



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: October 1, 2015
AGENDA DATE: October 8, 2015
PROJECT ADDRESS: 6100 Wallace Becknell Road (MST2014-00619)
 Direct Relief
TO: Planning Commission
FROM: Planning Division, (805) 564-5470, extension 4560
 Beatriz Gularte, Senior Planner *AG for BG*
 Kathleen Kennedy, Associate Planner *KK*

I. CONCEPT REVIEW/ PROJECT DESCRIPTION

The project consists of a proposal to construct a new 155,000 square foot (net) facility for Direct Relief, a nonprofit organization. The development includes a new 127,706 square foot (net) storage and distribution warehouse with an attached two-story 27,294 square-foot (net) administrative office building, a secure truck yard loading area, and 162 parking spaces. The project also includes construction of a new public street (see Exhibit A and project plans). The existing six main buildings and five outbuildings totaling 12,037 square feet would be demolished.

The project site is located at 6100 Wallace Becknell Road (previous address: 6100 Hollister Avenue) between Frederic Lopez Road and David Love Place. It is located north of Hollister Avenue in Sub-Area 3 of the Airport Industrial Area Specific Plan (SP-6), and is currently owned by the City of Santa Barbara Airport. An existing parcel (Parcel 22) would be subdivided, and the northern portion (approximately 7.99 acres) would be purchased by Direct Relief, pursuant to the terms and conditions of the Purchase and Sale Agreement between the City and Direct Relief dated October 9, 2014.

The purpose of this concept review is to allow the Planning Commission and the public an opportunity to review the proposed project at a conceptual level and provide the applicant and staff with feedback and direction regarding the proposed land use and design.

The opinions of the Planning Commission may change or there may be ordinance or policy changes that could affect the project that would result in requests for future project design changes.

II. REQUIRED APPLICATIONS

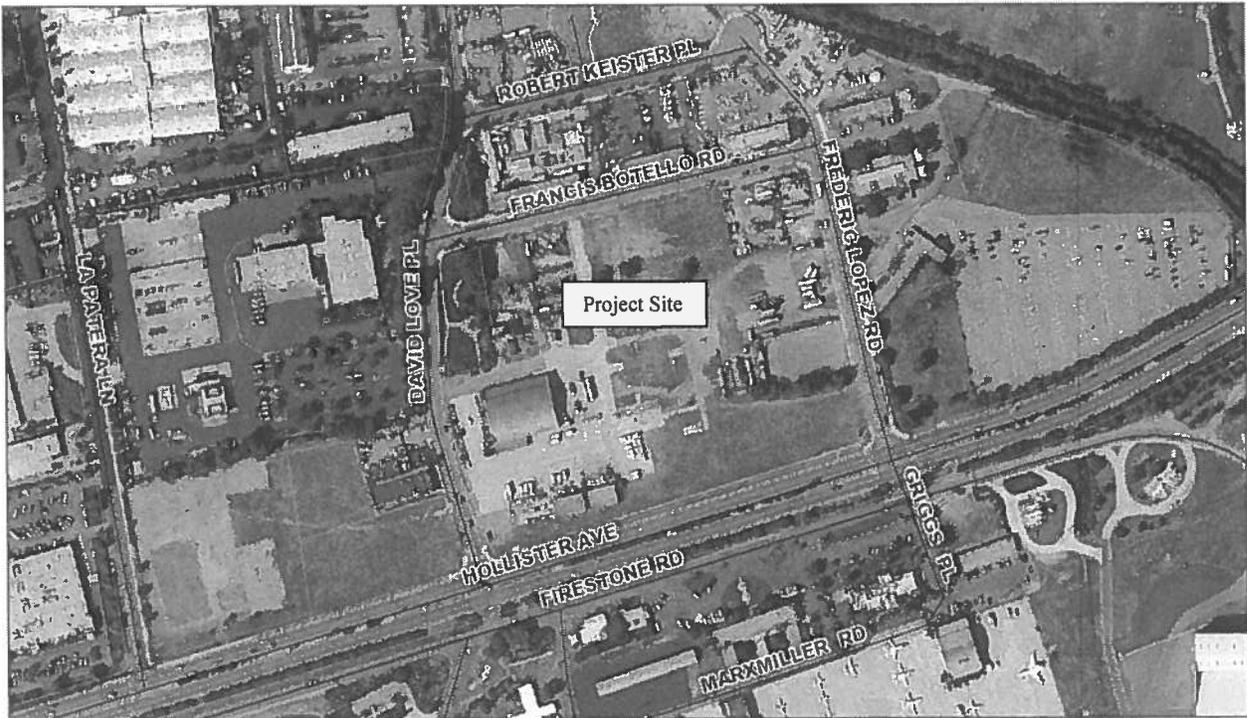
The discretionary applications required for this project are:

- A. A Finding of Consistency with the Santa Barbara Airport Industrial Area Specific Plan (SP-6); and

- B. A Development Plan for the allocation of 118,500 square foot of nonresidential development from the Community Benefit, Small Addition, and Vacant Property Categories (SBMC Chapter 28.85); and
- C. Design Review Approval by the Architectural Board of Review (SBMC§22.68.020).

III. RECOMMENDATION

The proposed project is being presented to the Planning Commission for concept review and comments only. No formal action may be taken on the project at this hearing as the application has not yet been deemed complete nor has environmental review been completed. Staff recommends that the Commission review the proposal outlined in this report and in the attached applicant letter, and provide comments and direction regarding issues such as proposed land use, size, bulk and scale, and site layout (see Exhibit B).



Vicinity Map for 6100 Wallace Becknell Road

IV. BACKGROUND

Existing Facilities. Direct Relief was founded in Santa Barbara in 1948 and is one of the world's largest nonprofit humanitarian aid foundations. It currently operates from their property located at 27 S. La Patera Lane in the City of Goleta, as well as leased property located at 30 S. La Patera Lane. The current operation consists of 50,800 square feet of warehouse space, 14,640 square feet of office space and a total of 124 parking spaces. In order

to accommodate an expansion of their services, Direct Relief conducted a search for new facility space.

Relocation/Purchase and Sale Agreement. Since 1997 the Airport has received numerous unsolicited proposals for development of portions of the Specific Plan area. All development efforts have been unsuccessful for a variety of issues, but primarily due to the Santa Barbara City Charter restriction that limits leases to 50 year terms. The Airport also investigated developing the property independently.

Direct Relief submitted a proposal to purchase Airport land at a “fair market value” to construct the proposed project. The sale of Airport land would provide the Airport with funds necessary to construct debt-free industrial buildings, thereby strengthening the Airports revenue base. As stated previously, Parcel 22 would be subdivided, and the northern portion (approximately 7.99 acres) would be purchased by Direct Relief, pursuant to the terms and conditions of the Purchase and Sale Agreement between the City and Direct Relief dated October 9, 2014. All discretionary permits for the proposed project are required to be obtained within 18 months of the agreement date, which would be March 9, 2016; however, a six month extension to September 2016 may be granted. The terms are further described in the attached Council Agenda Report (see Exhibit C).

Subdivision. The Tentative Subdivision Map to allow the subdivision of the parcel is a separate project proposed by the Airport that will require approval by the Staff Hearing Officer. A condition of approval will be placed on the Direct Relief project that states that the subdivision of the parcel must occur prior to the issuance of building permits for the proposed project.

Previous Review. The proposal has received both PRT (Pre-Application Review Team) and DART (Development Application Review Team) review by the City’s Land Development Team, as well as review by the Architectural Board of Review (see Design Review section below). The project has not been deemed complete and environmental review has not been completed.

Non-residential Square Footage. The project received a designation as a Community Benefit project and an allocation of 80,000 square feet of non-residential floor area from the Community Benefit category by the City Council on February 2, 2015. On May 12, 2015, City Council approved a Resolution for a reservation of 30,000 square feet of non-residential floor area from the Community Benefit category.

The project was originally proposed as two phases; with phase one consisting of a 100,000 square-foot warehouse and phase two consisting of a 30,000 square-foot warehouse expansion. The current proposal incorporates both for a total warehouse consisting of 127,706 square feet.

The 155,000 square feet required for the proposed project would be allocated from the following categories:

Community Benefit category	110,000 SF*
Small Addition Category	2,000 SF*
Vacant Property (from Specific Plan area)	6,500 SF*

Airport Demolition Bank Allocation	30,420 SF
Future Onsite Demolition	<u>6,080 SF</u>
	155,000 SF

*Development Plan Approval required for these categories for a total of 118,500 square feet.

V. SITE INFORMATION

Applicant:	Direct Relief	
Property Owner:	Current: City of Santa Barbara Airport	Proposed: Direct Relief
Site Information		
Parcel Number:	073-080-065	Lot Area: Total Lot: 14.46 acres Proposed Direct Relief Lot: 7.99 acres
General Plan:	Airport	Zoning: A-I-1 (Airport Industrial) & SP-6 (Airport Industrial Area Specific Plan)
Existing Use:	General Commercial, Research & Development, Light Industrial	Topography: Relatively Flat
Adjacent Land Uses		
	North – Light Industrial South – Commercial	East – Light Industrial West – Park, Southern California Edison

VI. POLICY AND ZONING CONSISTENCY ANALYSIS

A. ZONING ORDINANCE CONSISTENCY

As designed, the project would comply with the requirements of the A-I-1 (Airport Industrial) zone as shown below. Allowed uses in this zone include storage and distribution warehouses, as well as offices that are incidental and accessory to any allowed use. Warehouse uses with airport zoning classifications require one parking space per 2,000 square feet, rather than 5,000 square feet as required elsewhere in the City, and do not benefit from the reduction in parking for buildings in excess of 10,000 square feet as allowed for other uses in Chapter 29.90.

Standard	Requirement/ Allowance	Proposed
Front Setbacks	10' first story; 20' second story and above	20' and greater
Building Height	3 stories; 45 feet	32 feet office; 40 feet warehouse

Parking	1/250 office; 1/2,000 warehouse; 162 spaces	162 spaces	
Landscape Area	15%	29%	
Lot Coverage			
-Building		146,586 SF	42%%
-Paving/Driveway	n/a	100,004 SF	29%%
-Landscaping		101,567 SF	29%%

B. SANTA BARBARA AIRPORT INDUSTRIAL AREA SPECIFIC PLAN (SP-6) CONSISTENCY

The 225.2 acre Specific Plan area has been divided into four distinct Sub-Areas in an effort to simplify the discussion of development potential. The project site is in Sub-Area 3, which is located generally between Lopez Road and La Patera Lane and between Wallace Becknell Road and the railroad tracks. Development in Sub-Area 3 would create opportunities for expansion of existing and new light industrial, R&D, small incubator businesses and open yard uses.

The proposed project will need to be found consistent with all applicable policies in the Specific Plan. A summary of the key Specific Plan Policies that are applicable to the proposed project is provided in Exhibit D.

The Specific Plan also discusses the zoning designations. The project site has a zoning designation of A-I-1 (Airport Industrial 1), which was designated for light industrial and manufacturing uses (e.g., research and development, electronic products manufacture, storage, contractors yards, lumber, sand and brick yards). A new street was anticipated to occur

The proposed Direct Relief project, which is primarily a warehouse storage and distribution operation, is consistent with the allowable uses in the Sub-area 3 and the A-I-1 zone as described in the Specific Plan.

VII. ENVIRONMENTAL REVIEW

Background. An Environmental Impact Report (EIR) was prepared for the Airport Industrial Area Specific Plan in 1997. A Supplemental EIR was prepared for a project (Gateway Project) that was proposed at the project site in 1999. In 2005, an Addendum to the Supplemental EIR was prepared for another proposed project (Citrix Centre) at the project site. Although environmental review was completed for these projects, neither was constructed.

Much environmental information on the project site is available; however, for the current project, the following technical studies have been completed: Traffic, Circulation and Parking Study; Preliminary Geotechnical Engineering Report; Phase 1 and Phase II Environmental Site Assessments; Drainage and Storm Water Quality Analysis; and Supplemental Phase 2 Archaeological Investigation.

Goleta staff is assisting in the review of the Traffic, Circulation and Parking Study given that the roads and intersections are located within the limits of the City of Goleta. The

Environmental Site Assessment reports indicate the presence of soil contamination on the project site. The City, separate from the current proposed project, is in the process of implementing a remedial action plan to address the contamination. Although environmental review has not been completed, it is not expected that any significant, unavoidable impacts would occur as a result of the proposed project.

VIII. DESIGN REVIEW

This project was reviewed by the Architectural Board of Review (ABR) on August 3, 2015 (meeting minutes are attached as Exhibit E). The project received overall positive comments; however, the applicant was advised to study breaking up the massing and height of the 40 foot high warehouse through landscaping and other design elements.

A second ABR review is scheduled for September 28, 2015. Draft minutes will be presented at the PC hearing.

IX. NEXT STEPS

The project will require another DART review by City staff. Prior to an application being deemed complete, the project must also receive a compatibility analysis by the ABR pursuant to SBMC §22.68.045. Once the project has been deemed complete, environmental review will proceed. The proposal will subsequently return to the Planning Commission for review and approval.

Exhibits:

- A. Site Plan
- B. Applicant's letter, dated September 23, 2015
- C. Council Agenda Report, dated August 5, 2014 – Purchase and Sale Agreement
- D. Airport Industrial Area Specific Plan (SP-6) Summary of Applicable Policies
- E. ABR Minutes, dated August 3, 2015



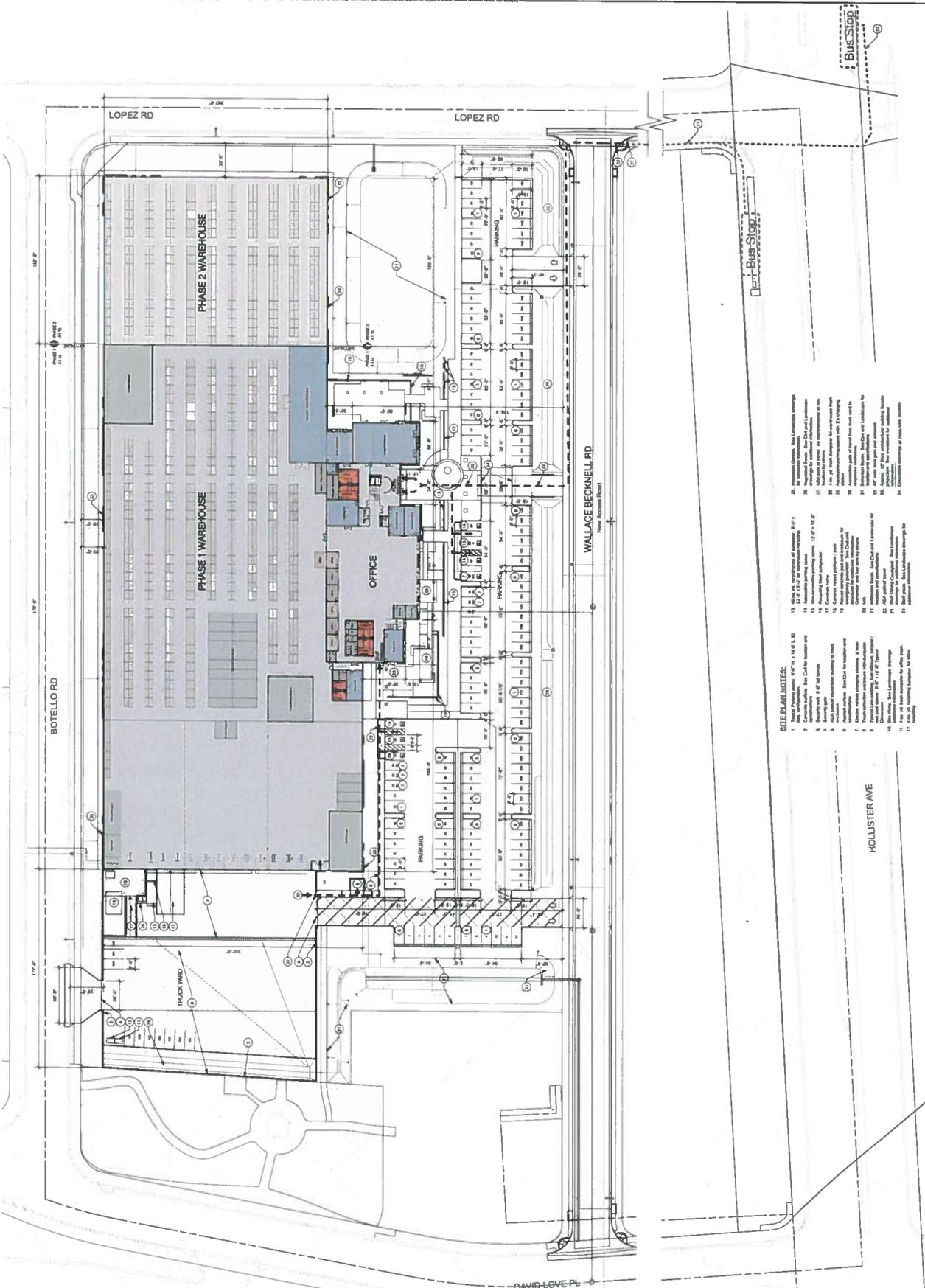
NOT FOR CONSTRUCTION

**Direct Relief
 Headquarters and
 Distribution Center**
 8100 Wallace Becknell Road
 Santa Barbara, CA

NO.	DESCRIPTION	DATE
1	Revised	07/14/2016
2	Revised	08/11/2016
3	Revised	08/11/2016
4	Revised for City Comments	08/11/2016
5	Revised	08/11/2016

Site Plan
 Phase 1 and Phase 2

A1.0



- SITE PLAN NOTES:**
1. All parking spaces 8' 0" x 18' 0" L x W.
 2. Concrete curbs. See CAD for location and details.
 3. Concrete curbs. See CAD for location and details.
 4. All parking spaces 8' 0" x 18' 0" L x W.
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 23. All parking spaces 8' 0" x 18' 0" L x W.
 24. All parking spaces 8' 0" x 18' 0" L x W.

SITE PLAN
 010

EXHIBIT A

RECEIVED
SEP 24 2015

**CITY OF SANTA BARBARA
PLANNING DIVISION**

23 September 2015

Planning Commission
City of Santa Barbara
630 Garden Street
Santa Barbara, CA 93101

**RE: 6100 Wallace Becknell- MST: 2014-00619
Direct Relief Headquarters and Distribution Center
Applicant/Project Description Letter**

Dear Commissioners,

On behalf of Direct Relief and its project team, we are pleased to submit the DART application request for a Development Plan on a portion of Parcel 22 in the City of Santa Barbara Airport Specific Plan property. The proposed project will require the following discretionary approvals:

1. A Finding of Consistency with the Santa Barbara Airport Industrial Area Specific Plan (SP-6); and
2. A Development Plan for the allocation of 118,500 square foot of nonresidential development from the Community Benefit, Small Addition, and Vacant Property Categories (SBMC Chapter 28.85); and
3. Design Review Approval by the Architectural Board of Review (SBMC§22.68.020).

In addition to the ten (10) copies of this letter which includes the Applicant Report/Project Description, we have submitted the following documents in our DART application package:

1. Thumb drive with electronic copies of all enclosed documents and plans in PDF format.
2. Master Application Form
3. DART Submittal Cover Sheet
4. Hazardous Waste and Substances Form
5. DART SWMP Checklist
6. Check made out to the City of Santa Barbara (#50203) in the amount of \$42,092.00
7. Architectural Plans prepared by DMHA Architects (dated 7/15/15 and subsequent updated plans) including Site Plans, Floor Plans, Conceptual Elevations, Civil and Landscape Plans (Ten plan sets).
8. Traffic Circulation and Parking Report prepared by Associated Transportation Engineers dated June 30, 2015.

9. Preliminary Geotechnical Engineering Report prepared by Fugro Consultants, Inc. and dated May 2015.
10. Phase 1 Environmental Site Assessment prepared by Rincon and dated December 18, 2014.
11. Phase 2 Environmental Site Assessment prepared by Rincon and dated March 10, 2015.
12. Preliminary Title Report by Fidelity National Title Company dated October 29, 2014.
13. Drainage and Storm Water Quality Analysis prepared by Stantec and dated May 26, 2015.
14. Phase I Archaeological Assessment prepared by DUDEK and dated September 2015.

The *Applicant Report & Project Description* provides background information about Direct Relief, and a detailed description of their proposed world headquarters project. The report also summarizes key environmental considerations and technical studies that are part of the DART application package.

We thank you for your consideration of this important project in our community.

Sincerely,
SUZANNE ELLEDGE
PLANNING & PERMITTING SERVICES, INC.



Suzanne Elledge
Principal Planner



**Direct Relief Headquarters and Distribution Center
Applicant Report & Project Description
September 2015**

Prepared by:
Suzanne Elledge *Planning & Permitting Services, Inc.*
In coordination with:

**DMHA Architecture + Interior Design
ARCO Design/Build
CJM::LA
Stantec**

On behalf of Direct Relief, Suzanne Elledge *Planning & Permitting Services* hereby provides the following project description and applicant report for the proposed Direct Relief Headquarters and Distribution Center. Direct Relief is seeking City approval of a Development Plan for a warehouse, secure truck loading area and administrative office building on a 7.99-acre parcel it is purchasing from the City of Santa Barbara.

Organizational History & Project Background

Direct Relief was founded in Santa Barbara in 1948. It is among the world's largest nonprofit humanitarian aid organizations and is apolitical, secular in character, and privately funded. Over the past decade, Direct Relief has established the nation's largest charitable medicines program which serves as a critical resource in local, state and national emergencies. The mission of Direct Relief is to improve the health and lives of people affected by poverty or emergency situations by mobilizing and providing essential medical resources needed for their care. It works to strengthen the efforts of partner healthcare organizations by providing them with essential resources at no cost - medicines, supplies, and equipment. These materials enable healthcare providers to more effectively serve low-income and underserved people who otherwise would not be able to afford appropriate care or have access to critical medications.

Direct Relief's medical assistance programs equip health professionals working in resource-poor communities to better meet the challenges of diagnosing, treating, and caring for people without regard to politics, religion, gender, race, or ability to pay. Further, Direct Relief works with locally-run healthcare facilities in over 70 countries and each of the 50 U.S. states.

Direct Relief initiatives involve a wide range of functions that require specialized expertise and licensing. Capabilities include identifying key local healthcare providers; working to identify the unmet needs of people; mobilizing essential medicines, supplies, and equipment that are requested and appropriate for the circumstances; and managing the many details inherent in storing, transporting, and distributing such goods to the partner organizations in the most efficient manner possible. Direct Relief enjoys the unique distinction of being the only nonprofit accredited and licensed to distribute prescription medications in all 50 states and continues to grow both in terms of an increase in staff as well as an increase in demand to provide critical medications and medical supplies domestically and internationally.

In order to maintain its current and projected activities, in 2012 Direct Relief began searching for a new site and ultimately identified the subject site as a potentially suitable location.

After a period of negotiations, Direct Relief and the City of Santa Barbara agreed to the terms of a purchase agreement which was approved by City Council on September 9, 2014. As part of the agreement terms, Direct Relief is currently in the midst of an 18-month due diligence period during which it is seeking to secure the necessary discretionary approvals. If it is necessary, the purchase agreement provides for a six month extension to the due diligence period.

Project Site Permitting and Entitlement History

The 7.99 acre project site is part of a larger Airport parcel (Parcel 22) that is within the Santa Barbara Airport Industrial Area Specific Plan approved in October 1998 in which the City articulated a planning framework and vision for the project area:

The Plan recognizes the strategic regional importance of the Airport and the unique opportunities that the area offers. It recognizes the importance of maintaining the Airport's economic self-sufficiency and the potential of vacant and under-utilized properties to be used in a way that will promote the success and viability of the Airport.

The intent of the plan is to guide the development of the Airport's commercial and industrial zoned property for light industrial and yard uses, commercial recreation and economic development.

Following approval of the Airport Specific Plan in 1998, several project proposals were contemplated for Parcel 22 over the years and two project applications were processed and approved but were never constructed; *Gateway Center* in 1999 and *Citrix Centre* in 2005. These two projects were similar in their land use (a mix of retail/restaurant, office, and R&D) and both had a floor area of 180,000 SF. A Supplement to the Specific Plan EIR (SCH#93081127) was processed and approved for the Gateway Center project and an Addendum to both the previous environmental documents was processed and approved for Citrix in 2005.

With the sale of the subject property to Direct Relief and assuming the project is ultimately approved by the City, it is anticipated that the proceeds from the sale will allow the Airport to begin building out the remaining Specific Plan area land with light industrial uses, thereby strengthening the Airport's revenue base with debt free buildings.

Existing Setting

The project site is located in the 6100 block of Wallace Becknell (APN 073-080-065), and is zoned A-I-1/A-I-2 (*Airport Industrial 1 and 2/SP-6 Airport Industrial Area Specific Plan*). Adjacent properties to the north and west of the site are zoned A-I-1 and the property to the south is zoned A-I-2. There are two zone districts east of the project site across Frederic Lopez Road, A-I-1 and C-R (commercial recreation). The subject parcel and all adjacent properties have an Airport Specific Plan designation of *Industrial*.

The project site is currently under-utilized and unattractive. Existing uses include general commercial, research and development, and light industrial. The site contains six (6) main buildings with five (5) outbuildings that are located haphazardly throughout the site and have a total floor area of approximately 12,937 SF. The area surrounding the structures on the parcel is paved and there are approximately 20 striped parking spaces. All existing structures and pavement will be removed with implementation of the proposed project.

Proposed Project Summary

The proposed project will be located on a 7.99 acre (348,157 SF) parcel. The boundary of the newly configured parcel will be created by deed through a separate process that will run concurrently with the DART process. It is anticipated that a deed, easement document for a new public road (Wallace Becknell) and a certificate of compliance for the Direct Relief property, as well as two remainder City-owned parcels, will be completed, approved, and ready to record by the time the proposed project completes the development review process.

Enclosed with Direct Relief's application are preliminary architectural, civil engineering, and landscape plans prepared by DMHA, Stantec, and Courtney Jane Miller Landscape Architecture (CJM::LA), respectively.

Proposed improvements are shown on the project plans and these are organized as follows:

- Sheet G0.0 General project information
- Sheet G0.1 Site photos
- Sheet C-01 Civil site plan and index map
- Sheet C-02 Existing conditions and demolition plan
- Sheet C-03 thru C-06 Preliminary grading and drainage improvements
- Sheet C-07 Erosion control plan
- Sheet C-08 Details
- Sheet C-09 Site sections
- Sheet C-10 Drainage Area Map
- Sheet A1.0 Architectural site plan
- Sheet A1.1 First floor plan – Phase 1
- Sheet A.1b First floor plan – Phase 2
- Sheet A1.2a Second floor plan – Phase 1
- Sheet A1.2.b Second floor plan – Phase 2
- Sheet A1.3a Roof Plan – Phase 1
- Sheet A1.3b Roof Plan – Phase 2
- Sheet A2.1 Elevations
- Sheet A2.2 Elevations – Phase 1 and 2
- Sheet A2.3 Rendered Elevations – Phase 1 and Phase 2
- Sheet A3.0 Perspective Views
- Sheet A3.1/A3.2 Rendered Perspective Views
- Sheet L-1/L.2 Preliminary landscape plans
- Sheet L-3 Landscape Elevations

Architecture

The architecture of the proposed Direct Relief Headquarters and Distribution Center reflects the cultural heritage and context of the surrounding Santa Barbara and Goleta communities and will be "Mediterranean Modern" in architectural style. The large warehouse and office building structures have been sensitively planned to be consistent with the Architectural Board of Review Architectural Guidelines for City of

Santa Barbara Airport properties. The proposed site planning and building design is intended to reflect a functional, cost effective, environmentally responsible, humble and non-ostentatious organizational value system. Yet at the same time, the headquarters facility must also appropriately represent one of the world's leading disaster relief organizations. The use of high technology information systems, worldwide communication networks, application of state-of-the-art storage / warehousing of pharmaceutical products combined with leading edge shipping and delivery systems with a national and international focus are critical elements of the Direct Relief organization.

The site has been planned to locate large storm water retention areas at the most permeable soil locations to maximize on-site groundwater absorption and to take advantage of the gently sloping topography. Primary vehicular access has been provided to the site by a proposed new access roadway. Primary public and staff access to the new facility is provided via south portion of the site which most directly accessible to existing public transportation and nearby Hollister Avenue. All parking has been located on the south portion of the site to minimize vehicular travel into the surrounding commercial neighborhood and to minimize pedestrian path of travel to and from the building while also meeting current ADA required accessibility requirements. In addition, a private and secure truck delivery area has been located on the north side of the site with a separate secured access off Frances Botello Road. The site has planned to address strict site security standards for a pharmaceutical warehouse facility of this type while primary building massing has been planned toward the center and rear of the property to minimize view impacts from Hollister Avenue to the south.

The architecture of the project strives to achieve a sensitive yet dynamic balance by combining the functional program elements of a very large industrial warehouse with a moderately sized corporate office headquarters facility. A highly functional and cost effective 130,000 SF warehouse facility is mandated to be constructed of concrete tilt up wall materials to meet industry security and environmental control standards. The large concrete wall panels of the warehouse structure will be painted organic earth toned colors and include some decorative reveals and details to create an aesthetically appropriate exterior image appropriate to the industrial warehouse context. The large warehouse structure has been designed, detailed, and colored to not call attention to itself and to serve more as a monumental background building in contrast to the more colorful and detailed office structure to the south.

The office building portion of the project will reflect a more pedestrian "Mediterranean Modern" architectural style and include more articulated Santa Barbara inspired building forms, colors, materials and finishes. Exterior materials will include mission plaster finished walls, stained wood trellis elements, colored window awnings and tinted window glazing. Both the warehouse and office structures will be significantly screened from view on all sides of the site by the new drought tolerant landscaping. A careful integration of interior and exterior spaces has been planned creating functional and visually interesting outdoor spaces with clearly identifiable primary building entries. The

east, west and north sides of the project site have been planned to meet or exceed minimum City building setback requirements and also strategically designed and landscaped not to encourage pedestrian activity addressing strict site security requirements.

The primary project components are further described below:

Warehouse

The warehouse will be 40-ft in height and, at full build-out, will have a floor area of 127,706 SF. Direct Relief hopes to be able to construct the warehouse in a single phase but if funding is constrained, it is possible that it will be built in two phases in which case the initial warehouse will have a floor area of 97,706 SF followed by a 30,000 SF (net) expansion at the northeast corner. An interim landscape use is proposed for the area of expansion if it does indeed come at a later time (please see landscape plan sheet L-2).

Due to its function of temporarily storing controlled substances that are regulated by the Drug Enforcement Agency (DEA) and Food & Drug Administration (FDA), the building shell and interior is designed to meet all physical security control requirements per Part 1301.72 of the DEA Title 21 Code of Federal Regulations and the storage requirements per FDA 21CFR211.4

Secure Truck Yard and Loading Dock

In the northwest corner of the site a secure truck yard and loading area is proposed adjacent to the warehouse. The area will be secured by an 8-ft high CMU wall with plaster finish to match the office building and will be accessed via a 26-ft wide entry with a rolling gate. The curb cut associated with this driveway is proposed to be 50-ft in width to facilitate the trucks entering and exiting the site.

The truck yard will have an asphalt surface and the loading dock will be concrete (see plan sheets C-03 and C-05 for details). The loading dock is proposed to have 13 bays with canopies including one bay at the north end of the dock that also has a ramp and covered loading dock deck (please refer to plan sheets A2.0 and A2.1).

Corporate Offices

This lower component of the proposed structure is 32-ft in height and located roughly in the center of the warehouse on its south side that serves to effectively break up the mass of the warehouse as seen from the street frontage. Use of complementary materials (concrete, wood, glass, fabric, and metal), warm earth toned colors, and features of various heights (4-ft and 5-ft 6-in high site walls enclosing courtyard areas, 14-ft high trellis and columns) further soften the form.

The office component is two story with a floor area on the first floor of 16,173 SF (net) and 11,121 (net) on the second floor. There are two entrances into this building, one for visitors and the other for employees. Inside the employee entrance on the first floor there is a bike storage and locker room that will accommodate up to 24 bicycles, as

well as adjacent men's and women's restrooms and showers. Private phone rooms, a "mom" room, and break room are provided along with individual offices and an open office area that will be outfitted with partitions that will create work space and allow flexibility in configuration of these spaces over time.

Small and large conference rooms are also proposed on the first floor for use by employees, visitors, volunteers, and the Board of Directors along with a volunteer work center for the volunteers who come to Direct Relief on nearly a daily basis to assist with a variety of tasks.

The second floor also contains a mix of individual and open offices, small conference rooms, break room, and an I.T. room.

Outdoor courtyards with low walls, bench seating, enhanced paving, trellises and shade structures are proposed on the south and east sides of the offices.

The proposed project has been designed to be compatible with those surrounding manufacturing and industrial facilities that were also designed to be consistent with the Airport Specific Plan design guidelines. Green and sustainable building design features and elements have been incorporated to the extent feasible including the use of solar panels. The design team is currently considering use of crystalline panels that will require the roof supporting the panels to assume an extra 10psf of dead load. By designing to this standard, Direct Relief will have the flexibility to choose the type and size of the renewable power system to serve the project when it gets in to the construction document phase.

Landscape

The landscape plan proposed for the project was created by CJM::LA who have described their approach to Direct Relief's landscape design as follows:

CJM::LA strives to uphold the architectural and cultural heritage of the Santa Barbara and Goleta communities through the development of engaging spaces. Their approach responds to context, history and outlook in order to provide outdoor spaces which quiet the mind and activate the senses. The built environment is paramount in representing the identity of a community, and CJM::LA seeks to provide responsible design solutions that respect the balance of past and future. CJM::LA prides themselves in design that is unique and specific; enduring and authentic.

The proposed landscape plan engages both sustainable building practices as well as aesthetic and forward-thinking design solutions to create a unique addition to the built environment.

- *Pedestrian, bicycle and vehicular circulation has been studied in order to maintain appropriate connectivity with the surrounding community, as well as within the development*

- Storm water quality will be addressed with the most appropriate best management practices for this development
- Green screens will be included where feasible

The plant palette is proposed to be Mediterranean in character and suitable to the Santa Barbara regional climate. Plant material will be low-water (100% of the plantings are designated as water wise plantings) and low-maintenance. Only organic fertilizers and soil amendments will be used. Please refer to plan sheet L-1 for the preliminary plant palette selected for the site as well as for the proposed biofiltration/detention/ swale system.

Common area irrigation will include a combination of low-volume spray heads, bubblers and drip systems as applicable. All irrigation will be controlled by an automatic timer with a seasonal adjustment capacity to apply less water during the rainy season. Pots will be hand-watered or will include self-watering systems.

To review the proposed landscape, hardscape, and preliminary plant palette, please refer to plan sheets L-1, L-2, and L-3. These landscape plans also depict onsite and offsite pedestrian circulation, walls, and fencing.

Landscape Statistics:

- Landscape Area: 101,567 SF (29% of the project site)
- Hardscape Area: 100,004 SF (91,466 SF impermeable and 8,538 SF permeable)

Site Preparation, Grading, Drainage, and Utilities

Please refer to the Stantec site plan and civil engineering plan sheets C-02 through C-10, dated 9/24/15.

As mentioned above, all existing vegetation, buildings, concrete, asphalt and related improvements will be removed as shown on the proposed demolition plan (plan sheet C-02).

According to the grading and drainage plans, raw earthwork quantity estimates for the project are as follows:

Warehouse and Office Building:

Cut: 0 Cubic Yards (CY)
 Fill: 18,300 CY
 Net: 18,300 CY Fill

On-site improvements (not including the building):

Cut: 2,300
 Fill: 10,800 CY
 Net: 8,500 CY Fill

Total on-site earthwork:

Cut: 2,300 CY

Fill: 29,100
Net 26,800 CY Fill

Public Road:

Cut: 300 CY
Fill: 700 CY
Net: 400 CY Fill

Note: source of the fill material to be imported to the site will be identified during the construction document phase of the project.

Storm Water

A storm water drainage system is proposed utilizing two basins (one for detention on the west side of the site that is 3,140 SF, and an infiltration basin on the east side that is 10,000 SF), vegetated swales, biofiltration units, and storm drains. The system satisfies the requirements of the City's Storm Water BMP Guidance Manual for Tier 3 projects. For detail regarding storm water drainage, please refer to the civil site plan, and plan sheets C-03 through C-09 as well as Stantec's Drainage and Storm Water Quality Analysis, dated September 24, 2015 for details.

An erosion control plan has also been prepared for the project; please refer to plan sheet C-07.

Foundation Design

The proposed foundation for the building will be constructed using a stone column/geo-pier system that will penetrate the existing sub-grade approximately 25-ft on an 8' x 8' grid pattern below the building pad (see lay-out of the 20-inch diameter columns and grid system on plan sheets C-03 through C-06). Once the grid system is built approximately 4-feet of fill material will be placed above the grid to reach the elevation of the proposed building pad; the finish floor elevation for the warehouse and office building is set at 23.80-ft and this provides freeboard above the base flood elevation in excess of 3-ft. Please refer to plan sheets C-1, and C-3 through C-6.

Utilities, Services, Equipment, Trash/Recycling Enclosure and Lighting

Existing water and sewer mains are located in each of the public roads adjacent to the site (please refer to plan sheet C-03 through C-06). Existing electricity and gas lines in Botello Road will be retained or abandoned in accordance with the utility company's specifications (please refer to plan sheet C-03).

New water, sewer, and storm drains are proposed in the new public road south of the site (please refer to plan sheet C-05).

Four (4) new fire hydrants are proposed; one on the west side of Frederick Lopez Road and three (3) on the north side of Wallace Becknell. A new 8" fire water service line in

Botello Road is also proposed to be installed to serve the on-site fire protection sprinkler system that will be constructed as part of the new warehouse and office buildings.

An emergency generator and above ground fuel tank are proposed to be located on a concrete pad located next to the trash and recycling enclosure at the northwest corner of the warehouse.

HVAC units are proposed to be placed on the roof and will be screened by parapet walls (please refer to plan sheet A2.0). The exact size and placement of the units will be determined during the construction document phase.

The plans provide for the following trash and recycling containers which exceed the City's requirements (please see plan sheet A1.0):

- Two 4-CY dumpsters (one for office trash and one for office recycling)
- One 4 -CY dumpster for warehouse trash
- One 40-CY roll off with a compactor for warehouse recycling

Please note that the plans provide for a trash collection area for the office trash to be moved from the office where it can be stored briefly until the warehouse staff can move it in to the secure truck yard area where the dumpsters are located. The office waste transfer dumpster is located off the south west corner of the building (please refer to plan sheet C-05, construction note number 63).

The exterior lighting of the proposed Direct Relief project will be designed to meet functional security requirements yet also to conform to dark sky requirements, enhance and highlight specific features of the site landscaping and building architecture.

Parking lot, walkway, exterior meeting space and truck delivery area lighting is planned to meet energy efficiency requirements yet also to be as aesthetically pleasing as possible.

The schematic concept for the site and building lighting for the Direct Relief project will include the following:

- 400 watt metal halide wall pack lighting installed at 25-ft above grade and at approximately every 75-ft along the warehouse walls.
- At the entrance / exit doors to the building there will be 175 watt emergency egress fixtures
- At the truck loading dock, there will be 400 watt metal halide wall pack lighting installed at 25-ft above grade and at approximately every 75-ft along the wall.
- Along the west fence of the truck yard there will be 30-ft high LED single pole lights every 100-ft
- In the parking lot there will be 20-ft tall LED double pole lights approximately 100-ft on center
- Miscellaneous decorative landscape and site wall lights

- The overall lighting design will include energy efficient light fixtures that meet or exceed Cal Green standards

New Public Road, Site Access, Parking & Circulation

A new public road (Wallace Becknell Road) is proposed to be constructed immediately south of the project site. It is proposed to have a right of way of 54-feet and to be improved with two 12-ft wide travel lanes; two 5-ft wide bike lanes, 6-inch curb and 18-inch gutter, and a 6-ft sidewalk and 4-ft parkway on both sides of the street (see detailed section on plan sheet C-08).

The project site contains two parking areas. The primary parking lot serving employees and visitors has 152 parking spaces, and is accessed from two driveways located on the proposed new roadway to be constructed to the south of the site. Included in this parking count are 6 ADA spaces (two of which are van accessible). There are six electric vehicle charging stations and sixteen spaces designated for low-emitting, fuel efficient, and carpool/van pool vehicles. There are ten (10) additional parking spaces for warehouse employees in the truck yard area making a total of 162 parking spaces.

Truck access and secure parking and loading/unloading is proposed to be located off of Botello Road on the north side of the site where one 50-ft wide driveway connection and 26-ft wide gated entry will be located. Direct Relief anticipates 4-5 truck deliveries per day that will include semis with 53-foot trailers (manufacturing distributors) and semis with 28-foot trailers (FedEx Freight and other common carriers). A truck turning analysis was completed to confirm that the proposed driveway will accommodate the largest trucks serving the site (please refer to Figures 11a and 11b and discussion on page 23 of the ATE Study dated June 30, 2015). Please see improvements shown on plan sheet C-03 including construction note #66.

An existing MTD bus stop on Hollister Avenue will be improved per MTD specifications. A new sidewalk serving the bus stop along the Hollister frontage is proposed to be installed (see plan sheet C-06). The improved bus stop is intended to satisfy MTD requirements for both the Direct Relief project as well as the future project that will be proposed and processed by the Airport for the remaining portion of parcel 22.

Proposed pedestrian, bicycle and transit facilities are provided with the project, evaluated in the enclosed Traffic, Circulation and Parking Study by Associated Transportation Engineers (dated June 30, 2015) and found to be adequate. 6-ft sidewalks and 5-ft bike lanes are proposed on both sides of the new public roadway and this will complete the existing sidewalks and bike access in the project vicinity. A sidewalk leading from the project site to the existing adjacent park to the west is also proposed (see plan sheet L-1).

Key Environmental Considerations & Technical Studies

Previous environmental analysis for this site identified potential geologic and hazardous material site constraints as well as cultural resource sensitivity and potential traffic impacts. Extensive studies have been completed in the past and recently updated to specifically evaluate the Direct Relief project. We have provided a brief summary of these studies below and we would like to note that the project has been designed to avoid impacts and in accordance with the recommendations of each of the technical studies, will not result in any potentially significant adverse environmental impacts.

Geotechnical Engineering Evaluation

In addition to studies prepared by Fugro for other developments proposed for the project site in 1998 and 2006, Fugro prepared an updated analysis for the proposed Direct Relief project. The report evaluated potential geologic hazards including seismic shaking, tsunami hazard, liquefaction potential, seismic settlement, static settlement, subsidence and expansion potential.

Key Conclusions of the Analysis:

- There are four (4) potentially significant site characteristics that could impact the development of the proposed project.
 - Differing geologic conditions across the proposed building areas
 - Shallow groundwater and wet soils present near the ground surface
 - Presence of loose granular soils present with the potential to liquefy during a significant earthquake
 - Presence of uncontrolled fill and saturated, soft, compressible soil materials that have the potential to settle under loads

Specific and detailed recommendations are presented in the report to address the site's geotechnical engineering and settlement challenges (please refer to the enclosed report by Fugro, dated May 2015). Fugro's recommendations have been taken into consideration by the design team as the project's conceptual plans have been prepared (including the design of the foundation system described above) and will be fully implemented at the time construction drawings are completed and during construction of the project.

Hazardous Materials

Numerous sites in the Airport Specific Plan area have had soil contamination related to the historic land uses that include a military air station. According to the EIR for the Santa Barbara Airport Industrial Area Specific Plan, all known underground storage tanks have been removed from the Specific Plan area but there remains a potential for remnant soil contamination to exist in the areas surrounding these former tank locations. The document goes on to say that disturbing these soils during construction can lead to further environmental impacts and also identifies the potential for asbestos to be present in existing buildings (including those on the proposed project site that are proposed for demolition). The Specific Plan EIR sets forth several mitigation measures to address these potential impacts.

Subsequent environmental site assessments and evaluations of the project site have been conducted by Rincon Consultants, Inc. in 2006 and again for the proposed Direct Relief project. Both a Phase I Site Assessment (December 2014) and a Phase II Site Assessment (March 2015) were completed and are enclosed with this application.

The 2015 Phase II study evaluated the following:

- The potential presence of former underground storage tanks (USTs) at 801 Mollenhauer Rd.
- The potential presence of other unidentified buried tanks, drums or other features throughout the site
- Evaluate the subject property impact associated with the stained soil in the vehicle/maintenance/repair area in the "Indian Orchard Trucking" yard

Through a variety of methodologies that included ground penetrating radar, use of a magnetometer, soil borings, and laboratory analysis, four materials (TPH-diesel, TPH-oil, total lead, and soluble lead) were identified as being present on the site. Two soil borings (RB-15 and RB-16) had levels of TPH-oil that exceed regulatory thresholds; please refer to Rincon's Phase II study for details.

Subsequent to the completion of the Rincon Phase II report in March 2015, a Remedial Action Agreement was entered into between the City of Santa Barbara and the Santa Barbara County Public Health Department (SMU Site #726). Under the agreement, the City of Santa Barbara, as the Responsible Party has agreed to perform remedial action to clean up the TPH-oil contamination and is in the process of implementing a remedial action plan. For further information about the status of this work, please contact Leif Reynolds at the Airport (phone: (805) 692-6020).

Archaeology

An area of cultural sensitivity exists within a portion of the project site (recorded site CA-SBA-59). The project design team has considered numerous alternatives to the project's foundation design in order to respect the significance of the archaeological resources onsite and ultimately selected an option that they felt has the least potential impact to these resources.

The boundaries of CA-SBA-59 and a 100-foot buffer area were defined on the basis of an Extended Phase 1 (EP1) Archaeological Excavation in 1998 (by SAIC). Backhoe excavation locations were spaced 200 feet apart. Though helpful for generally identifying areas of sensitivity, the project team considers that supplemental EP1 excavations using minimally intrusive 2-inch diameter geo-probes between those previously evaluated trenches will better define the site boundary and need for a buffer area. David Stone at Dudek has completed a subsequent study (dated September 2015) that is currently under review by City staff. The assessment will refine the horizontal and vertical extent of significant archaeological resources, identify project impacts, and recommend mitigation measures to address unavoidable disturbances to the

cultural materials consistent with the City of Santa Barbara Master Environmental Assessment for Cultural Resources.

Traffic & Parking

While the project site is located in the City of Santa Barbara, key roadways and intersections serving the site are located in the City of Goleta. After receiving the City of Santa Barbara's PRT comments in February 2015, the project transportation planners, Associated Transportation Engineers (ATE), met with City of Goleta staff to discuss the traffic study scope of work. Goleta staff identified key roadway segments to be analyzed and approved the proposed scope of work and methodology including trip generation estimates, and trip distribution pattern.

Key Conclusions of the ATE Traffic, Circulation, and Parking Study:

- *The project will not generate significant roadway impacts based on the City of Goleta thresholds.*
- *The project will not significantly impact the study area intersections based on the City of Goleta thresholds.*
- *Cumulative plus project traffic conditions are within Acceptable Capacity ratings.*
- *With or without construction of the City of Goleta's planned improvements to Ekwill Street and Fowler Road (between South Kellogg and Fairview Avenue), the project will not contribute to significant cumulative impacts at the study-area intersections.*
- *The project will not significantly impact the network of intersections within the Santa Barbara Association of Governments Congestion Management Program.*
- *The project will not significantly impact the Highway 101 freeway segments located in the study-area.*

The report prepared by ATE dated June 30, 2015 will be revised to respond to City of Santa Barbara and Goleta comments. Please note that the conclusions summarized above will not be affected by the revised report.

Construction

In accordance with City DART requirements, we have provided the following rough estimate of construction activity timelines, and approximate number of construction workers and equipment needed for each phase of construction:

Construction Activity:	Duration:
Demolition	Overall time is \pm 2 months
Duration of grading	Overall time is \pm 2 months
Duration of construction	Overall time is \pm 8 months

Approximate number of construction workers and number and type of equipment necessary for each construction activity phase:

- Demolition:** ± 20 workers with the use of track hoes, front end loaders, bulldozers, saw-cutting equipment, water trucks, highway legal dump trucks and potentially a crusher
- Grading:** ± 12 workers with the use of track hoes, front end loaders, bulldozers, compactors, water trucks, highway legal dump trucks, and other potential earthmoving equipment
- Construction:** ± 100 workers with the use of track hoes, compactors, scissor lifts, forklifts, boom lifts, generators, air compressors, track crane, concrete pump, dump trucks etc.

Conclusion

The Direct Relief Headquarters and Distribution Center is proposed in the heart of the Airport Industrial Specific Plan Area and has been sensitively designed to meet all applicable development standards and planning policies. Redevelopment of this currently underutilized and unattractive site with a new, compatible, *community priority* land use and new public road will significantly improve the productivity and appearance of this property and provide a meaningful benefit to the surrounding area.

The mission of Direct Relief is to improve the health and lives of people affected by poverty or emergency situations. This significant, non-profit humanitarian organization has outgrown its current facility and proposes this project so that it can continue to provide support services to the Santa Barbara region, the United States, and the global community.

On behalf of the applicant and project team, we thank you for your consideration of Direct Relief's proposed project. Should you have any questions or need additional information about the Direct Relief application, please contact Suzanne Elledge, Suzanne Elledge *Planning & Permitting Services, Inc.*, at (805) 966-2758 (extension 14), or suzanne@sepps.com.



Agenda Item No. 22

File Code No. 330.03

CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: August 5, 2014

TO: Mayor and Councilmembers

FROM: Administration, Airport Department

SUBJECT: Introduction Of Ordinance For Purchase And Sale Agreement For Sale Of Land Located At 6100 Hollister Avenue

RECOMMENDATION:

That Council introduce and subsequently adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Approving and Authorizing the City Administrator to Execute the Purchase and Sale Agreement and Related Agreements Between the City of Santa Barbara and Direct Relief, a California nonprofit public benefit corporation, at a base price of \$25 per square foot of land area.

EXECUTIVE SUMMARY:

The City adopted the Airport Specific Plan, City Parcel Map No. 20,608, in 1997 which included the land north of Hollister Avenue incorporating a total of 88 acres. Since 1997 the Airport has received numerous unsolicited proposals for development of portions of this area and has issued two Requests for Proposals to develop a 15-acre parcel in the Specific Plan Area. All development efforts have been unsuccessful for a variety of issues, but primarily due to the Santa Barbara City Charter restriction that limits leases to 50 year terms.

The Airport, at Council direction, investigated developing the property independently. Although construction of small flexible buildings over a five-year interval in phases was possible, financing of the development would require outside financing and the debt service requirements did not provide for a realistic return on investment.

Direct Relief International has submitted a proposal to purchase Airport land at a "fair market value" to construct new offices and a warehouse. The sale of Airport land would set a precedent; however, the proceeds would provide the Airport with the funds necessary to construct debt-free industrial buildings, thereby strengthening the Airports revenue base.

DISCUSSION:

Property Description

The land at 6100 Hollister Avenue, bounded by Hollister Avenue, Frederic Lopez Road, Francis Botello Road and David Love Place, (Parcel 22 of the Airport Specific Plan [City Parcel Map No. 20,608], along with the adjacent 74 acres was transferred to the City by Grant Deed from the War Assets Department in 1949 to be used for the operation, maintenance and capital improvement of the Santa Barbara Airport.

This area has been leased for commercial industrial uses and is separated from the active airfield by Hollister Avenue. In 1983, the City requested that all land north of Hollister Avenue, 88 acres, be released from the FAA requirement that the land be used for aviation purposes. The Federal Aviation Administration approved the release on October 30, 1984 but maintained the requirement that the revenue generated from the land must be at "fair market value" and be used for the operation, maintenance and capital improvement of the Airport.

Development History

In 1997, Council approved the Airport Specific Plan to guide development of the Airport's commercial/industrial zoned property for light industrial and yard uses, commercial recreation, and economic development.

The Airport's efforts to develop this land in accordance with the Specific Plan via long-term lease included:

- 1997 and 2004 - two unsuccessful single tenant development Requests for Proposals
- 2007 – one industrial condo ownership proposal with up to 19 buildings
- 2009 – one 4-acre parcel for Verizon a maintenance and storage facility
- 2010 – one hotel proposal for a portion of the parcel
- 2004- 2010 – four proposals from Target for a retail facility
- 2010 – one proposal from Deckers Corporation for corporate offices

In all cases the proposals were unsuccessful for a variety of reasons, but one major limiting factor is the Charter requirement that any lease be limited to 50 years.

Airport Small Parcel Development

Based on the failure of long-term lease development, on June 15, 2010 Council directed staff to pursue the small parcel development for industrial and commercial tenants consistent with the approved Airport Specific Plan. This approach would continue the Airport's niche in small light industrial space and could be phased in over a period of years. Staff undertook a comprehensive feasibility study including a site layout plan,

stakeholder input on the market as well as political sensitivity, and examination of financial Proforma on leasing and self development for the potential development of this 15 acre parcel.

Local consultants designed a layout plan that fully utilized all available land on Parcel 22 resulting in 13 lots with buildings ranging in size from 6,000 – 15,000 square feet with required parking, landscaping, and on site drainage. Input from stakeholders, including UCSB, Goleta Chamber of Commerce, City of Goleta, local real estate brokers, and others indicated that there had not been any new industrial buildings constructed in the last 25 years and that the size and design would meet the needs for this market with small commercial/industrial units with expansion opportunities.

The financial Proforma was based on outside financing to construct the 13 buildings in four phases, at five-year intervals, assuming pre-leasing and full occupancy upon completion. While possible, this approach to development had a high risk, with a low 50-year return on investment.

Unsolicited Proposal from Direct Relief International (DRI)

Direct Relief, founded in Santa Barbara in 1948, is a nonprofit, nonpartisan organization that provides medical assistance to people around the world who have been affected by poverty, natural disasters, and civil unrest. DRI is currently located at 27 South La Patera Lane and also leases space in a warehouse across the street from DRI offices. DRI employs 57 staff and has 20-25 volunteers daily.

DRI is seeking to build a new state of the art facility consisting of approximately 125,000 square feet in size, of which 100,000 square feet would serve as warehouse and distribution (with 45 foot height) and 25,000 square feet would serve as offices. As is typically required for development in proximity to the Airport, an "Avigation easement" in favor of the City would be required at the time of development to protect the aviation rights at the Airport.

DRI would require 6 to 8.5 acres of land for the new facility which will be determined upon final survey when development plans are more fully prepared. DRI plans to initiate a fundraising campaign for the development project.

DRI and the City explored the option of a long-term 50-year lease on Parcel 22, however, leasing was not an option. DRI subsequently offered to purchase the land at an appraised market value.

FAA Consultation on Airport Land Sale

Inasmuch as the land north of Hollister Avenue was acquired by the military during WWII and conveyed to the City, staff contacted the Compliance Officer with the Los Angeles

Airport District Office to inquire if there were any FAA restrictions on the potential sale of Airport property.

FAA responded that with the 1984 Instrument of Release eliminating all airport/aviation obligations, the land could be sold and converted to another use. Proceeds from the sale must, however, be used for airport purposes.

Purchase and Sale Terms

Following FAA's reply, staff entered into negotiations with DRI regarding the possible sale of between 6 and 8.5 acres of land zoned for commercial industrial development. The following summarizes the key terms and conditions of the Purchase and Sale Agreement:

- **Purchase Price:** Twenty-five dollars (\$25) per square foot (net). This amount reflects the value determined in the City's February 2014 appraisal. Total purchase price will be determined based upon net square footage acquired by DRI but will range from \$6.5 to \$8.5 million. City appraisal may be updated 90-days prior to close of escrow. DRI may either (i) accept City's updated value, or (ii) update DRI's appraisal (\$20/sf) in which case the new purchase price is determined by the average between the two new opinions of value as follows: (i) if the average opinion of value is less than the original base purchase price, the original purchase price remains the purchase price, (ii) if the average is greater than the original purchase price by 10% or less, the average becomes the new purchase price (iii) if the average is more than 10% above the original purchase price, the purchase price is increased by 10%.
- **Deposit:** Within 30 days after execution of Purchase and Sale Agreement, DRI will deposit \$500,000 into escrow which, at the end of an 18-month feasibility period, becomes liquidated damages or returned to DRI if the transaction does not close escrow.
- **Feasibility Period:** 18-month period for DRI to conduct due diligence with regard to the property. Close of escrow 90-days after end of feasibility period. DRI may choose to terminate transaction or extend the 18-month due diligence period for an additional period of 6 months if DRI has not secured approval of all discretionary permits necessary to develop the property with its intended development.
- **Operation of Property:** The Airport shall continue to use property in the usual manner until close of escrow.
- **Right of First Offer:** After close of escrow, if DRI determines to sell the property, it must first offer sale property back to City. City may offer to re-purchase based upon the then appraised value less 10%. Disagreement on the value is to be resolved by the average of three values. After 21 years, and for 10 years thereafter, 10% reduction to repurchase price is decreased by 1%.

- **Community Support Payment:** 12 months after issuance of the certificate of occupancy, DRI shall begin making annual payments to the City in the amount of 12.5% of 1.03% of the sum of the purchase price plus the construction costs (example: \$20,000,000 x 12.5% x 1.03% = \$25,750) increased annually by 2%. The payment is a personal obligation of DRI and terminates upon sale of the property.
- **Access Road:** DRI shall construct, or pay the City the sum of \$473,000 to construct, an access road in accordance with City standards extending from Frederick Lopez Road along the southern frontage of the purchased property. City shall reimburse DRI 50% of the road construction cost upon construction and occupancy of any structures located between the access road and Hollister Avenue on City-retained property.

Utilities: Water service shall be provided to the property by the Airport through a sub-meter connected to the City's meter connection to Goleta Water District. Sewer service shall be provided to the property by the City and connected through the City's facilities to the Goleta Sanitary District.

The Purchase and Sale Agreement and related agreements are available for public review at the City Clerk's Office and at Airport Administration.

Environmental Review

The City's Environmental Analyst has determined that the sale of this City land is categorically exempt from Environmental Review under California Environmental Quality Act Sec. 15312 (MST2011-00255).

Impact of Sale on Airport

While the proposed sale of Airport land is unprecedented, it would provide the necessary space for DRI, a long established local non-profit, to construct a state-of-art facility meeting DRI's unique space needs not available in other facilities.

Equally important to the City, the proceeds from the sale will allow the Airport to begin building out of the remaining land with light industrial uses, thereby strengthening the Airport's revenue base with debt-free buildings.

Escrow

Upon approval of the Purchase Agreement, an escrow account will be opened and administered by Fidelity National Title Company. Title insurance costs will be provided by the City. Upon close of escrow, and the effective date of the approving ordinance, Fidelity National Title Company will be authorized to record the Grant Deed in the Official Records, Santa Barbara County, and transfer of title will be completed.

Council Agenda Report
Introduction Of Ordinance For Purchase And Sale Agreement For Sale Of Land Located
At 6100 Hollister Avenue
August 5, 2014
Page 6

SUBMITTED BY: Hazel Johns, Airport Director

APPROVED BY: City Administrator's Office

Santa Barbara Airport Industrial Area Specific Plan
Summary of Policies Applicable to Direct Relief Proposal

Vision

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

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

Cultural Resources

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

Visual Quality Improvements

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

Urban Design Guidelines

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

Vehicular Circulation

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

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

Parking

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

Alternate Modes of Transit

Policy AM2: Encourage the use of alternative transportation modes by businesses within the Specific Plan area.

Environmental Impacts

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

**ARCHITECTURAL BOARD OF REVIEW
MINUTES**

Monday, August 3, 2015

David Gebhard Public Meeting Room: 630 Garden Street

3:00 P.M.

CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING

1. 6100 HOLLISTER AV

A-I-1/SP-6 Zone

(3:15)

Assessor's Parcel Number: 073-080-065
Application Number: MST2014-00619
Owner: City of Santa Barbara - Airport
Agent: Suzanne Elledge Planning & Permitting Services
Applicant: Direct Relief
Architect: DMHA

(Proposal to construct a new facility for Direct Relief, a nonprofit organization, including a new 127,706 square foot warehouse with an attached two-story 27,294 square foot administrative office building, a secure truck yard loading area, and 152 parking spaces on a 7.99 acre parcel to be purchased from the City of Santa Barbara Airport. The existing six main buildings and five outbuildings totaling 12,937 square feet would be demolished. A new public road is proposed to be constructed immediately south of the project site, which is located in Sub-Area 3 of the Airport Specific Plan (SP-6). The project received a designation as a Community Benefit project and an allocation of 80,000 square feet (and reservation of 30,000 square feet) of non-residential floor area from the Community Benefit category by the City Council. Development Plan Approval by the Planning Commission is required.)

(Comments only; Requires Environmental Assessment and Planning Commission review.)

Actual time: 3:15 p.m.

Vice-Chair Hopkins read a statement regarding sole proprietorships exceptions, and Board member presentations.

Present: Suzanne Elledge, SEPPS Agent; Judy Partch, Director of Human Resources, Administration and Compliance for Direct Relief; Mark Linehan, Board member for Direct Relief/Building Committee Chair; Michael Holliday, Architect for DMHA; and Courtney Jane Miller, Landscape Architect; and Kathleen Kennedy, Associate Planner.

Public comment opened at 3:53 p.m. As no one wished to speak, public comment was closed.

Motion: Continued indefinitely to Full Board with comments:

- 1) Study incorporating trees that will break up the height of the high tilt up parapet walls.
- 2) The Board finds the tilt up panel design with knock-out panel elements to be a creative solution.
- 3) Study incorporating additional design elements as needed to mitigate the massing of this very large building. Consider tectonic joining and overlapping of concrete panels and at the corners as seen in the architecture of Stephen Holl. The design, finish, and variety of the tilt-up portion of the building will be extremely important, whether exposed aggregate, plain and/or smooth, stained and/or other natural material.
- 4) Study opportunities to breaking up the continuous nature of the tilt-up parapet line with, for example, angled panels or some other architectural treatment. Also, study the parapet height in relation to the floor-to-floor height for the commercial portions, etc. to add interest to the building.

Action: Cung/Poole, 4/0/0. Motion carried. (Miller stepped down, Gradin/Tripp absent).