



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: January 2, 2009
AGENDA DATE: January 8, 2009
PROJECT ADDRESS: 1600 Cecil Cook Place (MST2008-00489)
TO: Planning Commission
FROM: Planning Division, (805) 564-5470
 Danny Kato, Senior Planner
 Andrew Bermond, Associate Planner

I. PROJECT DESCRIPTION

The project consists of a rezone of 9.04 acres of A-A-O, SP-6, S-D-3 (Airport Approach and Operations Zone, Airport Industrial Specific Plan Zone, Coastal Zone Overlay) to A-F, SP-6, S-D-3 (Aviation Facilities Zone, Airport Industrial Specific Plan Zone, Coastal Zone Overlay) in the appealable jurisdiction of the Coastal Zone on Santa Barbara Airport property. This project would restore zoning for a portion of the Airport that was inadvertently rezoned in 2001 as the result of a mapping error in the Aviation Facilities Plan. The project would replace the map referenced in the Airport Zoning Ordinance (SBMC §29.11) with the one provided in Exhibit A.

The same errors were included in the Local Coastal Program. Therefore, the project also requires approval of an LCP Amendment from the California Coastal Commission.

II. REQUIRED APPLICATIONS

The discretionary applications required for this project are:

1. Initiation of proceedings and a recommendation to City Council for a Zoning Ordinance Amendment to change the zoning from A-A-O, SP-6, S-D-3 (Airport Approach and Operations Zone, Airport Industrial Area Specific Plan Zone, Coastal Zone Overlay) to A-F, SP-6, S-D-3 (Aviation Facilities Zone, Airport Industrial Area Specific Plan Zone, Coastal Zone Overlay) (SBMC §28.92.020; §28.92.080B; and §29.11).
2. Recommendation to City Council to approve a Local Coastal Program Amendment to change the LCP zoning from A-A-O, S-P-6, S-D-3 (Airport Approach and Operations Zone, Airport Industrial Area Specific Plan Zone, Coastal Zone Overlay) to A-F, S-P-6, S-D-3 (Aviation Facilities Zone, Airport Industrial Area Specific Plan Zone, Coastal Zone Overlay) and to recommend certification of the Amendment to the California Coastal Commission (State Public Resources Code §30514).

III. RECOMMENDATION

The proposed rezone would update the Airport Zoning Ordinance to reflect current uses. The rezone proposal is consistent with the plans and policies of the General Plan and Airport Industrial Area Specific Plan. Therefore, Staff recommends that the Planning Commission adopt the Addendum to the Aviation Facilities Plan Environmental Impact Statement/Report, initiate the proposed rezone, and make a recommendation to City Council to approve the proposed Zoning Ordinance Amendment and recommend the certification of a Local Coastal Program Amendment to the California Coastal Commission, making the findings outlined in Section VI of this report.

APPLICATION DEEMED COMPLETE: November 25, 2008

IV. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

Applicant:	Hazel Johns, Airport Dept.	Property Owner:	City of Santa Barbara
Parcel Number:	073-450-003	Lot Area:	9.04 acres
General Plan:	Major Public and Institution	Zoning:	A-A-O/SP-6/S-D-3
Existing Use:	Tarmac, aviation-related commercial	Topography:	1% slope to the southwest
Adjacent Land Uses:			
North – Aviation-related commercial		East – Taxiways and runways	
South – Taxiways and runway		West – Goleta Slough Reserve	

V. ISSUES

A. ZONE CHANGE

A change of zone is a legislative process. City procedures require that either the Planning Commission or City Council initiate proceedings for a rezone before an amendment or a recommendation to amend Title 29 of the Santa Barbara Municipal Code, the Airport Zoning Ordinance. Because this proposed rezone is intended to rectify an earlier error, the Airport Department has applied for both initiation of the rezone and a recommendation to City Council to change 9.04 acres of A-A-O, SP-6, S-D-3 (Airport Approach and Operations Zone, Airport Industrial Area Specific Plan Zone, Coastal Zone Overlay) north of the main instrument runway back to A-F, SP-6, S-D-3 (Aviation Facilities Zone, Airport Industrial Area Specific Plan Zone, Coastal Zone Overlay).

The boundary of the proposed rezone area follows the hold-short line for Taxiway C from the current A-A-O boundary to the Object Free Area (OFA) boundary parallel to Taxiway H. The boundary would follow the OFA to the current western A-A-O boundary. Currently a hangar, cargo terminal, an electrical vault, and portions of two light industrial tenant buildings are in the proposed rezone area.

The intent of the A-F is to establish an area in the immediate vicinity of flight facilities at the Airport for aircraft and airport related uses and activities. Given the current uses on the site, this would be an appropriate designation for this area. This determination is supported by the fact that this was the previous zone until it was inadvertently changed during adoption of the Aviation Facilities Plan.

B. COMPLIANCE WITH THE AIRPORT INDUSTRIAL AREA SPECIFIC PLAN

The project site is located in Sub-Area #1 of the Airport Industrial Specific Plan Area (SP-6). The proposed rezone area is designated as "Aviation Offices," "USFS," and "Proposed Aviation Related Uses" on the Specific Plan land use map. The policies that pertain specifically to this area are contained in the Airport Industrial Specific Plan. The City General Plan also includes policies relevant to the project. A listing of the relevant City policies is provided in Exhibit D and is discussed below.

a. Vision

Policies V1-V3 of the Airport Industrial Area Specific Plan state that the Airport should preserve its economic self-sufficiency by allowing flexibility in land use patterns, promote aviation-related uses south of Hollister Avenue, and encourage the expansion of existing businesses on Airport Property. The current zoning impedes this by restricting land use to exclude all structures and most types of leased space, including most existing uses in the proposed rezone area. The proposed rezone would allow for increased flexibility in land use to include aviation related business and provide for the expansion of existing businesses in the rezone area. Therefore the proposed rezone is consistent with Policies V1-V3 of the Specific Plan.

C. COMPLIANCE WITH THE LOCAL COASTAL PROGRAM (LCP)

The proposed rezone area is designated A-A-O on the Local Coastal Program Component 9 (Airport and Goleta Slough Coastal Plan) LCP Zoning Map. This map is identical to the Aviation Facilities Plan proposed zoning map and the current Airport Zoning Map.

a. Land Use

Policy H-2 requires that future development at the proposed rezone site be consistent with the Airport Industrial Specific Plan. The Specific Plan proposed A-F zoning for the rezone area. Therefore the proposed rezone is consistent with Policy H-2 of Component 9 of the Local Coastal Program.

D. ENVIRONMENTAL REVIEW

The Aviation Facilities Plan Final Environmental Impact Statement/Report did not analyze the rezone of this area from A-F, SP-6, S-D-3 to A-A-O, SP-6, S-D-3. Thus minor technical changes and additions were necessary to update the analysis to reflect the existing setting. A Master Environmental Assessment (MEA) check-list review was completed by City Staff and no new impacts or changes to the environment are anticipated to result from implementation of the proposed project. An Addendum to the Final Environmental Impact Statement/Report

(EIS/R) was prepared pursuant to CEQA Guidelines Section 15164 (Exhibit C). The Addendum evaluated the impacts associated with the restoration of zoning to the A-F, Aviation Facilities Zone and concluded that the proposed project would not cause a new significant impact to the environment.

VI. NEXT STEPS

Following Planning Commission recommendation, the proposed rezone and Local Coastal Program Amendment would be considered by the City Council. The LCP Amendment would then be submitted to the California Coastal Commission for certification. Finally, the certified LCP Amendment is accepted by the City Council and incorporated into the LCP.

VII. FINDINGS

The Planning Commission finds the following:

A. FINDINGS FOR THE AVIATION FACILITIES PLAN FEIS/R ADDENDUM (CEQA GUIDELINES 15164)

1. In the Planning Commission's independent judgment there is no substantial evidence that this project will have a significant effect on the environment; and,
2. Minor technical changes and additions are necessary to complete environmental review. However, a Supplemental Environmental Impact Report is not required because the proposed project remains largely unchanged from the existing project described in the Final Environmental Impact Statement/Report for the Aviation Facilities Plan (SCH# 2000111037).
3. No substantial changes are proposed in the project and no substantial changes have occurred with respect to the circumstances under which the project is undertaken which would require major revisions of the Final Environmental Impact Report. No new information of substantial importance shows a new or more severe impact. Additionally, no new information of substantial importance shows that a previously considered infeasible mitigation or alternative or a new mitigation or alternative that would now be feasible and substantially reduce the impact of the maintenance project are known to exist (CEQA Guidelines §15162(a)).
4. The Planning Commission has considered the Addendum, dated December 8, 2008 for the rezone proposed at 1600 Cecil Cook Place (MST2008-00489), together with the adopted Final Environmental Impact Report (SCH#2000111037) for the original project, and public comments received.
5. The Addendum to the adopted Final Environmental Impact Statement/Report (SCH#2000111037) has been prepared in compliance with California Environmental Quality Act requirements. The Addendum together with the adopted Final EIS/R constitute adequate environmental analysis of the current proposed rezone at 1600 Cecil Cook Place.

B. AMENDMENT TO ZONE BOUNDARY (SBMC §28.92.020 AND §28.92.080B)

1. The change is justified by public necessity, convenience, general welfare, or good zoning practice.

The intent of Title 29 is to ensure that the Airport maintains its economic self-sufficiency through effective use of its existing resources. Given the historical designation and existing uses on the site, as well as the adjacent Aviation Facilities Zone to the north, this Zone would be appropriate for this area. Further, the zone change is consistent with the General Plan and the Airport Industrial Specific Plan.

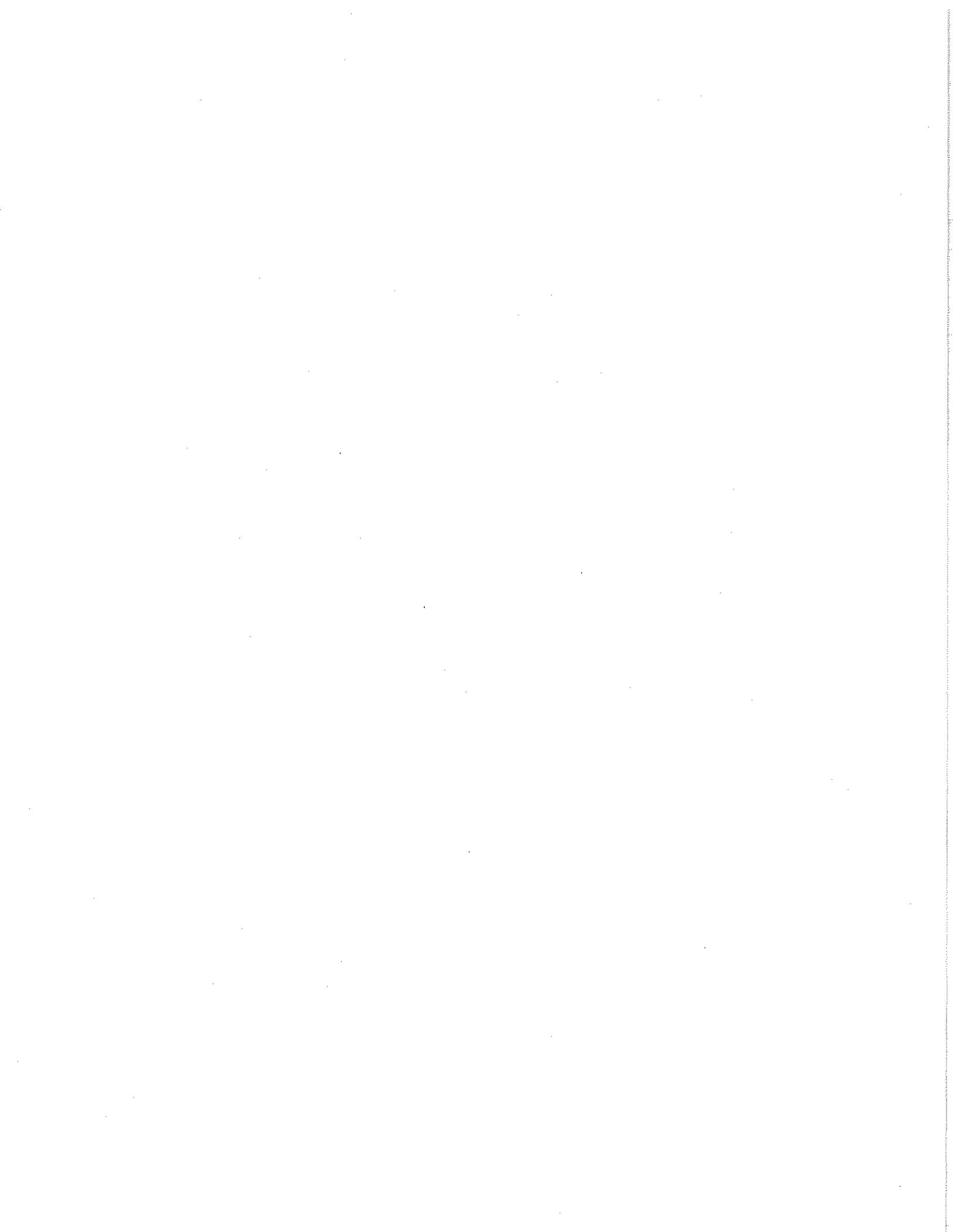
C. AMENDMENT TO LOCAL COASTAL PROGRAM (STATE PUBLIC RESOURCES CODE §30514)

1. The proposed zoning change is consistent with the policies adopted in the Local Coastal Program and the California Coastal Act.

The intent of Component 9 of the Local Coastal Program (Airport and Goleta Slough Coastal Plan) is to protect coastal resources that may be threatened by potential development at the Santa Barbara Airport. The proposed area to be rezoned is not located within an Environmentally Sensitive Habitat Area (ESHA). Given the historical designation and existing uses on the site, the proposed zone change would not threaten the Goleta Slough or any ESHA. Any future development in this area will need to comply with the Coastal Act and the Local Coastal Program and the Airport Industrial Area Specific Plan.

Exhibits:

- A. Proposed Airport Zoning Map
- B. Addendum to the Aviation Facilities Plan EIS/R dated December 8, 2008
- C. Applicant's letter, dated October 29, 2008
- D. Applicable General Plan, Specific Plan, and Local Coastal Plan Policies



ADDENDUM

TO FINAL ENVIRONMENTAL IMPACT REPORT FOR THE AVIATION FACILITIES PLAN (AUGUST 2002), (SCH #2000111037)

FOR TAXIWAY C APRON REZONE (MST2008-00489)

December 8, 2008

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 Aviation Facilities Plan Final Environmental Impact Statement/Report (FEIS/R) was certified in August 2002. The FEIS/R was a program EIR, which identified impacts and mitigation measures associated with the Airfield Safety Projects and the Airline Terminal Expansion Project. The FEIS/R included the rezoning of 31.59 acres mostly on the west end of the main instrument runway (Runway 7/25). The FEIS/R did not analyze the rezone of 9.04 acres from A-F, Aviation Facilities Zone, to A-A-O Airport Approach and Operations that had been included in the EIR/S, Aviation Facilities Plan, and adopted Airport Zoning Ordinance Amendment. The FEIS/R addressed significant impacts associated with flooding, biotic communities and wetlands, endangered and threatened species, and traffic.

In 2002, when the FEIS/R was written, the project site was used by the US Forest Service, a shipping company, a flight school, and a landscaping company. All of these uses have remained for the past six years except the US Forest Service which left the Airport in 2007.

PROJECT DESCRIPTION

PROJECT AS DESCRIBED IN THE FEIS/R

The project proposed in the FEIS/R included the extension of the Runway Safety Areas for Runway 7/25 to meet Federal Aviation Administration design standards, construction of Taxiway M, expansion of the Airline Terminal Building and associated automobile parking facilities, and improvement of Taxiway B, aircraft parking aprons, air cargo processing facilities and 75 aircraft T-hangars, and a new on-airport service road. This project required the rezone of 31.59 acres of the Santa Barbara Airport property to facilitate the runway relocation, runway safety area, and creek relocation projects.

PROPOSED PROJECT

The proposed zoning maps included in the Aviation Facilities Plan and FEIS/R also included a change to the zoning in the vicinity of 1600 Cecil Cook Place. This area includes portions of Cecil Cook Place, tenant buildings, a cargo terminal, and the aircraft apron adjacent to Taxiway C, including the portion formerly leased to the US Forest Service. It is surrounded on three sides by airport approach and operations, with a several aviation-related uses to the north. Though the Santa Barbara Airport Industrial Specific Plan envisioned aviation facilities at this site, the Aviation Facilities Plan included a map of the current A-A-O Airport Approach and Operations Zone designation. The Aviation Facilities Plan did not contain any plans for development that would be facilitated by this change in zone and did not contain any discussion of this change. It is therefore assumed to be a mapping error.

The proposed rezone would restore the zoning of the 9.04 acre site from A-A-O Airport Approach and Operations Zone back to A-F, Aviation Facilities Zone as had been implemented in 1997. The rezone site is in the vicinity of 1600 Cecil Cook Place and Taxiway C in the Coastal Zone on Santa Barbara Airport Property. The project would render the existing hangar, cargo terminal, airport electrical vault, and tenant-occupied buildings consistent with the Airport Zoning Ordinance. This change would allow any future Airport or tenant improvements in this zone that would be incompatible with existing zoning.

EXISTING SETTING AND PROJECT IMPACTS

COMPATIBLE LAND USE (CEQA)

The original land-use compatibility analysis for the Aviation Facilities Plan FEIS/R did not consider designation of the vicinity of 1600 Cecil Cook Place and Taxiway C in its Section 3.2 Compatible Land Use. While the current (i.e. 2003) Airport Zoning Map does implement the recommended zoning in the Aviation Facilities Plan, the vicinity of 1600 Cecil Cook Place and Taxiway C falls outside the Aviation Facilities Plan Area. Therefore the recommended zoning map was only guidance for zoning designations in the Aviation Facilities Plan Area and was not intended to alter the zoning recommended and adopted in the Airport Industrial Specific Plan.

The A-A-O, Airport Approach and Operations Zone is described in the original FEIS/R as not allowing, "hangars, tie-down areas, buildings, or other similarly-used facilities." While this accurately describes the existing and planned uses for most of the A-A-O, it makes no proposed changes to the area around 1600 Cecil Cook Place and Taxiway C.

The recommended and adopted Airport Zoning Map contained a number of erroneous lines (i.e. boundaries within a single zone). These erroneous lines follow the contour of the 1990 Airport Zoning Map. That map had been superseded in 1997, and was no longer current. Therefore it is reasonable to assume that the analysis in the original FEIS/R used an out of date map as the baseline for its land use compatibility analysis.

PLANS AND POLICIES ANALYSIS (CEQA)

The original plans analysis for the Aviation Facilities Plan FEIS/R did not include a discussion of the Santa Barbara Airport Industrial Specific Plan (SP-6). The Airport Industrial Specific Plan was adopted in October 1998 to identify appropriate land uses and locations where implementation will assist in revenue generation for the Airport's operation, maintenance, and capital improvements for the 225.2 acres of Airport property north and south of Hollister Avenue in the Airport Industrial Plan Area.

The FEIS/R failed to consider the change in zoning designation of the 9.04 acre site in the vicinity of 1600 Cecil Cook Place and Taxiway C. Because the Aviation Facilities Plan was not intended to supersede the Airport Industrial Specific Plan, this change would have been potentially inconsistent. The proposed project would restore the zoning in this area to that which was envisioned and implemented in the Airport Industrial Specific Plan. This change would render the Aviation Facilities Plan consistent with the Airport Industrial Specific Plan.

CEQA FINDING

Based on the above review of the project, in accordance with State CEQA Guidelines Section 15614, 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.

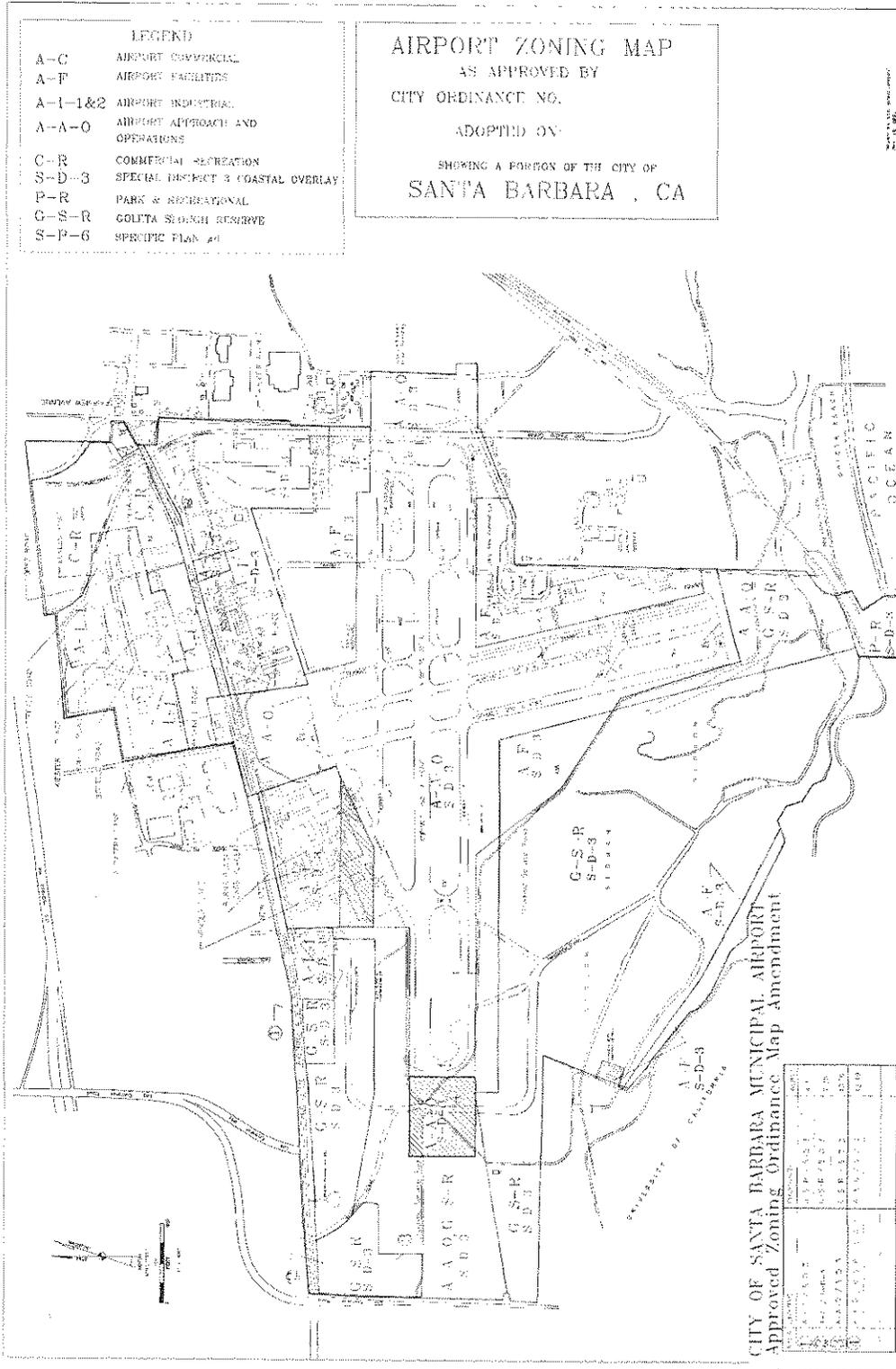
This Addendum identifies the current project refinements and minor changes to project impacts. The proposed project would not change any environmental impacts previously identified in the Final Environmental Impact Statement/Report. This Addendum, together with the Final Environmental Impact Statement/Report dated August 2002 constitute adequate environmental documentation in compliance with CEQA for the current project.

Prepared by: _____ Date: _____
Andrew Bermond, Associate Planner

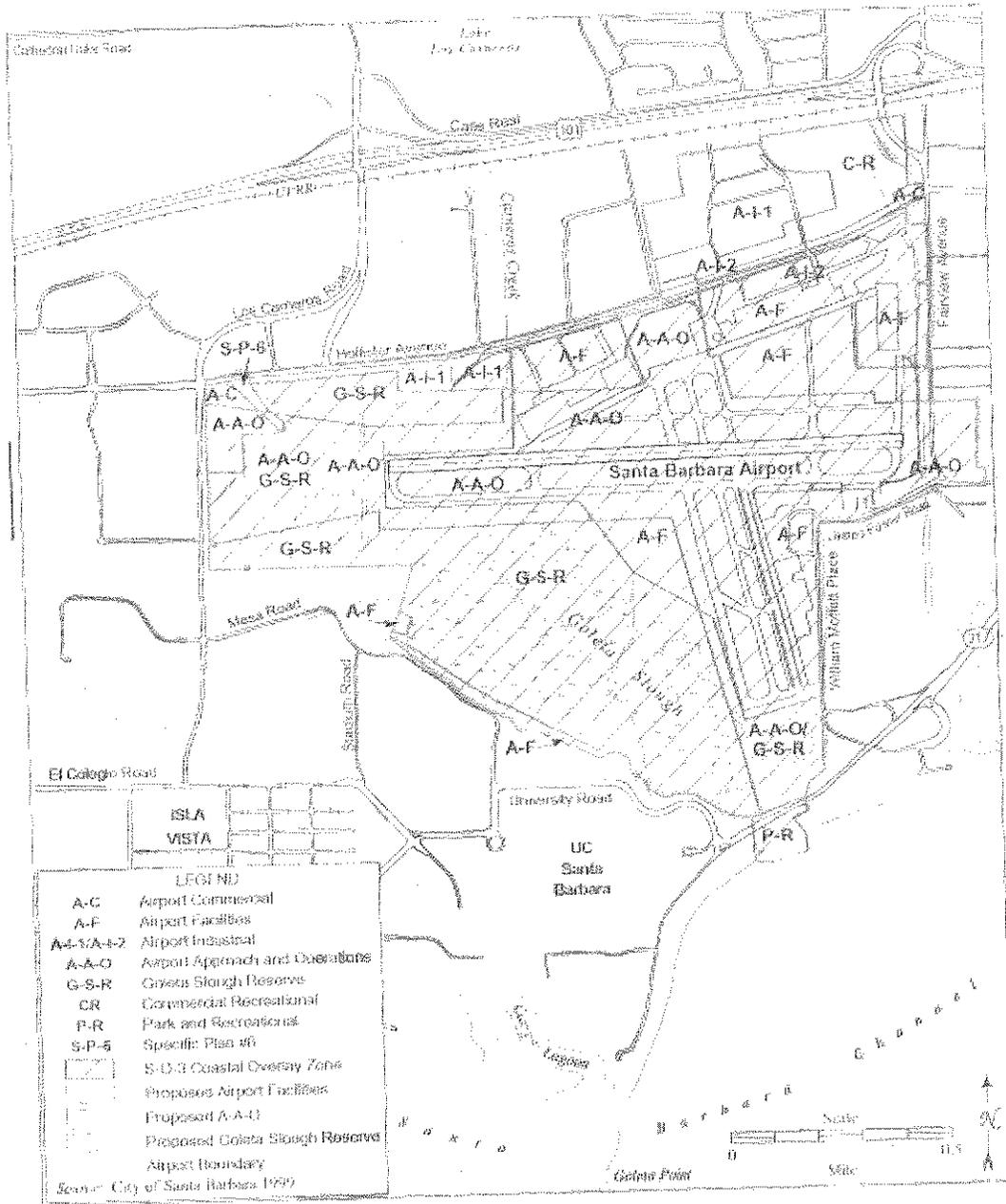
Reviewed by _____ Date: _____
Melissa Hetrick, Environmental Analyst

Attachments: Proposed Airport Zoning Map and Airport Zoning Maps since 1990 (3)

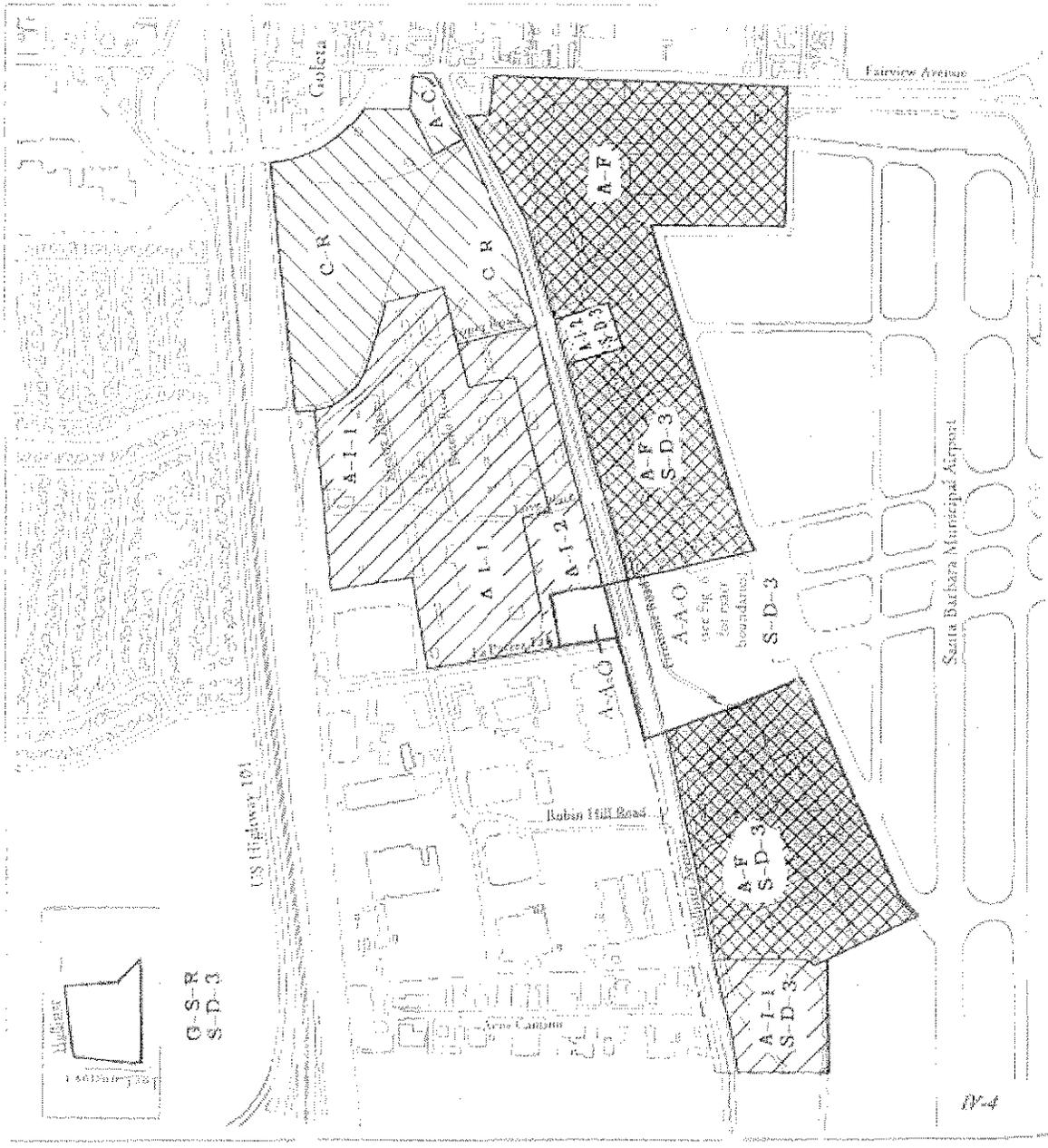
Attachment 1: Proposed Airport Zoning Map



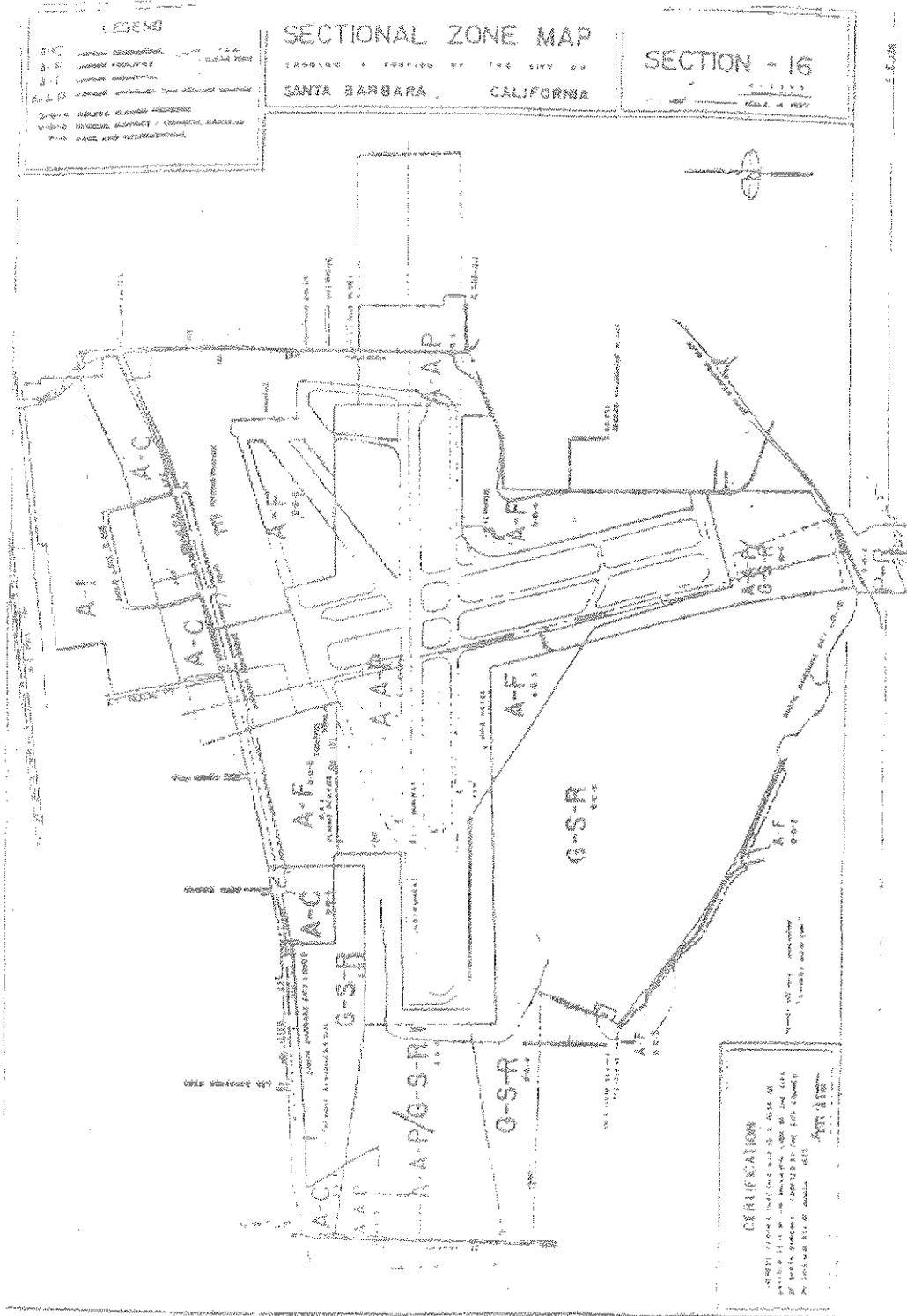
Attachment 2: Current Airport Zoning Map (2001)



Attachment 3: Airport Zoning Map Amendment (1997)



Attachment 4: Airport Zoning Map (1990)



Note: A-A-P Zone for the project site; boundary is identical to 2001 map.



City of Santa Barbara

Santa Barbara Airport

www.flysba.com

October 29, 2008

Planning Commission
City of Santa Barbara
735 Anacapa St.
Santa Barbara, CA 93101

Administration
805.967.7111

Marketing
805.692.6004

Engineering
805.692.6018

Maintenance
805.692.6060

Operations/Noise
805.692.6005

Patrol
805.681.4803

Planning
805.692.6023

Property Mgmt.
805.692.6022

Visitors' Center
805.964.7622

Fax
805.964.1380

601 Firestone Rd.
Santa Barbara, CA
93117

**SUBJECT: Initiation of a rezone at 1600 Cecil Cook Place at the Santa Barbara Airport
(MST2008-00489)**

Honorable Commissioners:

The Airport Department of the City of Santa Barbara wishes to amend the Airport Zoning Map (Chapter 29.11 of the Santa Barbara Municipal Code) to change the designation of a portion of the Airport Approach and Operations Zone (A-A-O) to Aviation Facilities Zone (A-F). The purpose of this rezone is to correct a mapping error introduced to the Airport Zoning Ordinance in 2001 when other portions of the map were changed to implement the Aviation Facilities Plan. This error put several existing airport uses in an incompatible zone that was not envisioned in the Airport Industrial Area Specific Plan (SP-6). This rezone would implement the Airport Industrial Specific Plan which designated this area A-F, as this was the zone for that location prior to the 2001 mapping error.

In correcting this error, the Airport Department wishes to rezone only the portion of the area affected by the error that does not fall within the Federal Aviation Administration described Object Free Area (OFA) for the main instrument runway, Runway 7/25. Although the 1997 and previous Airport Zoning Maps showed the A-F boundary following Taxiway C all the way to the hold-short line for Runway 7/25, the portion in the OFA would not be compatible with the A-F designation. In the interest of good zoning practice, this portion is to remain A-A-O.

The area to be rezoned is the portion of the A-A-O along Taxiway C (Attachment 1). The boundary would begin at the current intersection of the A-F, A-A-O and Airport Approach and Operations/Goleta Slough Reserve Zone (A-A-O/G-S-R) east of Carneros Creek, thence along the existing A-F and A-A-O boundary due east to Taxiway C, thence southwest along the hold-short line for Taxiway C to the OFA boundary, thence due west along the OFA boundary to the A-A-O and A-A-O/G-S-R boundary, finally proceeding due north to the starting point at the intersection of A-F, A-A-O, and A-A-O/G-S-R.

This area is 9.04 acres and includes portions of the Airport addressed as 1503-1601 Cecil Cook Place and 90 Dean Arnold Place. Hangar 1, a cargo terminal building, portions of two other tenant buildings, and a large tarmac previously used by the US Forest Service fall within the proposed rezone area. No changes in land use, operations, or physical alterations are proposed as a part of this rezone. None of these uses are compatible with the Chapter 29.12 (A-A-O). All of these uses predate the 2001 Airport Zoning Map.

Title 29 designates the Planning Commission as the Airport Zoning Commission for the Santa Barbara Airport. The Airport Department therefore requests that the Planning Commission

1600 Cecil Cook Rezone

October 29, 2008

Page 2 of 2

initiate proceedings for the adoption of an Airport Zoning Ordinance Amendment to rezone of 9.04 acres of A-A-O to A-F. A separate application to amend the Local Coastal Plan will be filed with the California Coastal Commission following City Council approval.

Thank you for the opportunity to submit this application. If you have any questions feel free to contact me at 692-6003 or HJohns@SantaBarbaraCA.gov.

Sincerely,

A handwritten signature in cursive script, appearing to read "Hazel Johns".

Hazel Johns

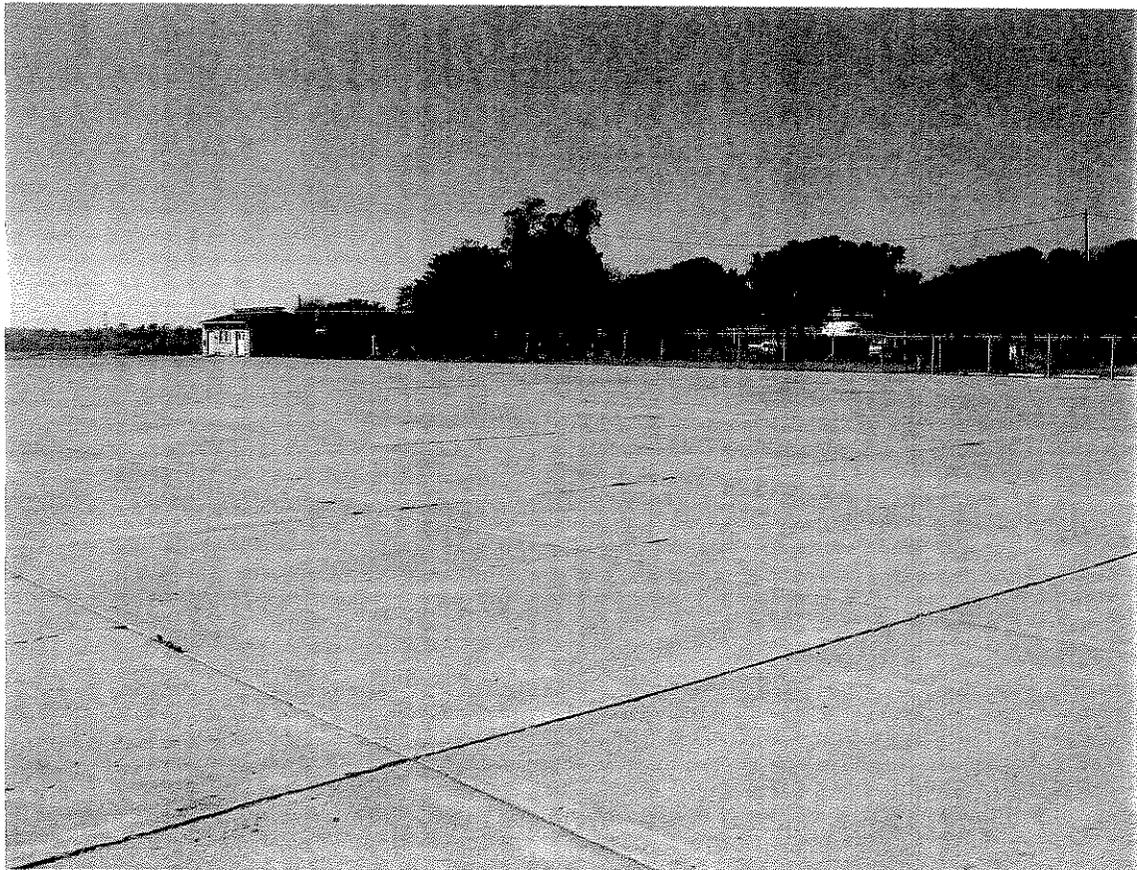
Assistant Airport Director

Attachments:

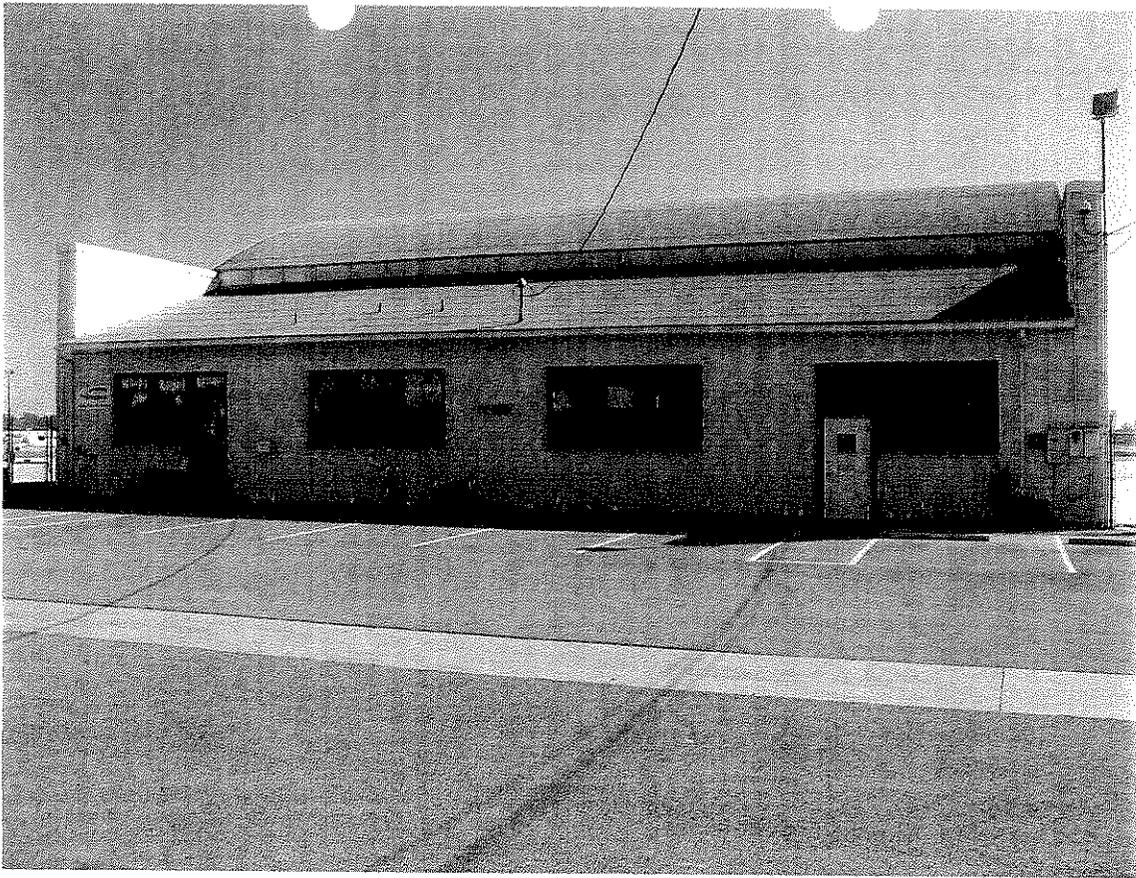
1. Airport Zoning Map highlighting the area of the proposed change
2. Site photographs
3. November 30, 2001 Airport Zoning Ordinance Amendment
4. September 19, 1997 Airport Zoning Ordinance Amendment
5. Airport Industrial Area Specific Plan (SP-6) Proposed Zoning Map
6. Correspondence with Jan Hubbell, Senior Planner
7. Master Application



**90 Dean Arnold Place (Building 315)
East corner**



**1600 Cecil Cook Place – Former USFS Ramp (Building 310 on left)
View looking west**



**1601 Cecil Cook Place – Hangar 1 (Building 317)
Northwest side (landside)**



**1503 Cecil Cook Place (Building 312)
Southeast side (Airside)**



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

REPORT DATE: November 30, 2001
TO: Mayor and Councilmembers
FROM: James L. Armstrong, City Administrator
SUBJECT: INTRODUCTION OF AN ORDINANCE AMENDING THE LOCAL COASTAL PROGRAM FOR THE AVIATION FACILITES PLAN

RECOMMENDATION:

That Council introduce and subsequently adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Amending Title 29 of the Santa Barbara Municipal Code to Incorporate the Aviation Facilities Plan and Associated Land Use Designation Changes.

DISCUSSION: See Page 2.

NOTE: The following documents have been provided to the Mayor and Council under separate transmittal:
1. Proposed Final Environmental Impact Statement/ Environmental Impact Report for the Aviation Facilities Plan.
2. Draft Aviation Facilities Plan
3. Planning Commission Staff Report dated November 15, 2001

PREPARED BY: Planning Division, BH/JEL
APPROVED BY: David D. Davis, Community Development Director PAC for DDD

REVIEWED BY: Finance Attorney

STAFF USE ONLY

TO:
FROM: City Administrator
ACTION TAKEN:

DIRECTIONS:

Meeting Date December 4, 2001
Agenda Item No. 14
650-04

Council Agenda Report

INTRODUCTION OF AN ORDINANCE AMENDING THE LOCAL COASTAL PROGRAM
FOR THE AVIATION FACILITES PLAN

November 30, 2001

Page 3

Lastly, to compensate for the loss in Goleta Slough Reserve zoning, four other areas on Airport property, totaling 19.1 acres, are proposed to be amended from A-I-1 (Airport Industrial), A-C (Airport Commercial), A-A-O (Airport Approach & Operations), and S-P-6 (Airport Industrial Area Specific Plan), to G-S-R (Goleta Slough Reserve).

The following table summarizes the proposed zoning changes and affected acres; the proposed zoning map amendment is attached.

Current Designation	Proposed Designation	Acres	Net Change
A-A-O/G-S-R (Airport Approach & Operations/ Goleta Slough Reserve)	A-A-O (Airport Approach & Operations)	11.73	+12.49 acres A-A-O & A-F
A-A-O/G-S-R (Airport Approach & Operations/ Goleta Slough Reserve)	A-F (Aviation Facilities)	.76	
A-I-1 (Airport Industrial)	G-S-R (Goleta Slough Reserve)	4.30	+19.1 acres G-S-R
A-C (Airport Commercial)	G-S-R (Goleta Slough Reserve)	2.76	
A-A-O (Airport Approach & Operations)	G-S-R (Goleta Slough Reserve)	10.16	
S-P-6 (Airport Industrial Area Specific Plan)	G-S-R (Goleta Slough Reserve)	1.88	

ORDINANCE NO.

AN ORDINANCE OF THE COUNCIL OF THE
CITY OF SANTA BARBARA AMENDING TITLE
29 OF THE SANTA BARBARA MUNICIPAL
CODE TO INCORPORATE THE AVIATION
FACILITIES PLAN AND ASSOCIATED LAND
USE DESIGNATION CHANGES.

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

SECTION ONE: The Airport Zoning Map approved by City Ordinance
5026 adopted on October 7, 1997 is hereby superceded in its
entirety and the Map attached hereto as Exhibit A is approved as
the official Airport Zoning Map, as required by Santa Barbara
Municipal Code Chapter 29.11.



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

REPORT DATE: September 19, 1997
TO: Mayor and Councilmembers
FROM: Sandra Tripp-Jones, City Administrator
SUBJECT: AIRPORT SPECIFIC PLAN - AIRPORT ZONING ORDINANCE AND MAP AMENDMENTS

RECOMMENDATION: That Council:

- A. Introduce and subsequently adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Pertaining to Changing Airport Zoning Requirements Included in Title 29 of the Santa Barbara Municipal Code to be Consistent with the Airport Industrial Area Specific Plan; and

Recommendation Continued.....

NOTE: Draft Airport Specific Plan, Final EIR/EA for the Specific Plan and Airport and Planning Commission Staff Report, dated September 4, 1997 (with Exhibits) were previously distributed to Council members. Copies are available at the Mayor and Council and City Clerk's Offices in City Hall and at the Planning Division at 630 Garden Street.

DISCUSSION: See attached pages.

PREPARED BY: Planning Division, DDO/EVC/JMH
APPROVED BY: David D. Davis, Community Development Director

REVIEWED BY: Finance Attorney Airport

40. Recommendation that Council:

9-23-97

- A. Introduce and subsequently adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Pertaining to Changing Airport Zoning Requirements Included in Title 29 of the Santa Barbara Municipal Code to be Consistent with the Airport Industrial Area Specific Plan; and
B. Introduce and subsequently adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Amending Chapter 29.11 (Airport Zoning Map) of Title 29 of the Municipal Code Pertaining to the Rezoning of Property at the Santa Barbara Municipal Airport Pursuant to the Airport Industrial Area Specific Plan.

** Introduced ordinances as Bill Nos. 5044 and 5045; public hearing regarding final adoption of amendments scheduled for October 7, 1997 at 6:00 p.m. **

Attachment 4

9-23-97 #4C

RECOMMENDATION CONTINUED:

- B. Introduce and subsequently adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Amending Chapter 29.11 (Airport Zoning Map) of Title 29 of the Municipal Code Pertaining to the Rezoning of Property at the Santa Barbara Municipal Airport Pursuant to the Airport Industrial Area Specific Plan.

BACKGROUND:

In 1994, the City Council authorized the preparation of the Airport Industrial Area Specific Plan and related Environmental Impact Report/Environmental Assessment (EIR/EA). Proposed changes that would result from the Airport Specific Plan need to be codified in the Airport Zoning Ordinance and also will result in changes to the Airport Zoning Map (Sectional Zoning Map 16, Attachment 2). A Draft Airport Specific Plan was initially released in November 1995. Following the completion of the Final EIR/EA, an Airport and Planning Commission Draft Airport Specific Plan was released in July 1997. This new draft included additional policies and discussion related to environmental impacts identified in the EIR/EA, as well as changes in response to comments received on the November 1995 Draft Specific Plan. These changes are discussed in some detail in the Airport and Planning Commission Staff Report, dated September 4, 1997 (see pages 26 - 28 for a summary of the Specific Plan).

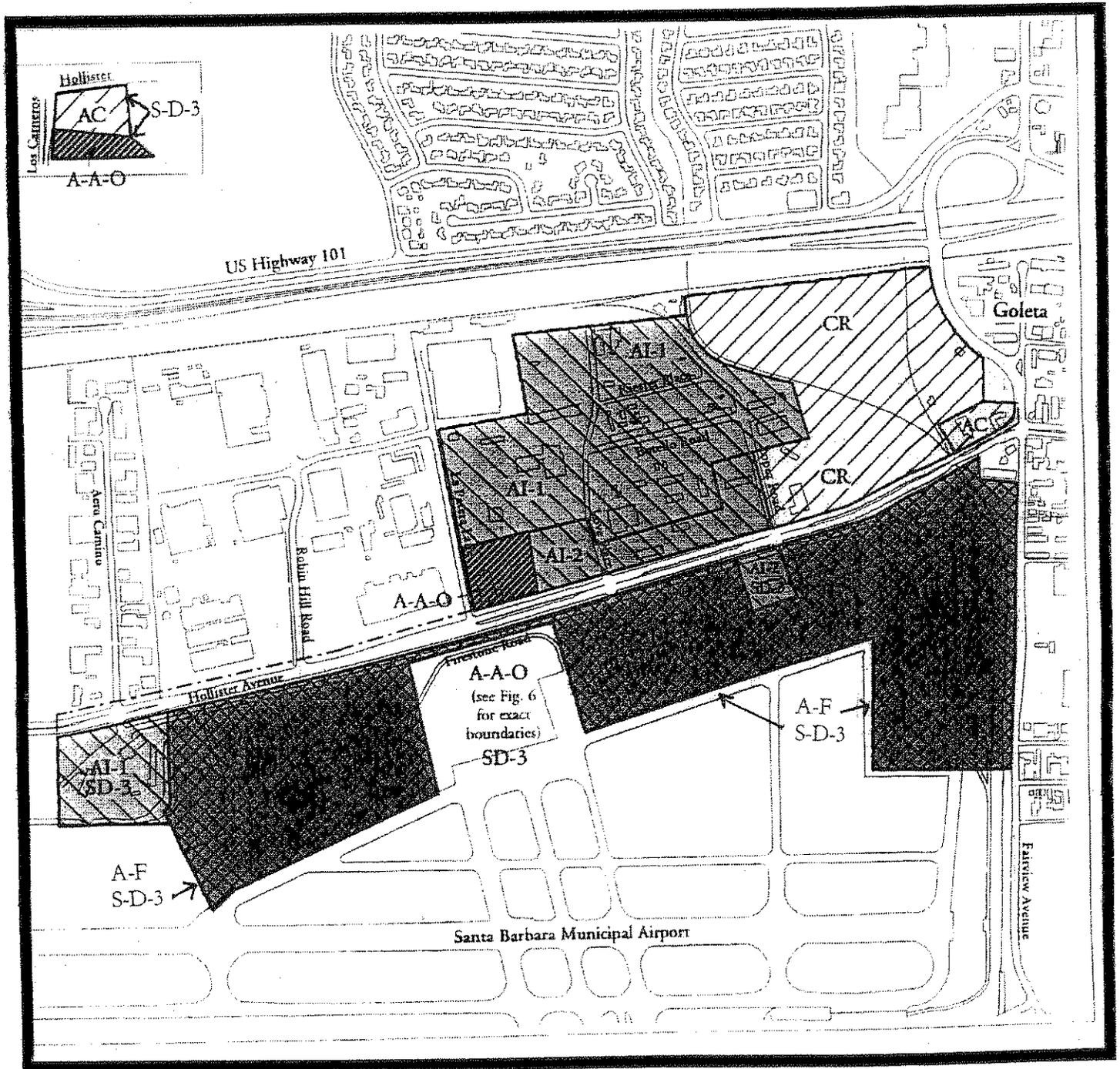
AIRPORT INDUSTRIAL AREA SPECIFIC PLAN

General Recommendations by Sub-Area

Recommendations have been set forth for each of the four Sub-Areas established in the Specific Plan. These are summarized below. More discussion is contained within the Specific Plan itself, as well as the Land Use Map (Figure 10, p. IV-3). The proposed zoning is shown on the following page.

Sub-Area 1 - The Specific Plan proposes that most of this Sub-Area south of Hollister Avenue continue to focus primarily on Aviation-related uses. It is the goal of the Plan to expand upon such uses, including a new fixed base operator, additional T-hangars, possible relocation of the US Forest Service air tanker operations for better view of the flightline and establishment of air cargo facilities. A small area of Sub-Area 1 would be rezoned to allow an existing restaurant (presently the Elephant Bar & Restaurant) to make changes to its operations not now allowed by its nonconforming status. The area west of Carneros Creek, which is not accessible to the airfield, would be reserved for industrial uses, primarily the Airport Department maintenance yard.

Sub-Area 2 - This Sub-Area immediately north of Hollister Avenue, between La Patera Lane and Frederic Lopez Road, is proposed to include a



AIRPORT INDUSTRIAL AREA SPECIFIC PLAN
PROPOSED ZONING

variety of uses. Industrial uses, such as high technology, research and development and light manufacturing would be allowed. Open yard uses would be prohibited in this area bordering Hollister Avenue to promote a pleasing visual appearance. However, commercial uses would be allowed. The allowed commercial uses would be uses intended to serve the surrounding industrial uses, such as branch banks, secretarial services, printing and mailing services. Auto dealers would continue to be an allowed use, recognizing an existing use in this area. The Plan encourages the auto dealer to relocate its buildings outside of the Clear Zone for Runway 15/33 and put vehicle storage in this area instead to minimize future safety concerns in the area. A portion of this area, between David Love Place and Frederic Lopez Road, would be considered for Economic Development square footage.

Sub-Area 3 - This Sub-Area immediately north of Sub-Area 2 is proposed to include primarily light industrial uses that are also allowed in Sub-Area 2. For the foreseeable future, there will continue to be many open yard uses (such as contractor's yards, construction materials and outdoor storage). However, these uses would only be allowed north of Francis Botello Road. Existing open yard uses south of this road would be relocated over time. A portion of this area, south of Francis Botello Road, between David Love Place and Frederic Lopez Road, would be considered for Economic Development Square footage.

Sub-Area 4 - This Sub-Area north of Hollister Avenue between Frederic Lopez Road and Fairview Avenue is proposed to include commercial recreation uses. The area allows for the maintenance and potential expansion of both the golf course and cinema. Additional commercial recreational uses, such as a family entertainment center and/or miniature golf course would also be allowed, as would restaurants. It should be noted that while retention and/or expansion of the cinema would be allowed, other sites for a cinema are being considered both east and west of the Airport. If another location is chosen to expand cinema screens in Goleta Valley, other commercial recreation uses will be sought out. The area along Hollister Avenue between Fairview Avenue and San Pedro Creek would remain in general commercial use to continue the transition between Old Town Goleta and the Airport area.

DRAFT ORDINANCE AMENDMENT:

Zone Amendments and New Zones

Introduction - Most of the existing zones at the Airport would be changed by the provisions of the Specific Plan. In addition, new zoning districts are proposed. Also, there would be general changes to the Airport Zoning Ordinance which would result in relocating a substantial amount of information repeated in each of the individual zones to the General Provisions Chapter.

The four primary existing zones are the Airport Approach and Primary Surface (A-A-P) Zone, the Airport Facilities (A-F) Zone, the Airport Commercial (A-C) Zone and the Airport Industrial (A-I) Zone. More re-

cently, these zones have been supplemented by the Goleta Slough Reserve (G-S-R) Zone and the Coastal Overlay (S-D-3) Zone. Some of these zones will be entirely replaced; others will be revised. The new and revised zones that are proposed to be applied at the Airport as part of the Specific Plan are discussed below.

Aircraft Approach and Operations (A-A-O) Zone - The A-A-O Zone would replace the A-A-P Zone. The primary changes would include the zone name, which is more consistent with FAA regulations for airports, and changes to the Legislative Intent and Allowed Uses. The Legislative Intent would be rewritten to better reflect the purpose of this zone. Agricultural uses of any kind would no longer be allowed. The Airport has little area that is available for agriculture outside of either the required safety areas or the Goleta Slough Reserve. Not including agriculture as an allowed use recognizes the Airport's limitations. The allowed uses would also be better defined in terms of Airport operations. No buildings are allowed in the A-A-O Zone; however, uses associated with runways, taxiways and various aircraft control and guidance systems are allowed. The only change proposed to the A-A-O Zone boundary is on the north side of Hollister Avenue. Presently, this zone does not incorporate the Runway Protection Zone (also known as the Clear Zone) on the north side of Hollister Avenue. Figure 11 (pg. IV-5) of the Draft Specific Plan incorrectly shows the easterly boundary of the revised zone boundary. The easterly boundary would be approximately 150 feet to the west of that shown in Figure 11.

Airport Facilities (A-F) Zone - The A-F Zone provides for uses in the immediate area of the runways and taxiways, including many uses that have direct access to the flightline as well as uses which support aviation. This zone is similar to the previous A-F zone; however, motels and accessory uses would no longer be allowed. Other aviation related uses, such as aviation equipment and accessories sales and/or repair, aviation storage and aviation related museums would be added to the allowed uses in this zone. Private parking facilities would be allowed subject to the issuance of a Conditional Use Permit. The new zone would allow short term use of vacant buildings and land for non-aviation purposes if such uses do not conflict with A-F uses, there is limited economic value if restricted to A-F uses and such uses will not preclude the future use of the property for A-F uses. This exception is similar to an exception allowed by the FAA for this area. The boundaries of this zone would remain substantially unchanged except that an area used by an existing restaurant (Elephant Bar and Restaurant) would no longer be included in this zone.

Airport Commercial (A-C) Zone - The A-C Zone would be changed substantially, both in terms of allowed uses and in reduced area. The Legislative Intent would be modified to reflect the zone's reduced role at the Airport. Allowed uses in the zone would be focused on support services for the adjacent industrial uses; in addition, restaurants and some auto-related services would be allowed. This zone previously included a number of performance standards. Most of the standards would be removed because they are already required and/or monitored

under other provisions of the Municipal Code, by the Air Pollution Control District or the FAA (i.e., fire and explosion hazards, incineration, radiation, emission of dust, heat and glare, and smoke) or they would not apply because the uses allowed would be changed substantially (noise). Performance standards relating to vibration, odor and accessory outdoor storage would remain in place. The standard regarding construction and maintenance of site and buildings in accordance with City approvals would be relocated to the General Provisions Chapter because it should apply to all zones. The boundaries of the A-C zone would be substantially reduced to include only an area north of Hollister Avenue between San Pedro Creek and Fairview Avenue.

Airport Industrial-1 (A-I-1) Zone - The A-I-1 Zone is one of two zones that would evolve from the present A-I Zone. The present A-I Zone covers all of the area between the railroad tracks and a line 250 to 400 feet north of Hollister Avenue. The new A-I-1 area, generally in the same location as the original A-I Zone would allow light industrial and manufacturing uses (e.g., research and development, electronic products manufacture, storage, contractors yards, lumber, sand and brick yards), subject to performance and development standards similar to those included in the A-C Zone. Open yard uses would only be allowed north of Francis Botello Road. This area would encompass Sub-Area 3. An area west of Carneros Creek south of Hollister Avenue would also be zoned for A-I-1 uses. Even though this area is close to the airfield, it is separated from and has no access to it because of Carneros Creek.

Airport Industrial-2 (A-I-2) Zone - The A-I-2 Zone is the second of two zones that would replace the A-I Zone. This area would be zoned for light industrial and manufacturing uses and related commercial services (e.g., branch bank, printer, photographic shop, dry cleaners, mailing service, convenience store, secretarial service, restaurant); new and used car agencies would also be allowed. Open yard uses would be prohibited in this area due to its proximity to Hollister Avenue. This zone would build on the A-I-1 zone and would apply to the area adjacent to and north of Hollister Avenue between Frederic Lopez Road and La Patera Lane (Sub-Area 2). It would also apply to a small area south of Hollister Avenue where there is an existing restaurant (Elephant Bar and Restaurant). Like the A-C zone, general commercial retail would not be allowed since these uses are available in Old Town Goleta and other nearby areas. Uses allowed in the C-R Zone (see below) would be allowed on the west side of Frederic Lopez Road if developed in conjunction with adjacent C-R zoned property.

Commercial Recreation (C-R) Zone - This new C-R Zone would allow any use or development, either public or private, providing amusement, pleasure or sport, exercise or other resource affording relaxation or enjoyment which is operated primarily for financial gain. Typical uses would include batting cages, theater, golf course, miniature golf course, bumper cars, game arcade, go-carts and family entertainment centers. The area zoned for C-R uses would include the existing golf course and movie theater properties. An area west of Frederic Lopez

Road in the A-I-2 zone could also be used for C-R uses if developed in conjunction with adjacent C-R zoned property.

Goleta Slough Reserve (G-S-R) Zone - No changes to the boundary or uses in the G-S-R Zone are proposed at this time. However, the Specific Plan allows for future consideration of a zone change to the property at the southeast corner of Los Carneros Road and Hollister Avenue. This seven acre site would be considered for rezoning to G-S-R, with a change in the allowed uses to include a low intensity nature or interpretive center with some parking, if it is determined to be necessary or appropriate to mitigate impacts caused by improvements proposed by the Aviation Facilities Plan.

In addition to the above changes, Staff proposes to add some clarifying language to this zone so that projects which are solely in the G-S-R and S-D-3 Zones only require a G-S-R Coastal Development Permit (CDP). Presently, such projects require both a G-S-R CDP and the usual CDP as required by the S-D-3 Zone. Because many of the findings are the same (and those that are different are more restrictive), it does not make sense to require this double review in most cases.

Airport Industrial Area Specific Plan (SP-6) Zone - The new SP-6 Zone would include the entire Specific Plan area. The purpose of this zone would be to establish the boundaries of the Specific Plan and to carry out Specific Plan policies and actions. This zone would also state that the portion of the Plan area that is north of Hollister Avenue and outside the Coastal Zone would be effective upon adoption of the ordinance amendments. That portion of the Specific Plan that is within the Coastal Zone would not become effective until certification of the Specific Plan and Local Coastal Plan Amendments by the California Coastal Commission. The SP-6 Zone would also somewhat modify the provisions of Section 28.87.300 pertaining to Vacant Parcels and Small Additions at the Airport with the approval of the Specific Plan. The Airport presently includes at least 62 legal parcels which are difficult to map. Some of them may, in fact, overlap each other. Rather than attempt to track these old parcels, a new parcel map, based on leasehold areas, will be created for the Airport. In addition, because the Airport acts as an entity, square footage allowed on the vacant parcels or allowed for small additions would be allowed to be relocated elsewhere on the Airport, so long as certain determinations regarding the use of the parcel the square footage is drawn from are made.

Other Zoning Ordinance Amendments

Title Chapter - The Title Chapter, which sets the purpose and intent of the Airport Zoning Ordinance, would be amended to incorporate the Airport Goals adopted by the City Council in 1990.

Definitions Chapter - The Definitions Chapter, which includes all of the definitions that are specific to Airport zoning issues, has been completely re-organized to alphabetize the definitions. In addition,

definitions that no longer apply, such as agriculture, oil and gas handling facilities, instrument runway and non-instrument runway, would be deleted. Several definitions would also be added, including aircraft approach and operations area, commercial recreation, hangar, hangar height, runway protection zone, runway safety area, surface, taxiway and taxiway safety area. Many of these definitions would be included or deleted to update them to be consistent with FAA regulations. Changes of particular importance include:

- » The commercial recreation definition would be added to complement the new Commercial Recreation Zone.
- » Definitions of hangar and hangar height would be added based on concerns that have arisen at the Airport regarding the change to the building height definition in Title 28 (the Zoning Ordinance which applies to the rest of the City) that occurred in 1990. The change made in 1990 was primarily intended to respond to issues regarding the overall height of single family homes. The previous building height limit was based on a line eight feet (8') above the plate line (or floor) of the highest story in the building. This definition worked well for Airport hangars because there was little restriction on the actual roof height. Staff had proposed that the new hangar height definition be based on this old definition used for building height. Only hangars would be allowed to use this definition. However, the City Attorney expressed concern that the definition may allow larger buildings overall than would be appropriate. With agreement from the Council Ordinance Committee, the definition has been revised to focus on existing hangars, as discussed below. Repair and office areas within hangars, all new hangars and all other Airport buildings would still be subject to the present building height definition included in Title 28 (§28.04.120). This definition would allow existing hangars to entirely enclose aircraft, including their tails. As an example, Santa Barbara Aerospace is under orders from the FAA to entirely enclose any aircraft which are maintained or repaired in its facility. The purpose of this order is twofold: 1) to provide for an area that can be maintained in a clean state because some of the machinery found in the tail section of an aircraft is delicate and can be damaged by particles of dust and other material fragments in the air or by humidity and salt air which cause rust; and 2) to provide a secure environment for aircraft repair and maintenance that is less open to intentional or unintentional damage through unauthorized access. The roofline of the existing hangar is 54 feet tall; Santa Barbara Aerospace is proposing to increase the height of a small portion of each hangar roof by 15 feet, for a total height of 69 feet. For purposes of the hangar height definition, this small portion would be considered to be an architectural element.

General Provisions Chapter - The General Provisions Chapter, which includes zoning information that applies to the Airport as a whole,

would be substantially revised. Its revision would also affect most of the zones in the Airport area.

- » A performance standard that applied only to the A-C Zone regarding construction and maintenance of sites and buildings in accordance with City approvals would be moved to this Chapter because it should apply to all zones at the Airport.
- » All of the front yard requirements that were previously included in the individual zones would be moved to this Chapter. New urban design provisions included in the Specific Plan would establish setbacks that are based on particular streets which may cut across zones. It is, therefore, more sensible to include these requirements in the General Provisions Chapter.
- » The same building and hangar heights apply to all zones as well and would be moved from the individual zones to this Chapter. Building and hangar height are also modified as necessary by their location in relation to runways at the Airport; that information would be included in this Section as well.
- » Utility requirements and provisions also apply to the Airport as a whole and would be included here rather than in the individual zones.
- » A Section on Procedure would be deleted. This section set procedure for review of projects that is sufficiently covered in both the Architectural Board of Review Chapter (Title 22) and in the General Provisions Chapter of the City-wide Zoning Ordinance (Title 28).
- » Two sections on landscaping requirements included in the Airport General Provisions Chapter would be modified. The first section (§29.87.068) presently requires that the first 15 feet of front yard setback be used only for landscaping purposes (other than pedestrian walkways and driveways). However, required setbacks are proposed to be reduced substantially such that 15 feet may not be available for landscaping. Therefore, this section would be rewritten to require that all of the front setback area not used for pedestrian walkways or driveways be used for landscape purposes. The second section on landscaping (§29.87.195) presently requires that 25 percent of each leasehold be reserved for landscaping and has other provisions requiring that parked cars not overhang landscaped areas and that there be a curb at the edge of landscaped areas except when they abut buildings. Based on the Specific Plan and the Airport's experience with these landscaping requirements in the past, the Section would be amended to reduce required landscaping to 15 percent of the area and the provisions regarding vehicle overhangs and curbs would be eliminated. The present requirement of 25 percent landscaping is far more than that required for projects in the rest of the City. In order to meet these requirements for two past projects (South-

ern California Edison and PacTuCo), small public open space areas were created. No more such space is needed for the Specific Plan area. Provisions regarding treatment of landscaped areas on the edge of parking areas are included in the Parking Requirements Chapter and would, therefore, be deleted from this Section.

- » Provisions regarding boat sales yards would be deleted because such uses would no longer be allowed in any zone at the Airport.

Automobile Parking Requirements Chapter - The Parking Requirements Chapter would also be changed significantly. Presently, parking requirements are based on the zone, but not based on the proposed use in any way. This has resulted in projects having either inadequate parking or too much parking. In the future, parking requirements would be based primarily on the types of uses proposed. However, vehicle parking would not be allowed in either the A-A-O or G-S-R zones (with an exception for allowed uses in the G-S-R that would need parking). A shared parking provision, similar to that contained in Title 28, would also be added. A Table outlining the proposed parking requirements is included in Appendix E of the Specific Plan, as well as on page 47 of the proposed ordinance.

Minor and Miscellaneous Changes - A variety of minor changes would be made. A section on Repeals would be repealed. It is a general provision that already applies to the entire Municipal Code so it is not necessary to repeat it here. Finally, there are many "clean-up" changes, such as renumbering, capitalization (where appropriate) and minor clarifications throughout the Airport Zoning Ordinance.

AIRPORT AND PLANNING COMMISSION RECOMMENDATIONS:

On September 4, 1997, the Airport and Planning Commissions held a public hearing on the Airport Specific Plan and changes to the Airport Zoning Ordinance, the Local Coastal Program and the General Plan Map necessary to carry out the Specific Plan. Several minor changes were made to the Specific Plan, none of which affected the proposed Zoning Ordinance amendments. However, one change was made to the proposed Zoning Ordinance amendments themselves.

Planning Commission members expressed some concern that some people might feel that the City is not treating itself like other developers and home owners who must abide by the standard building height definition by allowing a special definition for Hangar Height which allows the ridgeline of a hangar to exceed 60 feet. At the same time, the Commissioners clearly recognized that there is a substantiated need to have a different definition for hangars as discussed above. On that basis, the Planning Commission recommended, and the Airport Commission concurred, that a sentence be added at the beginning of the Hangar Height definition that clarifies the reason there is a separate, less restrictive definition of height for hangars. The introductory sentence would read as follows: "The intent of a hangar height defini-

tion is to allow for the security, storage and maintenance of aircraft."

COUNCIL ORDINANCE COMMITTEE RECOMMENDATIONS:

On September 16, 1997, the Council Ordinance Committee reviewed the proposed Airport Zoning Ordinance Amendments. The Ordinance Committee recommended that the City Council adopt the proposed amendments with the change to the hangar height definition discussed above and minor clean-up changes.

NEXT STEPS:

A public hearing on the Airport Industrial Area Specific Plan, the Airport Zoning Ordinance Amendments, the Local Coastal Program Amendments and the General Plan Map Amendment will be held at City Council on October 7, 1997. If adopted by the City Council, the portion of the Specific Plan in the Coastal Zone and the other related changes will be submitted to the Coastal Commission for their review and certification. The portion of the Specific Plan outside the Coastal Zone (north of Hollister Avenue) will go into effect immediately. The remainder of the Plan will be effective upon Coastal Commission certification. This is expected to occur in either December 1997 or January 1998.

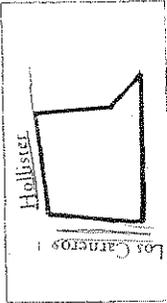
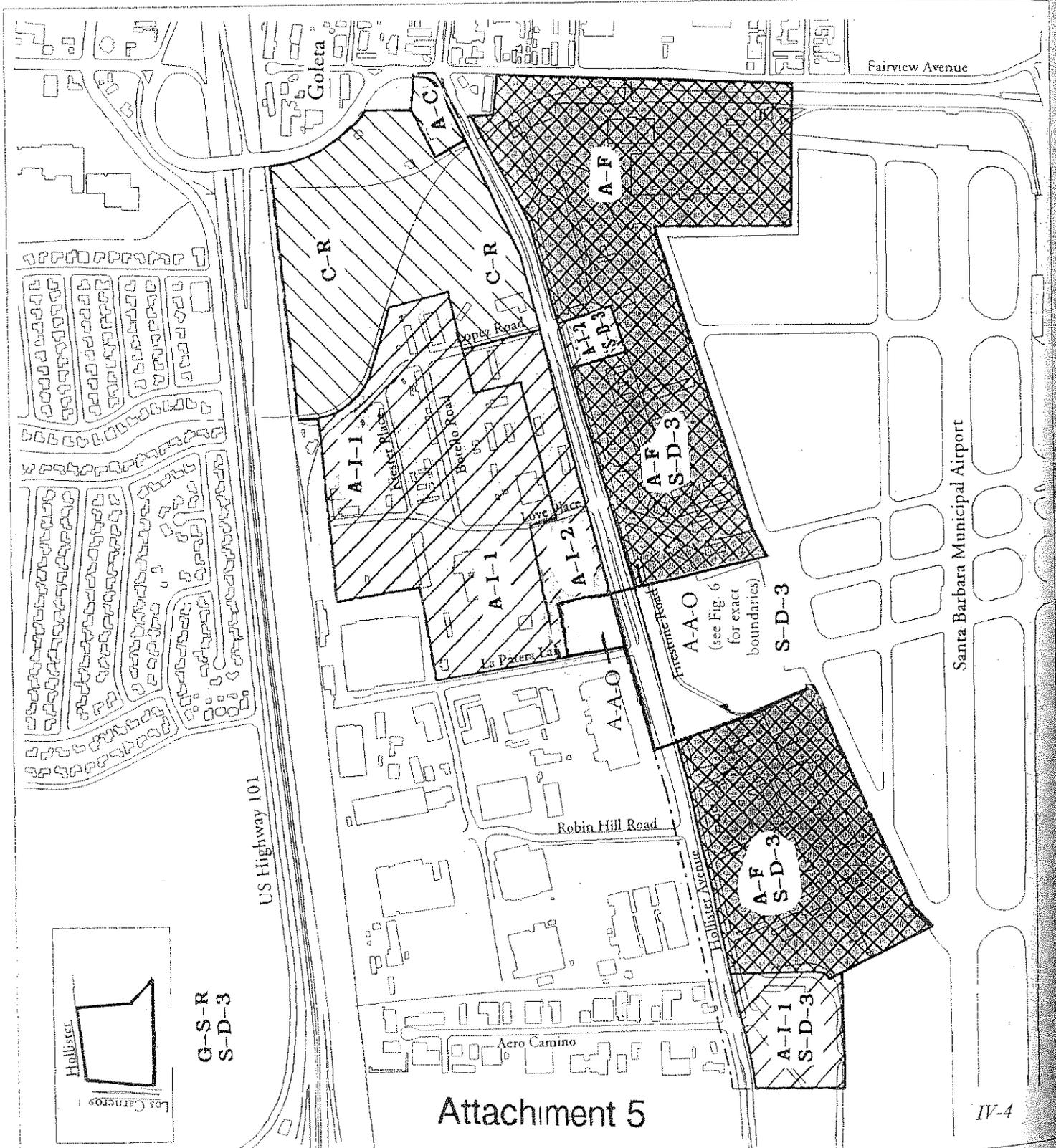
*Santa Barbara Airport
Commercial/Industrial
Specific Plan*

Figure 11
Proposed Zoning and
General Plan Designations

- Zoning
-  A-F Aviation Facilities
 -  A-I 1&2-Airport Indus
 -  A-C Airport Commercial
 -  C-R Commercial Recreation
 -  A-A-O Airport Approach & Operations Surface
 -  S-D-3 Special District 3 Coastal Overlay Zone
- General Plan
-  Commercial
 -  Industrial
 -  Major Public and Institutional



EDAW, Inc.



G-S-R
S-D-3

RELEVANT POLICIES

Coastal

California Coastal Act of 1970

Section 30514 Program amendment; commission certification; procedure; minor or de minimis amendments; amendments requiring rapid action; guidelines

- (a) A certified local coastal program and all local implementing ordinances, regulations, and other actions may be amended by the appropriate local government, but no such amendment shall take effect until it has been certified by the commission.
- (b) Any proposed amendments to a certified local coastal program shall be submitted to, and processed by, the commission in accordance with the applicable procedures and time limits specified in Sections 30512 and 30513, except that the commission shall make no determination as to whether a proposed amendment raises a substantial issue as to conformity with the policies of Chapter 3 (commencing with Section 30200) as would otherwise be required by Section 30512. In no event shall there be more than three of these submittals of proposed amendments in any calendar year. However, there are no limitations on the number of amendments included in each of the three submittals.

...

- (e) For the purposes of this section, "amendment of a certified local coastal program" includes, but is not limited to, any action by a local government that authorizes the use of a parcel of land other than a use that is designated in the certified local coastal program as a permitted use of the parcel.

Environmental Review

California Environmental Quality Act Guidelines

Section 15164 Addendum to an EIR or Negative Declaration:

- (a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

...

- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

Rezone

Zoning Ordinance

28.92.020 Initiation of Amendments and Changes of Zone Boundaries.

Whenever the public necessity, convenience, general welfare or good zoning practice justify such action, either the Planning Commission or City Council may, upon its own motion, or the Planning Commission upon the verified application of any property owner or authorized agent and following a public hearing, may initiate proceedings to amend, supplement or change the zones, regulations or districts established by this title.

With the exception of amendments changing property from one zone to another, or changing the boundary of any zone, amendments may be made in the same manner as this title was adopted.

28.92.080 Resolution of Decision.

B. AMENDMENTS AND CHANGES OF ZONE: Within five (5) days after final decision by the Planning Commission on an application for an amendment or change of zone, notice of the decision shall be mailed to the applicant at the address shown upon the application and to all other persons who have filed a written request therefore with the Community Development Department.

1. Approval. Upon approval of an application for an amendment or change of zone by the Planning Commission, the Planning Commission shall submit its recommendation and complete record of the application to the City Council. The City Council shall hold a public hearing to consider the application for the amendment or change of zone and may approve, reverse or modify the action of the Planning Commission and may approve, reject or modify said ordinance accordingly. The City Attorney shall prepare an ordinance providing for the approved amendment or change of zone to the City Council for introduction and subsequent adoption.

2. Denial. The denial of an application for an amendment or change of zone by the Planning Commission shall be final unless appealed in accordance with Chapter 1.30 of this Code. In addition to the procedures specified in Chapter 1.30, notice of the public hearing before the City Council on an appeal from a decision of the Planning Commission regarding a change of zone shall be provided in the same manner as notice was provided for the hearing before the Planning Commission. At the time of filing an appeal, the appellant shall pay a fee in the amount established by resolution of the City Council.

No permit shall be issued for any use involved in an application for a change of zone until the same shall have become final by the effective date of the ordinance.

Vision

Airport Industrial Area Specific Plan (SP-6)

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

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

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