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November 18, 2011

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Director of Planning and Environmental Services
City of Goleta
130 Cremona Drive, Suite B
Goleta, CA 93117

Re: Westar Mixed-Use Development Project Consistency Determination

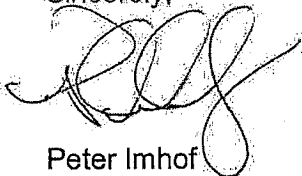
Dear Steve:

The City of Goleta referred the Westar Mixed-Use Development project to SBCAG for consistency determination with the Airport Land Use Plan (ALUP) on October 7, 2011. SBCAG has 60 days from the date of referral (until December 6, 2011) to determine the consistency of the proposed project.

On November 17, 2011, the SBCAG Board, acting as the Airport Land Use Commission for the County of Santa Barbara, reviewed the project and determined that the project was consistent with the ALUP, provided that the project is conditioned to require suitable, non-reflective roofing materials.

If you have any questions, please do not hesitate to contact me.

Sincerely,



Peter Imhof
Deputy Director, Planning

cc: Phil Crimmins, Caltrans Division of Aeronautics
Karen Ramsdell, Santa Barbara Airport
File (CP 03-04-15)

\\sbcagpcd.org\shares\Groups-SBCAG\planning\ALUC\EIR Comments\EIR Comments Apt Related\Westar Development\Westar CD Ltr 111711.doc



621 CHAPALA STREET
SANTA BARBARA, CALIFORNIA 93101
T 805.963.0651 F 805.963.2074

July 18, 2011

Mr. Scott Kolwitz
City of Goleta, Planning & Environmental Services
130 Cremona Drive, Suite B
Goleta, California 93117

RE: Westar Goleta Mixed-Use Village Project
Airport Approach Zone Analysis/ Commercial Density Calculations

Dear Mr. Kolwitz,

The following report contains an analysis of population density associated with the affected commercial portion of Westar's Goleta Mixed-Use Village Project. The proposed project is located within the Santa Barbara Municipal Airport's (SBA) Approach Zone and General Airport Traffic Pattern Area due to aviation operations associated with aircraft approaches to Runway 7 and departures from Runway 25. Specifically, the southeastern commercial portion of the project site falls within SBA's Approach Zone. Based upon initial consultation with Airport Land Use Commission (ALUC) staff, the focus of this report is the identification of maximum population density within the commercial portion of the Goleta Mixed-Use Village Project as well as determination of the project's consistency with applicable airport-related policies.

Project Description

Westar's Goleta Mixed-Use Village Project consists of a Development Plan (DP) for the construction of 90,054 square feet of commercial development and 274 residential rental units, 5 live/Work units, and demolition of the existing 9,546 square feet of development consisting of a television studio and drive-thru ATM facilities on 23.55 acres within the Inland Area of the City currently zoned MHS/AHO DR-12.3 and M-RP and partially covered by the F(APR) Overlay.

Residential Development: The 274 apartments would be comprised of the following apartment mix contained within five two-story buildings and fourteen three-story building with a total of 230,481 leasable square feet:

- 96 one-bedroom units of 504 square feet
- 126 two-bedroom units ranging between 893 to 1,164 square feet
- 52 three bedroom units ranging between 1,119 to 1,198 square feet

Additionally, the 5 living areas of the live/Work units would range between 1,616 to 1,789 square feet totaling 8,426 square feet.

Commercial Development: The commercial retail buildings would range between approximately 4,200 to 32,000 square feet totaling 90,054 square feet. Additionally, the five (5) working areas of the live/work would range between 520 to 867 square feet totaling approximately 3,100 square feet.

Residential amenities would include a communal recreation building, pool/spa, pocket parks, pedestrian walkways/jogging trails, bicycle racks, carwash and maintenance building, landscaping, and exterior lighting. Commercial amenities would include plazas, pedestrian walkways, operations screening, an underground stormwater storage area, landscaping, and exterior lighting.

Access: Primary ingress and egress is proposed via a new connection to the Hollister Avenue/Marketplace Drive intersection which would continue through the development and create a new Glen Annie Road/ Sespe Lane intersection. Secondary access for the project would be provided via a driveway connection from the southern portion of Glen Annie Road and via a driveway from Hollister Avenue at the west end of the project site.

The Glen Annie Road/Hollister Avenue intersection would be reconfigured to restrict southbound left-turns from Glen Annie Road to Hollister Avenue but would allow northbound left-turns from Hollister Avenue to Glen Annie Road.

Grading: Estimated preliminary project grading would consist of 49,100-cubic yards of cut and 48,800-cubic yards of fill (net export of 300-cubic yards of cut) from the project site. The grading figures incorporate utility and footing spoil quantities. Raw quantities on plans would not change; however, import quantities after adjustments would likely change.

Utilities: Water would be provided by the Goleta Water District. Sewer would be provided by the Goleta West Sanitary District.

The project also includes a General Plan Amendment to change the Land Use Designation for the southern portion' of the property from Residential Medium Density (RMD) and Industrial-Office and Institutional (I-01) to Community Commercial (C-C). The northern portion of the site would remain RMD. Similarly, a rezone is also proposal to rezone the southern portion of the property from Mobile Home Subdivision with an Affordable Housing Overlay with densities of up to 12.3 units per acre (MHS/AHO DR-12.3) and Industrial Research Park (M-RP) to Shopping Center (SC). The northern portion of the property would be Rezoned from MHS/AHO DR-12.3 to Design Residential 20 (DR-20) units per acre.

Existing Conditions/ Setting

The proposed site of the mixed use village is located on the north side of Hollister Avenue, west of Glen Annie Road (APNs 073-030-020 & 073-030-021). The site is undeveloped and is characterized by grassland vegetation with some shrubs and trees near the perimeter of the

site, except for 9,546-square feet of development consisting of a television studio and two drive-thru ATM facilities.

Surrounding uses include the U.S. Highway 101 and the Union Pacific Railroad tracks to the north, Hollister Avenue and the Camino Real Marketplace to the south, research and development offices to the west and heading north to south along Glen Annie Road a Southern California Edison substation, a 60-unit residential community and additional research and development offices to the east. The closest residential development is the Pacific Glen development across Glen Annie Road to the east. The adjacent developments on Santa Felicia Drive and Glen Annie Road are topographically lower than the subject property nearest U.S. Highway 101 and the Union Pacific Railroad tracks to the north, but the developments are at similar elevation near Hollister Avenue.

The proposed southern commercial portion of the 23.55-acre project site is located on approximately 9.83 acres.

The Santa Barbara Municipal Airport (SBA) property is approximately 3,700 feet from the most southeasterly portion of the project, which is under the jurisdiction of the City of Santa Barbara; the actual runway is approximately 4,800 feet to the southeast. Developments within and surrounding the airport property include a passenger terminal for air carrier service, general aviation facilities, and vacant and developed lands north of Hollister Avenue for non-airport uses.

Background

The SBA has established an Airport Influence Area (AIA), which is inclusive of the entirety of the project (*City of Goleta General Plan/ Coastal Land Use Plan*, Conservation Element, Figure 5-3). The hazards associated with airport operations consist primarily of the risk of aircraft accidents in areas outside of the immediate airport. The risk of accidents is highest during takeoffs and landing, including approaches and ascents. The Airport Land Use Commission (ALUC), a body within the Santa Barbara County Association of Governments (SBCAG), participates in the regulation of land use within its sphere of influence.

The ALUC's policies and standards for development are contained in the Airport Land Use Plan (ALUP). The ALUC classifies certain Safety Areas that are based on degree of hazard. These areas are the Clear Zone, Approach Zone, and General Airport Traffic Pattern Area. Approximately 44,400 square feet of project commercial development is proposed within the boundaries of the Approach Zone, which is described as follows:

This zone is an extension of the clear zone in which uses which do not result in a concentration of people or particular fire hazard are generally allowed. Height restrictions in the approach zone are more severe than in the other zones except the clear zone and must be absolutely enforced (SBCAG 1993).

In addition, the City of Goleta's General Plan designates a 300-ft wide Airport Safety Corridor that must be kept free of major structural development. Policies of the General Plan limit development in this corridor to parking lots, landscaping, and open space. The Airport Safety Corridor does not affect the project site.

The airport recently expanded its runway safety areas, which are the unpaved extensions of each end of the runway. For Runway 7/25, this expansion, while not increasing the length of the paved portion of the runway, did shift the location of the runway approximately 800 feet to the west of its former location. The westward shift of Runway 7/25 prompted similar shifts in ALUC and California Department of Transportation (Caltrans) designated safety zones, which was accepted by SBCAG on March 21, 2002, as part of its consistency review of the Santa Barbara Airport Facilities Plan with the Airport Land Use Plan for Santa Barbara County (SBCAG 2002).

Regulatory Framework

Federal and State Regulations

Federal Aviation Regulations Part 77, Objects Affecting Navigable Airspace

Federal Aviation Administration (FAA) Federal Aviation Regulations (FAR) Part 77 "Objects Affecting Navigable Airspace" sets forth criteria for preservation of navigable airspace in the area of airport traffic patterns. Obstruction standards and procedure for notification of the FAA prior to construction or alteration of an existing or potential obstruction to navigable airspace are included within FAR Part 77. A developer of a project within a defined distance from an airport must submit a Notice of Intent to Construct to the FAA. FAA staff review this notice of intent and issue a written finding to the applicant that states that the proposed project is either: a) not a problem with respect to air navigation, b) an obstruction, but not a hazard to air navigation, or c) is a hazard to air navigation. Depending on this finding, the FAA may require marking and/or lighting. Through the Part 77 review, the FAA also will review the project's potential for electromagnetic interference with air navigation facilities, any potential impacts from proposed lighting, and potential for smoke emissions that would interfere with visibility and aircraft operations. Planning boundaries and airport specific recommendations for height restrictions are included in the ALUP.

California Department of Transportation Division of Aeronautics

The California Department of Transportation (Caltrans) Division of Aeronautics maintains an *Airport Land Use Planning Handbook* (Caltrans, 2002) that addresses airport land use compatibility issues, including noise compatibility, aircraft accident characteristics, and safety compatibility. A primary use of this handbook is to set forth standards and guidelines for the development of local airport land use plans. The Santa Barbara County Airport Land Use Plan

(ALUP) was developed using an earlier version of this handbook and in consultation with Caltrans Division of Aeronautics.

California Environmental Quality Act (CEQA)

The basic goal of CEQA is to develop and maintain a high-quality environment now and in the future. The CEQA Guidelines provide a framework for the analysis of impacts to land use impacts. (Public Resources Code Section 21000 et seq.).

Local Regulations

Santa Barbara County Association of Governments (SBCAG) Airport Land Use Plan

The project site lies within the Santa Barbara County Airport Land Use Plan (ALUP) area. The ALUP, prepared by the Santa Barbara County Association of Governments (SBCAG), acting as the County Airport Land Use Commission (ALUC), works to ensure compatibility of land uses in the vicinity of Santa Barbara Municipal Airport and establishes protection zones and planning boundaries around the airport to ensure public safety and appropriate management of aircraft noise impacts.

Given the proposed project's location approximately one mile northwest of the end of Runway 7/25, portions of the commercial project components would be subject to ALUP policies and standards for uses and development in the Approach Zone. The balance of the proposed commercial and residential development falls within the Airport Traffic Pattern Zone/ General. Based upon a review of ALUP Map SB-1 and Map SB-2, proposed uses in Airport Traffic Pattern Zone do not appear to be beneath "downwind and base legs or departure paths" of frequently used traffic patterns. The ALUC has, in addition, previously determined that the medium density residential uses identified within the General Plan for the project site are consistent with ALUP policies (SBCAG 2006). Finally, in a recent meeting between Westar and ALUC staff, no project consistency issues within Airport Traffic Pattern Zone were identified; additional analysis of uses and density within Approach Zone was requested and is the subject of this report.

For the Approach Zone, the ALUP specifies that uses which do not result in a concentration of people or particular fire hazard are generally allowed. Height restrictions in the approach zone are also required and are strictly enforced (SBCAG 1993).

City of Goleta General Plan Policies

The *Goleta General Plan/ Coastal Land Use Plan* contains numerous policies that seek to maintain or improve land use compatibility with airports. These policies are found in the Safety Element, and are quoted as follows:

SE 9.1 Clear Zone and Airport Approach Zone Regulations. [GP] The City will maintain and enforce through appropriate zoning measures the Clear Zone and Airport Approach Zone regulations pursuant to the plans and policies of the Santa Barbara County ALUC. The City may also require, as a condition of approval of development applications, dedication of aviation easements for areas within the Airport Clear Zones and Airport Approach Zones (see Figure 5-3).

SE 9.2 Height Restrictions. [GP] The City shall ensure that the heights of proposed buildings, other structures, and landscaping conform to airport operational requirements to minimize the risk of aircraft accidents. The City shall establish and maintain standards in its zoning ordinance for building and structure height restrictions for development in proximity to the Santa Barbara Municipal Airport. To ensure compliance with height restrictions, proposed development or uses that require ALUC review pursuant to the Airport Land Use Plan shall be referred to the ALUC for review. (Amended by Reso. 08-30, 6/17/08)

SE 9.3 Limitations on Development and Uses. [GP] The City shall establish and maintain standards in its zoning ordinance for use restrictions for development near the Santa Barbara Municipal Airport. These standards should identify uses that may be compatible in each zone. Proposed development or uses that require ALUC review pursuant to the Airport Land Use Plan shall be referred to the ALUC for review. (Amended by Reso. 08-30, 6/17/08)

SE 9.4 Maintenance of an Airport Safety Corridor for Runway 7. [GP] A minimum 300-foot-wide clear zone limited to open space, landscaping, roadways, and parking shall be maintained on the Camino Real Marketplace and the Cabrillo Business Park properties. This airport safety corridor shall be set approximately along an extension of the Runway 7 centerline and shall be 300 feet wide as depicted in Figure 5-3. The airport safety corridor shall be shown on all development plans submitted to the City. (Amended by Reso. 08-30, 6/17/08)

SE 9.5 Limitations on Density. [GP] The City shall establish and maintain standards in its zoning ordinance for density limitations for development near the Santa Barbara Municipal Airport. These standards should comply with the Santa Barbara County Airport Land Use Plan and should specify the density considered compatible in each zone. Proposed developments that require ALUC review pursuant to the Airport Land Use Plan shall be referred to the ALUC for review.

SE 9.6 Limitations on Residential Development. [GP] The City shall not allow new residential development within the clear zones associated with the Santa Barbara Airport runways. The City shall limit residential development beyond the clear zone but within the 1-mile zone of the runway ends to new single-family construction on existing

recorded lots, and rebuilding and alteration projects that do not increase onsite residential density.

SE 9.7 Real Estate Disclosure. [GP] Any new residential development proposed in the Santa Barbara Municipal Airport's AIA, which is shown on ALUC maps and generally depicted in Figure 5-3, shall be subject to a condition of approval requiring recordation of a notice informing potential residents (whether the owner, lessee, or renter) that the subject property is within the AIA and is subject to noise and other potential hazards from low-altitude aircraft overflights.

SE 9.8 Limitations on Hazardous Facilities. [GP] Development that includes new hazardous installations or materials such as, but not limited to, oil or gas storage and explosive or highly flammable materials within the clear zone and the approach zone, as generally depicted in Figure 5-3, shall be referred to the ALUC for review. (Amended by Reso. 08-30, 6/17/08)

Although the project has been designed to achieve consistency with the above policies, the City of Goleta will ultimately determine the project's policy consistency.

City of Goleta Ordinances

Development in the inland portion of the City is subject to the City's *Inland Zoning Ordinance*. The City of Goleta's zoning ordinance includes airport approach zone overlays (Art. III, Section 35-100, F – Airport Approach Overlay) that apply more rigorous standards than generally imposed by FAR Part 77 (SBCAG 1993). Although the project has been designed to achieve consistency with the F – Airport Approach Overlay, the City of Goleta will ultimately determine the project's consistency.

Airport Land Use Compatibility

Portions of the project site are located within one mile of Santa Barbara Municipal Airport's (SBA) Runway 7; however, no buildings or structures are proposed to be located with one mile of Santa Barbara Municipal Airport's (SBA) Runway 7. More specifically, this area is considered an Airport Area of Influence (AIA). The Santa Barbara County Airport Land Use Commission (ALUC) defines the southeastern portion of the project area as being within the Approach Zone. No changes to residential land use designations are proposed for the northern portion of the site, which have previously been found by the ALUC to be consistent with the ALUP (SBCAG 2006). Table 4-1 of the ALUC's Santa Barbara County Airport Land Use Plan (ALUP) establishes land use guidelines for safety compatibility for projects falling within the Airport Area of Influence.

Santa Barbara County Airport Land Use Plan

There are a total of nine (9) commercial structures located on the 9.83-acre southern portion of the project site; four (4) structures are located within and/or straddle the Approach Zone (Buildings A, B, H, and I).

According to the Santa Barbara County Airport Land Use Plan (1993), the purview of the ALUC in land use planning is limited to:

- height restriction recommendations on new buildings near airports;
- land use regulation recommendations to assure safety of air navigation;
- achievement of compatible land uses in the vicinity of airports to the extent that land is not already devoted to incompatible uses.

Table 4-I (contained with Chapter 4 of the ALUP) indicates that General Merchandise-Retail, Food-Retail, and Eating and Drinking are uses subject to ALUC review, if located in the Approach Zone greater than one mile from the runway end, and that Personal and Business Services, while considered compatible, should not result in large concentrations of people. The planning boundaries, designated airport area of influence, and policies relating to safety compatibility identified within Chapter 4 of the ALUP are intended to be utilized as a “general guidelines for ALUC policy” only and are not intended to be utilized as hard-and-fast regulations.

As further stated in Chapter 5, “the policies presented in this plan [ALUP] are general in nature. They are based on federal and state standards for noise and safety, and are designed to be adapted to individual cases.” Further, it should be noted that the 25 persons per acre threshold oft referred to within the ALUP is meant not as a limitation in the maximum number of persons a site might accommodate; rather, exceedance of this density standard is considered to be a threshold that implicates further ALUC review.

Table 4-I also identifies that some commercial uses located in the Approach Zone and within one mile of the runway end may not be compatible with airport operations, while if occurring outside the one-mile marker, should be referred to the ALUC for review. It should be noted that the project includes only parking and landscaping within the one-mile marker area; all proposed commercial structures are located further than one mile from the end of Runway 7.

Population Density

The attached Density Calculations table categorizes all proposed commercial land uses on the project site (please see the related **Figure 1: Large Air Carrier Runway Safety Compatibility Zones**, also attached). Two different population estimates and the methodologies employed in deriving the calculation are provided below:

Peak Population: Peak population density for the project commercial uses was derived by multiplying the peak parking demand by the average vehicle occupancy (AVO) derived from studies of similar land uses (ATE 1996 and 2011). Based upon the ATE parking demand analysis, this methodology would be considered reasonable worst-case. Peak population density for all commercial uses is estimated at 53.56 persons per acre.

Average Population: Average population density for the project commercial uses was derived by multiplying 75% of the total spaces (270 spaces) by the average vehicle occupancy (AVO) derived from studies of similar land uses (ATE, 1996). Reliance on seventy-five percent (75%) parking occupancy is considered a realistic basis for an evaluation of population density and should be considered a reliable estimate of average day-to-day use. Average population density for all commercial uses is estimated at 48.66 persons/ acre.

California Airport Land Use Planning Handbook (The “Handbook”)

In considering the density and land use of the proposed project relative to its proximity to the SBA, the ALUC and its staff often refer to the more recently updated California Airport Land Use Planning Handbook (the “Handbook”), of which ALUC staff was actively engaged in its preparation.

The Handbook is published by the California Department of Transportation Division of Aeronautics (Caltrans). The purpose of the Handbook is to support and amplify the article of the State Aeronautics Act (California Public Utilities Code, Section 21670, et seq.), which establishes statewide requirements for the conduct of airport land use compatibility planning. It should be noted that State legislation passed in 1994 established a requirement that airport land use commissions “shall be guided by information” in the Handbook in the preparation or modification of airport land use compatibility plans. The Handbook should be an important reference point for review of any project located within the Airport Influence Area for the following reasons:

- The ALUP is approximately eighteen years old (last reprint was in October 1993).
- The State encourages review of the ALUP at least every five years.
- The Handbook, recently published in January 2002, provides up-to-date information, analysis and definitive guidance consistent with current State law.

Handbook Safety Compatibility Guidelines Criteria

The Handbook recommends that safety zones be identified in and around an airport runway to determine the appropriate risk level associated with each zone. Based upon consultation with the SBA (SBA, 2011), Runway 7 (which is over 6,000 feet long) is considered a “Large Air

Carrier Runway;" a typical depiction of the Large Air Carrier Runway and the related safety zones are depicted and described within Figure 9L of the California Airport Land Use Planning Handbook (the "Handbook"). Based upon the criteria identified within the Handbook for establishing such safety zones (see attached **Figure 1: Large Air Carrier Runway Safety Compatibility Zones**), the southeastern portion of the project is located within the Santa Barbara Airport's Safety Compatibility Zone #3 (Inner Turning Zone).

According to the Safety Compatibility Guidelines Criteria in Table 9 of the Handbook, average non-residential density for Zone #3 is identified as 80-100 people per gross acre, with a maximum of 200 people per single acre (unless special risk reduction building design measures are employed).

With implementation of the proposed project, the peak commercial population on the project site would be approximately 527 persons, or 53.56 persons per acre. This population density is below the Handbook's recommended Zone #3 density by approximately 1,440 persons. The average commercial population density would be approximately 48.66 persons per acre. Thus, the anticipated population density for the Goleta Mixed-Use Village project would be substantially below the Handbook Maximum Density of 200 persons/ acre for Land Use Compatibility Zone #3.

It should further be noted that the existing City General Plan land use designation of the southern portion of the project site is Residential – Medium Density (R-MD), with a maximum density of 20 units per acre. On June 15, 2006, the ALUC determined that the City's *Goleta General Plan/ Coastal Land Use Plan* was consistent with the ALUP. Site buildout on the 9.83-acre property at an average residential occupancy of 2.67 persons/ residence within the City of Goleta (*Goleta General Plan/ Coastal Land Use Plan*, Housing Element Technical Appendix, Table 10A-1) would result in 196 units, 524 persons, and a population density of 53.3 persons per acre. This density is essentially identical to the estimated peak commercial population density for the proposed project and measurably greater than the estimated average commercial population density for the proposed project, as described above.

In summary, population density for the proposed commercial uses on the project site would fall well within established Handbook density maximum allowances and at or below population densities previously approved for the subject property by the ALUC. No restrictions on commercial land uses are required, and the project should be found consistent with the ALUP.

Discussion of Camino Real Marketplace

In February 1997, the Camino Real project was found consistent with the ALUP by SBCAG/ALUC (SBCAG 1997). The Camino Real project is located west of Runway 7 at a distance approximately 600 feet short of one mile. The Camino Real property is bisected by the runway centerline and the Airport Safety Corridor, and is situated in its entirety within the Approach Zone. The Camino real site is subject to frequent overflights. At the time of SBCAG/ALUC's

evaluation of the Camino Real Marketplace, it consisted of approximately 500,000 square feet of commercial retail development, including restaurants and a movie theater, and 2,509 parking spaces on 46.78 acres. With respect to the Camino Real project, the SBCAG/ALUC made the following findings:

“The population density of the commercial/ retail uses on the site will range from 68-90 people per acre by land use and densities are within the density guidelines in the 1993 Caltrans Handbook of 60 to 100 people in the Outer Safety Zone area and prior decisions of the ALUC.”

“The population density of the proposed restaurants will range from 64-85 people per acre by land use, which density is within the density guidelines in the 1993 Caltrans Handbook of up to 150 people per acre for the Traffic Pattern Zone.”

The commercial portion of the Goleta Mixed-Use Village project is located at the extreme northern edge of the Approach Zone and is well north of the runway centerline. The Goleta Mixed-Use Village project is not subject to substantial overflight. Finally the Goleta Mixed-Use Village project would have a population density lower than that of the Camino Real project. These are further indications that the Goleta Mixed-Use Village project should be considered consistent with the ALUP.

Conclusion

Given the above analysis, it is our opinion that proposed development of the project site is compatible with the policies contained in the Airport Land Use Plan, as further guided by a review of the California Airport Land Use Planning Handbook. The project site is located on the northern edge of the SBA's Approach Zone, with all buildings being located outside the one-mile marker. The project is located further away from the runway center than two of Goleta's largest shopping centers, one of which (Camino Real Marketplace) was found to be consistent in 1997 with the ALUP. The proposed project would not compromise airport activities, nor place tenants/ customers in any substantial risk of harm. Given the project's location at approximately 4,800 feet away from SBA Runway 7 and its location away from the City-established 300' clear zone, the proposed commercial use of the project site for commercial uses should be considered to be consistent with both City and ALUC policies.

Should you have any questions regarding this letter or the attached materials, please do not hesitate to give me a call at (805) 963-0651, ext. 3528. I may also be reached via e-mail at twhite@dudek.com.

Mr. Scott Kolwitz
Westar Goleta Mixed-Use Village Project
Airport Approach Zone Analysis/ Commercial Density Calculations
July 18, 2011
Page 12 of 13

Most sincerely,



Troy A. White, AICP
Project Manager/ Sr. Planner

Attachments

Cc: Peter J. Koetting, *Westar*
Peter N. Brown, Esq., *Brownstein, Hyatt, Farber Shreck*
Kenneth E. Marshall, AICP, *Dudek*

REFERENCES:

- Associated Transportation Engineers (ATE). 1996. *Camino Real Project: On-site Population Densities*. October 11.
- Associated Transportation Engineers (ATE). 2011. *Revised Traffic, Circulation and Parking Study for the Goleta Mixed-Use Village Project – City of Goleta, CA*. February 28.
- City of Goleta. 2006. *Goleta General Plan/ Coastal Land Use Plan*. October 2 (as most recently amended, November 17, 2009).
- City of Goleta. 2006. *Inland Zoning Ordinance, Article III of Chapter 35, Goleta Municipal Code*.
- Santa Barbara County Association of Governments (SBCAG). 1993. *Santa Barbara County Airport Land Use Plan*. Airport Land Use Commission/Santa Barbara County Association of Governments. Santa Barbara, California.
- Santa Barbara County Association of Governments (SBCAG). 2002. Letter to Karen Ramsdell, Airport Director, from William F. Derrick, Executive Director, “Santa Barbara County Association of Governments Findings and Determination Related to Consistency of the Santa Barbara Airport Facilities Plan with the Airport Land Use Plan for Santa Barbara County.” March 22.
- Santa Barbara County Association of Governments (SBCAG). 1997. *Airport Land Use Commission/Santa Barbara County Association of Governments Meeting Minutes, Item 7: Camino Real Project*. February 20.
- Santa Barbara County Association of Governments (SBCAG). 2006. *Airport Land Use Commission/Santa Barbara County Association of Governments Meeting Minutes, Item 8: Airport Land Use Plan – General Plan Review – City of Goleta Comprehensive Plan*. June 15.
- State of California, Department of Transportation, Division of Aeronautics (Caltrans). 2002. *California Airport Land Use Planning Handbook*. Prepared by Shutt Moen Associates.
- Santa Barbara Municipal Airport (SBA). 2011. Personal communication: Andrew Bermond with Troy White (Dudek). July 13.

**AIRPORT LAND USE COMMISSION
DENSITY CALCULATIONS FOR WESTAR GOLETA MIXED-USE VILLAGE
IN SUPPORT OF DEVELOPMENT PROPOSAL**

[SEE ACCOMPANYING DUDEK FIGURE 1]

PROPOSED PROJECT SITE STATISTICS [PEAK DEMAND: Using ATE Peak Parking Demand Analysis (2011)]											
LOT #		ANTICIPATED BUSINESS	PROPOSED LAND USE	CALTRANS SAFETY COMPATIBILITY ZONE*	SBCAG/ ALUC SAFETY COMPATIBILITY ZONE**	LOT SIZE (SF)	BUILDING AREA (GROSS SF)	PEAK PARKING DEMAND RATE***	PEAK # VEHICLES ON-SITE	AVERAGE VEHICLE OCCUPANCY (AVO)****	ESTIMATED PEAK POPULATION
9	A	NEW Restaurant/ Gen. Retail	Retail Business/ Community Commercial (C-C)	3	Approach	31,799	7,000	3.3 spaces/ 1,000 SF	23.10	1.52	35.11
1 / 10	B	NEW Market	Retail Business/ Community Commercial (C-C)	NONE	Approach/ ATPZ General	145,926	31,812	3.3 spaces/ 1,000 SF	104.98	1.83	192.11
2	C	NEW Gen. Retail	Retail Business/ Community Commercial (C-C)	NONE	ATPZ General	17,424	4,930	3.3 spaces/ 1,000 SF	16.27	1.83	29.77
3	D	NEW Gen. Retail	Retail Business/ Community Commercial (C-C)	3 (PARTIAL)	ATPZ General	31,799	8,825	3.3 spaces/ 1,000 SF	29.12	1.83	53.29
4	E	NEW Gen. Retail	Retail Business/ Community Commercial (C-C)	3	ATPZ General	33,106	5,200	3.3 spaces/ 1,000 SF	17.16	1.83	31.40
5	F	NEW Gen. Retail	Retail Business/ Community Commercial (C-C)	3	ATPZ General	15,246	4,193	3.3 spaces/ 1,000 SF	13.84	1.83	25.32
6	G	Live / Work (work space only)	Retail Business/ Community Commercial (C-C)	3	ATPZ General	24,829	3,100	3.3 spaces/ 1,000 SF	10.23	1.83	18.72
7	H	NEW Restaurant/ Gen. Retail	Retail Business/ Community Commercial (C-C)	3	Approach	33,106	10,000	3.3 spaces/ 1,000 SF	33.00	1.52	50.16
8	I	NEW Drug Store	Retail Business/ Community Commercial (C-C)	3	Approach/ ATPZ General	94,961	15,000	3.3 spaces/ 1,000 SF	49.50	1.83	90.59
TOTAL			Retail Business/ Community Commercial (C-C)	3	Approach/ ATPZ General	428,195	90,060		297.20	1.77	526.48

DENSITY CALCULATIONS

PROPOSED	People/ Acre	Acres	Total
Proposed Population Density - Estimated Peak	53.56	9.83	526.48
ALUC Threshold For Review	25.00	9.83	245.75
Caltrans ALUP Handbook Maximum Density (Urban, Area 3)	200.00	9.83	1,966.00

PROPOSED: Under Maximum Caltrans ALUP Density -1,439.52

CONCLUSION: PROJECT MEETS CALTRANS SAFETY COMPATIBILITY CRITERIA GUIDELINES AS SET FORTH IN THE CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK, TABLE 9C (JANUARY 2002).

PROPOSED PROJECT SITE STATISTICS [AVERAGE DEMAND: Using 75% of total parking supply (360 spaces)]											
LOT #		ANTICIPATED BUSINESS	PROPOSED LAND USE	CALTRANS SAFETY COMPATIBILITY ZONE*	SBCAG/ ALUC SAFETY COMPATIBILITY ZONE**	LOT SIZE (SF)	BUILDING AREA (GROSS SF)	PARKING DEMAND RATE	75% PARKING DEMAND	AVERAGE VEHICLE OCCUPANCY (AVO)****	ESTIMATED AVERAGE POPULATION
9	A	NEW Restaurant/ Gen. Retail	Retail Business/ Community Commercial (C-C)	3	Approach	31,799	7,000	75% Total Parking x Bldg Area/ Total Bldg Area	20.99	1.52	31.90
1 / 10	B	NEW Market	Retail Business/ Community Commercial (C-C)	NONE	Approach/ ATPZ General	145,926	31,812	"	95.37	1.83	174.53
2	C	NEW Gen. Retail	Retail Business/ Community Commercial (C-C)	NONE	ATPZ General	17,424	4,930	"	14.78	1.83	27.05
3	D	NEW Gen. Retail	Retail Business/ Community Commercial (C-C)	3 (PARTIAL)	ATPZ General	31,799	8,825	"	26.46	1.83	48.42
4	E	NEW Gen. Retail	Retail Business/ Community Commercial (C-C)	3	ATPZ General	33,106	5,200	"	15.59	1.83	28.53
5	F	NEW Gen. Retail	Retail Business/ Community Commercial (C-C)	3	ATPZ General	15,246	4,193	"	12.57	1.83	23.00
6	G	Live / Work (work space only)	Retail Business/ Community Commercial (C-C)	3	ATPZ General	24,829	3,100	"	9.29	1.83	17.01
7	H	NEW Restaurant/ Gen. Retail	Retail Business/ Community Commercial (C-C)	3	Approach	33,106	10,000	"	29.98	1.52	45.57
8	I	NEW Drug Store	Retail Business/ Community Commercial (C-C)	3	Approach/ ATPZ General	94,961	15,000	"	44.97	1.83	82.30
TOTAL			Retail Business/ Community Commercial (C-C)	3	Approach/ ATPZ General	428,195	90,060		270.00	1.77	478.30

DENSITY CALCULATIONS

PROPOSED	People/ Acre	Acres	Total
Proposed Population Density - Estimated Average	48.66	9.83	478.30
ALUC Threshold For Review	25.00	9.83	245.75
Caltrans ALUP Handbook Maximum Density (Urban, Area 3)	200.00	9.83	1,966.00

PROPOSED: Under Maximum Caltrans ALUP Density -1,487.70

CONCLUSION: PROJECT MEETS CALTRANS SAFETY COMPATIBILITY CRITERIA GUIDELINES AS SET FORTH IN THE CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK, TABLE 9C (JANUARY 2002).

NOTES

- * Caltrans Safety Compatibility Zone mapping based upon analysis of the Santa Barbara Municipal Airport's Runway 7-25 as a "Large Air Carrier Runway." Caltrans safety compatibility zones are as follows: Runway Protection Zone (Zone 1), Inner Approach/ Departure Zone (Zone 2), Inner Turning Zone (Zone 3), Outer Approach/ Departure Zone (Zone 4), and Sideline Zone (Zone 5).
- ** SBCAG/ ALUC safety compatibility zones are as follows: Clear Zone, Approache Zone, and Airport Traffic Pattern Zone/ General (ATPZ General).
- *** Peak parking demand rate per ATE's Goleta Mixed-Use Village Project - Revised Traffic, Circulation, and Parking Study (02-28-11), derived from ULI Parking Requirements for Shopping Centers.
- **** Average vehicle occupancy (AVO) based upon statistics from Camino Real Shopping Center Final EIR (Jan. 1997).

