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

City of Santa Barbara

October 1998
Santa Barbara Airport
Industrial Area
Specific Plan
(SP-6)

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

**VISION**

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

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

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

Policy
V4:  Create a pattern of development that ties in with and complements future redevelopment of Old Town Goleta with consideration of the Goleta Community Plan, UCSB’s Long Range Development Plan and the Airport Land Use Plan.
Policy
V5: Provide for R & D, light industrial, small incubator and community serving commercial uses. For commercial uses, give priority to uses which provide support service for the immediate Specific Plan area and do not detract from Old Town Goleta businesses.

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

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

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

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

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

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

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

CULTURAL RESOURCES

Policy
CR1: Encourage the reuse of existing historical buildings.

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

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

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

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

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

Policy

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

Action

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

Action

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

Action

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

Policy

B2: In the Coastal Zone, a buffer strip a minimum of 100 feet in width shall be maintained in a natural condition on the periphery of all wetland communities and creeks, based on the “Environmentally Sensitive Habitats of the Airport and Goleta Slough Map, dated January 1998,” except as may be necessary to provide minor improvements for flooding and drainage control, and improvements that would enhance protection of the wetlands or creeks while protecting adjacent flood prone activities. Within the Coastal Zone, existing facilities within the creek or wetland setback necessary for Airport operations may be retained and maintained in a normal fashion.
Outside the Coastal Zone, new development shall not occur within 100 feet of U.S. Army Corps of Engineers jurisdictional wetlands without a demonstration that encroachment is necessary for the project, that wetlands within the Coastal Zone will not be adversely affected and that wetland functions and values shall not be impaired without mitigation. Existing facilities in the buffer outside the Coastal Zone may be retained and maintained in a normal fashion. Only compatible land uses shall be allowed within the setback.

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

AIRFIELD OPERATIONS/SAFETY

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

TENANT RELOCATION

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

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

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

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

VISUAL QUALITY IMPROVEMENTS

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

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

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

ZONING

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

Action

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

Action
Z1.3: Create a new Commercial Recreation (C-R) Zone.
Action
Z1.4: If determined to be necessary or appropriate to mitigate for Aviation Facilities Plan impacts, consider amending the G-S-R Zone to allow a nature and/or interpretive center or other low intensity use, with parking, determined to be appropriate by the Planning Commission on an approximately one (1) acre area immediately adjacent to the corner of Hollister Avenue and Los Carneros Road.

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

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

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

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

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

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

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

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

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

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

PLANNING SUB-AREAS

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

Sub-Area
1: Create opportunities for expansion of existing and new aviation related uses within this planning area which falls adjacent to the airfield east of Carneros Creek. Provide for expanded aviation services, e.g., Fixed Base Operators, air cargo, USFS facilities, T-hangars, etc. At the corner of Hollister Avenue and Los Carneros Road, consider providing for a nature and/or interpretive center or other appropriate low intensity use with parking.
Sub-Area
2: Create opportunities for new community commercial uses which would provide service to existing Airport tenants and improve the visual character of the Specific Plan area. Opportunities should continue to exist for light industrial, R&D and small incubator businesses. Prohibit the development of strip commercial type uses.

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

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

See Table PS below for distribution of square footage.

<table>
<thead>
<tr>
<th>Sub-Area</th>
<th>Specific Plan With Economic Development Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Net s.f.</td>
</tr>
<tr>
<td>1</td>
<td>-3,000</td>
</tr>
<tr>
<td>2</td>
<td>116,000</td>
</tr>
<tr>
<td>3</td>
<td>118,000</td>
</tr>
<tr>
<td>4</td>
<td>9,000</td>
</tr>
<tr>
<td>Total</td>
<td>240,000</td>
</tr>
</tbody>
</table>

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

**URBAN DESIGN GUIDELINES**

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

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

**SETBACKS**

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

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

**Vehicular Circulation**

**Policy**

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

**Action**

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

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

- a. Augustus Griggs Place/Norman Firestone Road
- b. Aero Camino/Norman Firestone Road
- c. Cyril Hartley Place/Norman Firestone Road
- d. Robert Kiester Place relocation approximately 150 feet to the north, if determined to be necessary.

- e. New 'A' Street perpendicular to Hollister Avenue between new 'B' Street and Francis Botello Road, if determined to be necessary.
- f. New 'B' Street parallel to Hollister Avenue between Frederic Lopez Road and David Love Place, if determined to be necessary.

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

**Action**

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

**Policy**

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

**Roadway Design**

**Policy**

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

**Action**

RD1.1: Create a comfortable pedestrian environment by providing street trees and adequate sidewalk widths and promoting landscaping adjacent to roadways.
Action
RD1.2: Develop a program for sidewalk, transit stop, parkway and bikeway improvements that will be implemented when development consistent with the Specific Plan is proposed in the vicinity of the needed improvement.

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

PARKING

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

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

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

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

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

ALTERNATE MODES OF TRANSIT

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

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

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

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

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

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

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

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

a. Bicycle lockers and showers.
b. Lunchrooms.
c. Preferential parking for carpools.
d. Free bus passes
e. Employee parking cash-out programs
f. Day care facilities, where determined to be appropriate (MM 3.20-1).

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

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

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

c. Retrofitting of diesel-powered engines in buses, boats, agricultural equipment or other machinery; or
d. Such other purposes which would result in reduction of air emissions by the APCD, in consultation with the City of Santa Barbara.

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

BIKEWAY/PEDESTRIAN CIRCULATION

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

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

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

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

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

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

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

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

WATER SUPPLY

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

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

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

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

SANITARY SEWERS

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

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

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

ENERGY (GAS AND ELECTRICITY)

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

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

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

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

**LAW ENFORCEMENT**

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

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

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

**FIRE**

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

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

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

**SOLID WASTE**

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

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

a. Source separated collection of recyclables.

b. Tenant and employee education.

c. Reporting requirements.

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

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

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

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

ECONOMIC DEVELOPMENT

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

ENVIRONMENTAL IMPACTS

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

BACKGROUND/HISTORY

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

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

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

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

- In 1936, United Transport Corporation, now United Airlines, begins commercial service from the Airport.
• In 1941, City of Santa Barbara voters pass a $149,000 bond issue to purchase 528 acres in the Goleta Slough area for construction of a commercial airport.

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

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

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

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

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

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

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

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

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

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

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

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

AIRPORT REVENUES AND EXPENDITURES

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

In 1996, the Airport and its 116 businesses constituted one of the largest employers in Santa Barbara County, with a total of about 1,500 employees. Of these, about 28% were aviation related and 72% were non-aviation related. The rents received from non-aviation tenants in the Specific Plan area are crucial to the economic health of the Airport as a whole and constitute about 44% of the total Airport revenues.
In 1996, about $2.12 million in sales tax was generated from Airport tenants, with 87% of this money going to the State and some coming back to the County for services. The remaining 13% goes to the City to support services such as police and fire.

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

PLANNING APPROACH AND PROCESS

CITY AIRPORT GOALS

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

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

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

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

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

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

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

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

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

Policy
2B. Assess any proposed development within the Airport area for potential adverse environmental impacts on the Goleta Slough and implement all applicable mitigation measures prior to any development.
In 1996, about $2.12 million in sales tax was generated from Airport tenants, with 87% of this money going to the State and some coming back to the County for services. The remaining 13% goes to the City to support services such as police and fire.

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**PLANNING APPROACH AND PROCESS**

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**Policy**

2B. Assess any proposed development within the Airport area for potential adverse environmental impacts on the Goleta Slough and implement all applicable mitigation measures prior to any development.
Action
- Consider the potential environmental effects on the Slough as a result of the Master Plan Update and Specific Plan and incorporate all mitigation measures.

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

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

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

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

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

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

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

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

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

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

AIRPORT MASTER PLAN

In 1994, the City began a planning process to develop an "Airport Master Plan." The goal is to plan for all 950 acres of Airport property in a comprehensive manner. Figure 2 depicts the regional context of the Airport property.
The Airport Master Plan consists of two parts: the Aviation Facilities Plan and the Airport Industrial Area Specific Plan. The areas covered are illustrated in Figure 3.

**Aviation Facilities Plan**

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

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

**Airport Industrial Area Specific Plan**

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

<table>
<thead>
<tr>
<th>Table 1: Specific Plan Statistics 1996</th>
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</thead>
<tbody>
<tr>
<td>North of Hollister</td>
</tr>
<tr>
<td>South of Hollister</td>
</tr>
<tr>
<td>Total Specific Plan</td>
</tr>
<tr>
<td>Existing Tenants</td>
</tr>
<tr>
<td>Existing Building Space</td>
</tr>
<tr>
<td>Long-term Leases/Land Uses (over 20 years)</td>
</tr>
</tbody>
</table>

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

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

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

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

3) without a comprehensive plan in place, new buildings are sited on a case-by-case basis.
Specific Plan Economic Development Alternative

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

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

THE PLANNING SUBAREAS

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

Figure 4
Planning Subareas
Sub-Area 1

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

Sub-Area 3

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

Sub-Area 2

This area extends approximately 250 feet north of Hollister Avenue between La Patera Lane and Frederic Lopez Road. A majority of this area is vacant. The existing auto dealership, a nonconform-
lot, golf course and theater uses. This also includes the area along Hollister Avenue to its intersection with Fairview Avenue. This sub-area encompasses 39.4 acres.

COMMUNITY PARTICIPATION PROGRAM

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

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

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

Community Meetings

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

Community Meeting #1 - Informational Open House

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

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

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

Community Meeting #3 - Informational/Update Meeting

The third Community Meeting for the Santa Barbara Airport Master Plan was held February 16, 1995, at the Goleta Valley Community Center. The purpose of Community Meeting #3 was to update Goleta and Santa Barbara community members on the status of the Airport Master Plan Process, introduce the Specific Plan Land Use Options developed to date and provide an update regarding the Facilities Plan. The meeting also provided community members with an opportunity to ask ques-
tions and make comments regarding the items described above. Approximately 75 people attended the third Community Meeting.

**Community Newsletters**

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

**Stakeholders Interviews**

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

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

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

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

- The Airport Master Plan should be a coordinated effort produced in cooperation with City and County interests and with consideration of the Goleta Community Plan and UCSB's Long Range Development Plan.

- The Airport is an asset to the community and should continue to function safely and efficiently. The Terminal building should retain its quaint ambiance and charm when it is expanded.

- The Goleta Slough is a sensitive environmental resource and impacts should be studied carefully and mitigated whenever possible.

- The population and tourism growth projections for the future need to be verified.
Traffic impacts, especially on the Fairview Avenue/Hollister Avenue intersection and along the Hollister Avenue corridor, need to be addressed.

Responsibility for emergency response services should be clarified.

Noise issues must be carefully studied and mitigated whenever possible.

More jobs and parks and recreation facilities are needed in the Airport area.

Good communication, information and community participation are essential for the success of the planning effort.

**Airport Tenant Surveys**

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

**ENVIRONMENTAL REVIEW**

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

**Summary of EIR/EA Findings**

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

**Class I - Significant Adverse and Unavoidable:**

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

**Class II - Significant Adverse, but Mitigable**

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

**Class III - Adverse, but Not Significant**

- Floodplains, Project Specific
- Tenant Relocation
- Water Supply, Cumulative
- Biotic Communities, Cumulative
- Endangered and Threatened Species, Cumulative
- Wetlands, Cumulative
The measures to mitigate the Class II and III impacts to less than significant have been included in Appendix F and, to the degree appropriate, incorporated into this Specific Plan as policies and actions. Many of the mitigation measures are directly related to construction of new projects in the Specific Plan area. These measures have been included in the Plan and will also be incorporated into project conditions at the time individual projects are considered.

**Beneficial Impacts**

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

**MARKET OVERVIEW**

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

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

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

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

The findings of the September 1994 study include the following:

**ECONOMIC AND DEMOGRAPHIC OVERVIEW**

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

**Industrial Demand**

Industrial uses include light and heavy industry, warehouses, research and development (R&D), flex space (higher quality multi-use space) and incubator space. ERA expects total demand for industrial space on the South Coast to increase from
9.1M square feet in 1994 to 9.7M square feet by 2005 and 10.2M square feet by 2015. This represents a 12% increase over 20 years. The study indicates that there will be demand for industrial space at the Airport and that approximately 38 acres will be needed over the next 20 years. Storage yard uses do not bring as high a return on the land as other industrial uses and thus are viewed as interim uses and are not included in this total. However, yard uses may remain in the long-term because they provide a needed service to the community.

**Box Retail Demand**

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

**Demand for an Entertainment/Recreation Complex**

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

**MARKET STUDY RECOMMENDATIONS**

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

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

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

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

PLANNING CONTEXT

1. Specific Plan should be compatible with:
   - Goleta Community Plan
   - UCSB's Long Range Development Plan
   - Old Town Goleta

2. South of Hollister Avenue
   - Functionally different than north of Hollister
   - Priority to aviation related uses

3. North of Hollister Avenue - Priority to the following uses:
   - Relocated tenants from south of Hollister
   - Light Industrial
   - Research and Development
   - Commercial

   - Recreation/Entertainment
   - Other

ECONOMIC CONTEXT

The Airport must have economic sustainability through:

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

AVIATION USES

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

2. Provide for increased general aviation services.

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

LAND USE AND BUILDING MANAGEMENT

1. Retaining existing tenants is an important priority.

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

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

4. Recreation opportunities are desired for families and youth.
5. Small community serving uses such as restaurants, cleaners, banks, etc. are desired vs. larger retail uses that would serve the whole region.

6. The Airport property should be visually appealing.

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

**SCOPE OF THE SPECIFIC PLAN**

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

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

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

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

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

- An implementation program, including capital improvement plans, regulations and financing strategies.
Santa Barbara Airport
Commercial/Industrial
Specific Plan

Figure 5
General Land Use Concept
II. Opportunities and Constraints

MAJOR ENVIRONMENTAL ISSUES

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

CULTURAL RESOURCES

The historic role of the Airport and adjacent areas (as described in Chapter I of this document) is still evident today in some of the historic structures which exist within the planning area. San Buenaventura Research Associates performed a study in 1994 and 1995 to define the potential significance of buildings on the Airport property. The study included consultation, research, field identification and evaluation phases. The consultation phase included a meeting and site visit with members of the City of Santa Barbara Historic Landmarks Commission and City Council to help define the scope of the historic study. The purpose of this
meeting was also to elicit comments from Commission members regarding the evaluation of potential City landmarks and their significance. Research included telephone interviews and the identification and review of pertinent historical documentation including City directories, library holdings and archival materials held by the City of Santa Barbara and the United States Navy, among others. Field identification included the inspection, documentation and photographing of all buildings and structures on Airport property. The evaluation stage included an analysis of potential significance using the National Register of Historic Places and City of Santa Barbara Landmarks and Structures of Merit criteria. Table 2 summarizes the Historic Resources within the Specific Plan and adjacent area.

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

**Policy**

**CR1:** Encourage the reuse of existing historical buildings.

**Action**

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

**Action**

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

<table>
<thead>
<tr>
<th>Building No.</th>
<th>Building Name</th>
<th>National Register Eligible</th>
<th>Local Landmark (L) and Structure of Merit (SofM) Eligible</th>
</tr>
</thead>
<tbody>
<tr>
<td>239</td>
<td>Parachute Loft</td>
<td></td>
<td>SofM</td>
</tr>
<tr>
<td>241</td>
<td>Dope &amp; Spray</td>
<td></td>
<td>SofM</td>
</tr>
<tr>
<td>246</td>
<td>Propeller Shop</td>
<td></td>
<td>SofM</td>
</tr>
<tr>
<td>247</td>
<td>Hangar, A&amp;R</td>
<td>*</td>
<td>SofM</td>
</tr>
<tr>
<td>248</td>
<td>Hangar, GWA</td>
<td>*</td>
<td>L</td>
</tr>
<tr>
<td>249</td>
<td>Hangar, GWA</td>
<td>*</td>
<td>L</td>
</tr>
<tr>
<td>251</td>
<td>Storage</td>
<td></td>
<td>SofM</td>
</tr>
<tr>
<td>258</td>
<td>Squadron Headquarters</td>
<td></td>
<td>SofM</td>
</tr>
<tr>
<td>260</td>
<td>Squadron Headquarters</td>
<td></td>
<td>SofM</td>
</tr>
<tr>
<td>261</td>
<td>Hangar, Squadron</td>
<td></td>
<td>SofM</td>
</tr>
<tr>
<td>267</td>
<td>Hanger, Squadron</td>
<td></td>
<td>SofM</td>
</tr>
<tr>
<td>309</td>
<td>Hangar, Squadron</td>
<td></td>
<td>SofM</td>
</tr>
<tr>
<td>317</td>
<td>Hangar, Squadron</td>
<td></td>
<td>SofM</td>
</tr>
<tr>
<td>323</td>
<td>Magazine, Small Arms</td>
<td></td>
<td>SofM</td>
</tr>
<tr>
<td>325</td>
<td>Magazine, High Explosives</td>
<td></td>
<td>SofM</td>
</tr>
<tr>
<td>349</td>
<td>Paint &amp; Oil Storage</td>
<td>*</td>
<td>SofM</td>
</tr>
<tr>
<td>480</td>
<td>Passenger Terminal</td>
<td></td>
<td>L</td>
</tr>
</tbody>
</table>
Action
CR1.3: Prior to demolition, historic buildings shown in Table 2 shall be documented by a qualified architectural historian, consistent with the City MEA Cultural Resources Section (MM 3.13-2).

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

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

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

FLOODING

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

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

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

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

Figure 6
Development Constraints

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

EDA W, Inc.
required to reduce flood exposure, including, but not limited to the following:

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

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

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

**BIOLOGY**

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

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

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

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

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

**Policy**

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

**Action**

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

**Action**

**B1.2:** The Airport shall make available any reports on water quality monitoring and other information relating to the City-owned portion of the Goleta Slough (MM 3.14-1 and 3.16-1).
Action
B1.3: Any projects in the Specific Plan area that result in drainage to the Slough or its tributary creeks shall be referred to the GSMD for review and comments (MM 3.14-1 and 3.16-1).

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

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

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

TRAFFIC/CIRCULATION

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

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

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

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

Roadway Operations

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

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

Intersection Operations

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

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

AIRFIELD OPERATIONS/SAFETY

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

Policy

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

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

RUNWAY PROTECTION ZONE

A safety constraint which must be considered in developing the Specific Plan is the Runway Protection Zone (RPZ) requirements of the FAA. The sketch on the following page shows the RPZ dimensions for runways 15L/33R and 15R/33L. Figure 6 also illustrates the boundary of the RPZ in relation to the entire Specific Plan. The RPZ's function is to enhance the protection of people and property on the ground. The RPZ is divided into an "Object Free Area" (OFA) and a "Controlled Activity Area" (CAA), with the OFA more restrictive (these areas are also shown in the sketch). Appendix A of this document lists the RPZ and OFA di-
mensions (the remaining area of the RPZ is the CAA). The following discussion summarizes the land use requirements for the RPZ which are stipulated in the FAA Advisory Circular 150/5300 series. Land use restrictions in this area are also set forth in the Santa Barbara County Airport Land Use Plan and these are based on the FAA standards.

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

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

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

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

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

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

SITE/BUILDING ISSUES

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

TENANT RELOCATION

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

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

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

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

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

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

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

The phasing of tenant relocations ties directly into the phasing of building removals. For example, buildings which have been identified for future demolition need to have existing tenants relocated prior to the removal of space. Market demand and tenant expansion will also affect the timing of tenant relocation. Additionally, the City will consider reuse of an existing building before it is removed. Chapter VII provides a more detailed discussion of future tenant relocations and building removal. The existing building condition and life span were key factors in determining the phasing of building demolitions.
Santa Barbara Airport
Commercial/Industrial
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Figure 8
Long-Term
Leaseholds and Uses
VACANT AND UNDERUTILIZED PARCELS

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

VISUAL QUALITY IMPROVEMENTS

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

Policy

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

Action

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

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

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

As stated above, a majority of the buildings within the planning area are older and in need of repair.

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