per Parking Space	0.28	0.05 - 1.15
1,000 Square Feet Gross Floor Area Per Gross Acre*	2.24	0.34 - 49.89
Parking Spaces Per Gross Acre*	7.02	0.76 - 164.69

## Land Use: 760 Research and Development Center

### Description

Research and development centers are facilities or groups of facilities devoted nearly exclusively to research and development activities. They may also contain offices and light fabrication areas.

<b>Research and Development Center Average Densities</b>		
<b>Independent Variables</b>	<b>Average</b>	<b>Range</b>
Employees Per 1,000 Square Feet Gross Floor Area	2.47	0.65 - 6.04
Employees Per Parking Space	1.20	0.43 - 1.71
Employees Per Gross Acre*	54.94	3.97 - 461.54
1,000 Square Feet Gross Floor Area Per Parking Space	0.37	0.17 - 0.92
1,000 Square Feet Gross Floor Area Per Gross Acre*	11.48	3.29 - 88.67
Parking Spaces Per Gross Acre*	30.81	8.33 - 285.33

## Land Use: 814 Specialty Retail Center

### Description

Specialty retail centers are generally small strip shopping centers containing a variety of retail shops, specializing in quality apparel, hard goods, services such as real estate offices, dance studios, or florists, and small restaurants.

<b>Specialty Retail Center Average Densities</b>		
<b>Independent Variables</b>	<b>Average</b>	<b>Range</b>
Employees Per 1,000 Square Feet Gross Floor Area	1.82	0.87 - 2.29
Employees Per Parking Space	0.37	0.23 - 0.41
Employees Per Gross Acre*	16.06	6.67 - 22.44
1,000 Square Feet Gross Floor Area Per Parking Space	0.11	0.09 - 0.27
1,000 Square Feet Gross Floor Area Per Gross Acre*	8.83	7.39 - 10.49

TABLE A

CITRIX CENTRE PROJECT PARKING CALCULATIONS

Land Use	Floor Area	Building Area	Rates per 1,000 SF					Total Parking Demand				
			City Code Req.(a)	Proposed Supply (a)	ITE Parking Demand (b)	Actual Demand (b)	ITE Trip Generation (b)	City Code Req.	Proposed Supply	ITE Parking Demand	Goleta Demand	ITE Trip Generation
Office	120,000	122,900	4.00	3.50	3.44	3.02	3.57	480	420	423	371	439
R&D	40,000	41,200	2.00	2.70	2.58	2.58	2.70	80	108	106	106	111
Retail	20,000	20,400	4.00	4.00	3.35	3.35	9.09	80	80	67	67	185
Subtotal	180,000	184,500						640	608	596	544	735
Shared										573	529	
Reserve @ 5%										602	555	

(a) Rates for floor area

(b) Office and R&D rates for building area, Retail rates for floor area



ORDINANCE NO. 5147

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SANTA BARBARA APPROVING THE MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF SANTA BARBARA AND THE COUNTY OF SANTA BARBARA FOR DEVELOPMENT OF THE SANTA BARBARA GATEWAY CENTER PROJECT ON SANTA BARBARA AIRPORT PROPERTY

THE CITY COUNCIL OF THE CITY OF SANTA BARBARA DOES ORDAIN AS FOLLOWS:

SECTION 1. The Memorandum of Understanding between the City of Santa Barbara and The County of Santa Barbara entered into as of March 28, 2000 and attached hereto and incorporated herein by reference as Exhibit "A," is hereby approved and the City Administrator is authorized to execute it on behalf of the City.

Bill No. 5168  
Ordinance No. 5147  
Adopted April 4, 2000

RECEIVED

APR 12 2000

City of Santa Barbara  
Airport Department

**MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF SANTA BARBARA AND THE COUNTY OF SANTA BARBARA FOR DEVELOPMENT OF THE SANTA BARBARA GATEWAY CENTER PROJECT ON SANTA BARBARA AIRPORT PROPERTY**

THIS MEMORANDUM OF UNDERSTANDING for the development of the Santa Barbara Gateway Center Project on lands owned by the City of Santa Barbara on Santa Barbara Airport property and to enhance cooperation in regional issues, made and entered into as of April 4, 2000, by and between the:

**COUNTY OF SANTA BARBARA**, a subdivision of the State of California, herein referred to herein as the County,

and the

**CITY OF SANTA BARBARA**, a charter city of the State of California, referred to herein as the City, WITNESSETH:

WHEREAS, the City has recently approved development of approximately 180,000 square feet of industrial and commercial real estate improvements on property owned by the City and located within the City as part of the complex of properties that comprise the Santa Barbara Airport; and,

WHEREAS, officers of the County had previously appealed approvals in connection with that development; and,

WHEREAS, each party wishes to resolve the concerns of the other as to development of property which the City has an interest which development may impact or affect areas of the unincorporated area of the County,

NOW THEREFORE, THE PARTIES ENTER THIS MEMORANDUM OF UNDERSTANDING FOR the development of City real property, mitigation for development, regional cooperation in related issues, coordination of planning efforts, and coordination of certain funding applications, and agree to jointly develop and present for consideration of the respective responsible governing boards certain implementation measures and programs in accordance with the following provisions:

1. **TRAFFIC AND TRANSPORTATION** The City and the Santa Barbara Gateway Center development project will contribute \$1,800,000 to fund and implement the following projects as now provided for in a proposed Goleta Transportation Improvement Plan (GTIP):

- Ekwill Street extension (State Highway 217 to Fairview);
- Fowler Street extension (State Highway 217 to Fairview);
- Intersection improvements at Hollister and Los Carneros; and
- U.S. Highway 101 Southbound ramp widening at Los Carneros.

Funds for these projects shall include:

- a. a contribution of available traffic mitigation fees from anticipated Airport development (the Santa Barbara Gateway Center Project presently approved for the site) in the anticipated sum of \$1,300,000; and,

b. a contribution of other City funds in the anticipated sum of \$500,000.

The parties anticipate that \$1,300,000 in traffic mitigation fees will be available from the project known as the Santa Barbara Gateway Center development project at the time permits are issued for construction of that development and will become due to the County.

The parties agree that the \$500,000 in City funds shall only become due from the City at the rate of \$100,000 per year for the fiscal years beginning July 1, 2004 through fiscal year 2008-2009. If the above-designated projects are completed prior to receipt of all of the City funds said funds may be used to reimburse the County for the costs incurred for those projects.

The parties agree that \$360,000 of the \$1,800,000 anticipated funds represents the 20% set-aside required by the County for similar projects for use on Alternative Transportation projects and shall only be used for such alternative transportation uses, including Class I bikeways within the projects identified above.

The City and the County shall also develop and present a joint Fairview Avenue South - Widening and Frontage Improvements TEA-21 grant application for use in the development of a project from Hollister Avenue to Fowler Road as set forth in the GTIP. Such project from Hollister Avenue to Fowler Road shall include, but shall not be limited to, the use of a contribution of City funds in the anticipated sum of \$400,000.

The parties agree that the \$400,000 in City funds to support such Fairview Avenue South project, shall not become due from the City before July 1, 2002.

The parties agree that should the Fairview Avenue South project TEA-21 grant application not be approved, the \$400,000 shall be used to fund an alternate GTIP project, to be approved by the City and the County.

The total City contribution anticipated for the development of all traffic and transportation programs shall equal and is not intended to exceed \$2,200,000, including City funds and all development fees actually received for the Santa Barbara Gateway Center Project.

2. LANDSCAPE PLAN FOR HOLLISTER BLVD. The City and the County will work cooperatively to develop an integrated landscape plan for Hollister Ave. from Los Carneros through Old Town Goleta, to provide for compatibility of improvements. The landscape plan shall address such issues as a median, landscaping, streetscape improvements, bikeways and street furniture.

Such landscape plan will include a provision that a design professional from the Goleta Heritage District Design Guideline Subcommittee be invited to participate in the City's design review of future landscape projects in the Hollister Ave. corridor, relating to Old Town Goleta.

3. AFFORDABLE HOUSING IN THE GOLETA VALLEY The City recognizes that the \$300,000 in housing fees appropriate to the Santa Barbara Gateway Center Project, and that are a City condition on such project (referred to herein as the "developer financing"), may be used for affordable housing in the Goleta Valley, under the following conditions:

The developer financing will result in affordable housing benefits that are the equivalent of, and will offset the affordable housing effects of the Santa Barbara Gateway Center Project;

The identified projects shall be moving forward toward construction according to timing, and with benefits to the community at large, as will be consistent with the requirements of City's Measure E charter requirements and regulations used to implement Measure E;

The three projects to receive housing fees are projects approved and adopted by the County Board of Supervisors as part of the County's Consolidated Plan (Action Plan) submitted to and approved by the U.S. Department of Housing and Urban Development:

- . United Cerebral Palsy Foundation/Tumbleweed Apartments Project
  - . Special Needs Rental Housing
  - . 13 Units
  - . 6067 Shirrell Way, Goleta
- . El Encanto Apartments Project
  - . Family Rental Housing
  - . 18 Units
  - . Adjacent to 7300 Calle Real, Goleta
- . Castillian Apartments and San Miguel Apartments Project
  - . Family Rental Housing Rehabilitation
  - . 56 Units
  - . 6650 & 6660 Abrego and 6651 Picasso, Isla Vista

The \$300,000 in housing fees must be expended on any or all of the above listed projects, or the City may redirect said funds to another project, even a project within the City that is not within the Goleta Valley area.

The parties anticipate that \$300,000 in housing fees will be available from the project known as the Santa Barbara Gateway Center development project at the time permits are issued for construction of that development, said funds upon receipt by the City will be paid directly to the County;

The County may advance funds for the designated projects prior to receipt of the housing fees from the City, said housing fees then may be used to reimburse the County for the funds advanced.

4. COOPERATION IN DEVELOPMENT OF RECREATION The parties agree that the joint Task Group on Parks and Recreation established by the City Council and the Board of Supervisors on July 17, 1999 will be the task group responsible to consider and advise upon regional solutions for parks and recreation in the Goleta/City Airport area. The Task Group on Parks and Recreation will identify what particular resources and skills the City and County

can contribute in providing for regional parks and recreation services in the Goleta/City Airport area.

During the development of initial plans, the City shall not enter into any long term leases for the Airport drive-in theater or restaurant property located near the intersection of Hollister Avenue and Fairview Avenue. On and after June 1, 2000, the City shall be free to enter into such long-term lease(s) for such properties if they are not by that time specifically identified for recreational development pursuant to a mutually approved project or program.

5. BIO-SWALE INCLUDED IN GATEWAY PROJECT The parties acknowledge that a bio-swale, identified for the purpose of reducing pollutants on site, is included in the Santa Barbara Gateway Center Project.

6. IMPLEMENTATION The parties shall use their best efforts to provide that the activities required for cooperation under this Memorandum of Understanding are carried out.

7. TERM Except as to the matters in Section 1, this Memorandum of Understanding shall remain in full force and effect when executed by the parties and until June 30, 2004 and may be extended for successive one year terms ending June 30 upon the mutual approval of the governing bodies of City and the County.

As to the matters in Section 1, this Memorandum of Understanding shall remain in full force and effect when executed by the parties and until June 30, 2009.

8. AMENDMENT This agreement may be amended, from time to time, with the written approval of the governing bodies of City and the County.

9. BUDGET COMMITMENTS, SUBJECT TO REGULATIONS This Memorandum of Understanding is not an approval of budget expenditures in any amount nor is it an agreement to pay or provide payment for any expense or program. It is the agreement of the parties that any commitment of support, funds or to pay any expenses will be made upon presentation of a report, request or other recommendation arising out of the work of this Memorandum of Understanding.

All obligations of the parties pursuant to this Memorandum of Understanding are subject to the appropriation and/or receipt of resources by the governing body responsible for the budget for such program for the fiscal year in which it is due. In the event that any provision of this agreement is in violation of federal or state law, rule, regulation or program requirement, such provision shall be void so that the law, rule, regulation or program requirement will prevail for the parties to the effect that any applications made in connection with these matters shall remain in effect for the respective applicant, permittee and/or beneficiary.

IN WITNESS WHEREOF, the parties hereto have executed this Memorandum of Understanding as of the day and year first above written.

CITY OF SANTA BARBARA

COUNTY OF SANTA BARBARA

By \_\_\_\_\_  
SANDRA E. TRIPP-JONES,  
City Administrator  
City Hall, P.O. Box 1990  
Santa Barbara, California 93102

By \_\_\_\_\_  
SUSAN ROSE, Chair  
Board of Supervisors  
105 East Anapamu Street  
Santa Barbara, California 93101

ATTEST:  
CITY CLERK

ATTEST:  
Clerk of the Board of Supervisors

By \_\_\_\_\_  
  
Deputy City Clerk

By \_\_\_\_\_  
  
APPROVED AS TO CONTENT:

APPROVED AS TO CONTENT:  
PETER K. WILSON  
Deputy City Administrator

By \_\_\_\_\_  
  
APPROVED:  
ROBERT W. GEIS, Auditor-Controller

By \_\_\_\_\_  
  
APPROVED AS TO FORM:  
DANIEL J. WALLACE, City Attorney

By \_\_\_\_\_  
  
APPROVED AS TO FORM:  
STEPHEN SHANE STARK,  
County Counsel

By \_\_\_\_\_

By \_\_\_\_\_  
Fund:  
Dept:  
Acct:

**CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING****2. 6100 HOLLISTER AVE**

Assessor's Parcel Number: 073-080-065  
 Application Number: MST2005-00480  
 Owner: City of Santa Barbara Airport Department  
 Business Name: Gateway Center  
 Agent: Suzanne Elledge Permit Processing  
 Applicant: Bermant Development Company

(Proposal to develop a mixed use industrial and commercial development, totaling 180,000 square feet located in sub-area #2 and sub-area #3 of the Santa Barbara Airport Area Specific Plan. This project was previously reviewed under MST97-00715 and received Preliminary approval by the Architectural Board of Review.)

**(COMMENTS ONLY; PROJECT REQUIRES SUBSTANTIAL CONFORMANCE WITH PLANNING COMMISSION RESOLUTION NO. 029-99.)**

3:42

Andrew Bermant, Applicant; Brian Poliquin, Architect; Tom Lunneberg, Vice-President, CTG Energetics; and Laurie Owens, Case Planner, Santa Barbara Airport; present.

Staff Comment: Laurie Owens, Case Planner, stated that while the development plan for the site is similar, the architectural design is fundamentally different. Today's review is a concept review of the new design prior to review by the Planning Commission for substantial conformance determination.

Motion: Continued indefinitely to the Planning Commission with the following comments:  
 1) The Board finds the alteration to the site planning and the additional story to be acceptable. The scale of the addition height relative to the setback from Hollister Avenue and the vehicular nature of Hollister Avenue allows for the three story mass of the building. 2) The addition of the third story creates an improved design with a nice hierarchy of window fenestration and improved proportions. 3) The Board appreciates the redistribution of the square footage which allows for significant open areas. 4) The Board applauds the applicant's pursuit of a leed certification energy rating and looks forward to working with the applicant in providing Santa Barbara quality detail; as well as meeting the goals of the leed certification. 5) Some details which meet both criteria are the significant overhang kickers at the top of the building, the trellises and the proportion of the windows. 6) The Board would like the applicant to further study the access off of Francis Botello Road with emphasis to reduce the amount of hardscape, and to create a stronger pedestrian connection to the entrance. 7) The Board looks forward to further development of the landscape plan sustainability. 8) The Board understands that the applicant is trying to reach a balance between Goleta, Santa Barbara and Airport aesthetics while complying with the Airport Design Guidelines, however, some Board members are concerned with the building sensibility tying more strongly back into a Santa Barbara design aesthetics; because it is a gateway to the City. 9) As to the retail building, the Board has some concern with the buttress elements and arches.

Action: LeCron/Bartlett, 5/0/0.

