III. The Vision for the Specific Plan Area

On the basis of the key findings discussed in Chapter I, the Airport Goals adopted by the City Council on November 30, 1990, and the concerns and interests of a wide spectrum of the community, a vision has emerged for the Airport Industrial Area Specific Plan. This vision recognizes that the Specific Plan area has diverse characteristics and opportunities closely linked with the surrounding fabric of the community. It is a place where industrial and aviation service businesses can expand and continue to flourish; where newly emerging commercial and industrial uses and commercial recreation can provide tenants and citizens with additional conveniences and amenities; and where a more pedestrian-friendly environment will assist in reducing the need for the automobile.

The Airport Industrial Area Specific Plan provides a planning framework within which such a vision can take place. The Plan recognizes the strategic regional importance of the Airport and the unique opportunities that the area offers. It recognizes the importance of maintaining the Airport's economic self-sufficiency and the potential of vacant and under-utilized properties to be reused in a way that will promote the success and viability of the Airport. It also recognizes the presence of many existing tenants and businesses which have established their livelihoods and wish to remain in the Specific
Plan area. The Plan strives to balance multiple and sometimes conflicting objectives in a way that provides a coherent blueprint for the future. More specifically, the Plan responds to the Key Findings outlined in Chapter I and the following 12 Planning Policies:

The Key Findings in Chapter I provide a guide for the development of the Specific Plan and create a "vision" for the Airport's Planning area.

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.

It is the above Policies, based on the Key Findings, that set the framework for the proposed zoning, land use plan, illustrative plan and the remaining discussions in this document.
IV. Land Use and Urban Design

THE LAND USE MAP

On the basis of the planning policies set forth in the preceding Chapter, this Chapter of the Specific Plan establishes the distribution, location and extent of land uses within the planning area.

Through urban design guidelines, the Chapter also describes the desired form, scale and character of future development. As discussed in Chapter I: Plan Overview, and illustrated in Figure 4, the planning area has been divided into four Sub-Areas, each with its own distinct development possibilities. Land use policies and actions, as well as urban design guidelines, have been developed for each of these Sub-Areas and are presented within this Chapter of the Specific Plan.

The Land Use Map, shown in Figure 10, reflects the overall vision of the Specific Plan as a mixed-use district with viable commercial and industrial businesses. South of Hollister Avenue, the uses include aviation-related uses and facilities, public/institutional uses and open space. North of Hollister Avenue, the uses include commercial, light industrial and family entertainment uses, a golf course and open space.
EXISTING ZONING

The existing zoning for the Specific Plan area includes four primary zones and an overlay zone. The four primary zones, established in 1974, are:

- A-A-P, Airport Approach and Primary Surface;
- A-F, Airport Facilities;
- A-C, Airport Commercial; and
- A-I, Airport Industrial.

The A-A-P Zone is focused on the Airport operations area (runways, taxiways and overflight areas) and is intended to prevent any use that would interfere with Airport operations.

The A-F Zone is intended to provide a location for aircraft and Airport-related uses adjacent to the flightline. The A-F Zone is intended to exclude most uses that do not use the flight facilities at the Airport. However, it should be noted that there are a number of nonconforming uses existing in this zone. One of the Key Findings of the Specific Plan is to relocate these uses, if possible, to the north side of Hollister Avenue.

The A-C Zone is designed to provide for recreational uses, hotels and related commerce, general offices, automotive and boat-related commerce, research and development industries and laboratories, administrative centers, very light and highly specialized manufacturing operations and other similar places of employment characterized by a low intensity of operations. General retail commerce is generally excluded because these uses are adequately provided for in the Old Town Goleta area.

The A-I Zone is intended to allow low volume industrial uses and to promote incubator businesses and small businesses providing services to the area. The A-I Zone allows uses which are more appropriate located away from Hollister Avenue and the immediate public view because of their lack of visual appeal.

In 1982, the California Coastal Commission certified the Local Coastal Plan (LCP) for the Airport and Goleta Slough area of the City. The LCP called for the creation of two new zones, the Goleta Slough Reserve (G-S-R) Zone and the Special District Zone (S-D-3) Coastal Overlay Zone. The G-S-R Zone applies to areas of environmentally sensitive habitat in and immediately around the Goleta Slough and generally includes those areas that have been incorporated in the State Ecological Reserve System by a Memorandum of Understanding with the California Department of Fish and Game.

The S-D-3 Zone applies to all property on the south side of Hollister Avenue. Property within this zone is in the Coastal Zone and is subject to the Local Coastal Plan. Some developments will require a Coastal Development Permit.

NEW ZONING DESIGNATIONS

To achieve the Vision Policies for the Specific Plan and the land use policies and actions described for its four Sub-Areas, a total of six land use/zoning districts have been formulated for the Plan. Two of the districts currently exist within the Airport Zoning Ordinance and three have been renamed and revised. The Commercial Recreation Zone is a new zone which was developed specifically for the Plan area. Figure 11 displays these zoning districts along with the three General Plan designations for the area. While these zoning districts reflect the desire for a mixture of uses within each zone, they also recognize that certain portions of the Specific Plan area offer opportunities for particular land uses to predominate. For example, the A-F Zone, adjacent to the airfield, is reserved for aviation-related uses. Appendix B of this document provides the range of uses allowed within each of the new or amended zoning districts. The precise treatment of each of these land use districts is described in each of the four Sub-Areas of the Specific Plan.
Santa Barbara Airport
Commercial/Industrial Specific Plan

Figure 10
Land Use Map

North of Hollister Avenue
- Light Industrial
- Commercial
- Entertainment Use (FEC)
- Golf Course
- Park
- Open Space

South of Hollister Avenue
- Existing Aviation Related Uses
- Proposed Aviation Related Uses
- Public/Institutional
- Open Space

Note:
Only near parking expansion will occur in future.
Santa Barbara Airport Commercial/Industrial Specific Plan

Figure 11
Proposed Zoning and General Plan Designations

Zoning

- A-F Aviation Facilities
- A-I1 & 2-Airport Industrial
- A-C Airport Commercial
- C-R Commercial Recreation
- S-D-3 Special District 3 Coastal Overlay Zone

General Plan

- Commercial
- Industrial
- Major Public and Institutional

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later in this Chapter. More specifically, the zoning districts include:

A-A-O Aircraft Approach and Operation - (Formerly the A-A-P Zone) Area for aircraft landing, takeoff and overflight; includes runways, taxiways, lights and other aircraft control and guidance systems, access roads, runway protection zones and runway and taxiway safety areas. This zone is essentially the same as the previous A-A-P Zone, except that agricultural uses have been eliminated. The name of the zone has been changed to recognize changes in terms used by the Federal Aviation Administration. This zone does not allow hangars, aircraft tie-down areas, buildings or other actively used facilities.

A-F Aviation Facilities - Area in the immediate vicinity of flight activities; intended for uses which are an integral and necessary part of aviation and Airport related activities; uses not related to aviation and/or Airport activities are excluded. This zone is similar to the previous A-F zone; however, motels and accessory uses are no longer allowed. Additional aviation related uses, such as aviation equipment and accessories sales and/or repair, aviation storage and aviation related museums have been added to the allowed uses in this zone. Private parking facilities would be allowed subject to the issuance of a Conditional Use Permit. The new zone allows short term use of vacant buildings and land for non-aviation uses if such uses do not conflict with A-F uses, there is limited economic value if restricted to A-F uses and such uses will preclude the future use of the property for A-F uses. Residential uses are prohibited except in association with a fire station. Residential uses are not allowed in any other zone at the Airport. The uses allowed on a short term basis must be uses that are allowed in the A-C, A-I-1 or A-I-2 zones. The boundaries of this revised zone are substantially the same as the old A-F zone.

A-C Airport Commercial - Area for low intensity commercial operations and commercial operations which support adjacent businesses (e.g., administrative center, research and development, general office, restaurant, branch bank, tire sales and installation, auto diagnostic center, secretarial service, printing or photographic shop, dry cleaning establishment). Most general retail sales (e.g., clothes and shoes, grocery stores, furniture) and all residential uses are specifically prohibited. The area of this zone has been substantially reduced and applies only to areas fronting Hollister Avenue between Fairview Avenue and San Pedro Creek.

A-I-1 Airport Industrial 1 - Area designated for light industrial and manufacturing uses (e.g., research and development, electronic products manufacture, storage, contractors yards, lumber, sand and brick yards); subject to performance and development standards. Open yard uses are not allowed south of Francis Botello Road. This area is north of a new street (B Street) that may be located about 250 feet north of Hollister Avenue. An area west of Carneros Creek south of Hollister Avenue is also zoned for A-I-1 uses. Even though this property is close to the flightline, it is separated from and has no access to the flightline because of Carneros Creek. Finally, there are a number of historic buildings in this and the A-I-2 Zones (see Table 2). While not all of these buildings can or should be saved, an incentive which allows greater flexibility in the allowed uses for such buildings is included to encourage adaptive reuse of the buildings.
A-I-2  Airport Industrial 2 - Area designated for light industrial and manufacturing uses and for related commercial services (e.g., branch bank, printing and photographic shop, dry cleaning establishment, mailing service, convenience store, secretarial service, restaurant); new and used car agencies are also allowed. This zone builds on the A-I-1 zone and applies to the area adjacent to and north of Hollister Avenue between Frederic Lopez Road and La Patera Lane. It also applies to a small area south of Hollister Avenue where there is an existing restaurant. Like the A-C zone, general commercial retail is not allowed since these uses are available in Old Town Goleta and other nearby areas. Uses allowed in the C-R Zone may be allowed on the west side of Frederic Lopez Road if developed in conjunction with adjacent C-R zoned property as generally depicted in Figure 10.

C-R  Commercial Recreation - Area designated for any use or development, either public or private, providing amusement, pleasure or sport dimension, exercise or other resource affording relaxation or enjoyment which is operated primarily for financial gain. Typical uses may include, but are not limited to: batting cages, theater, golf course, miniature golf course, bumper cars, game arcade, go-carts and family entertainment centers. The area zoned for C-R uses includes the existing golf course and movie theater properties. An area west of Frederic Lopez Road in the A-I-2 zone may also be used for C-R uses if developed in conjunction with adjacent C-R zoned property.

G-S-R  Goleta Slough Reserve - This zone primarily applies to areas within the boundaries of the Aviation Facilities Plan. However, an area at the corner of Hollister Avenue and Los Carneros Road is designated G-S-R, with a proviso that this particular site may be used for a low intensity nature or interpretive center with some parking if it is determined to be necessary or appropriate to mitigate impacts caused by improvements proposed in the Aviation Facilities Plan.

S-D-3  Special District 3, Coastal Overlay - This zone applies to all property south of Hollister Avenue and remains unchanged from the previous zoning. As indicated above, property within this zone is subject to the Local Coastal Plan. Development may require a Coastal Development Permit.

The following Zoning Policies and Actions have been created to implement the proposed zoning described above.

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 Specific Plan as outlined in Appendix B.

Action

Action
Z1.2: Amend the A-I Zone to include the A-I-1 and A-I-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/Aircraft Approach and Operations 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 new development to 15 percent.

DEVELOPMENT PROGRAM AND ILLUSTRATIVE PLAN

Figure 4 and Appendix B identify the Sub-area locations and types of land uses to be developed within the Specific Plan area over a 10-15 year time period. Table 3 depicts the square footage available for new development within the Specific Plan area based on Charter Section 1508 requirements. Development potential within the Sub-Areas will be influenced by several factors including market need, tenant relocation and infrastructure availability and improvements. The circulation plan (Chapter V) includes improvements to the existing circulation system to accommodate future traffic demand. Chapters VI and VII discuss necessary infrastructure improvements, tenant relocations, buildings to be demolished and phasing of future development.

The concept for the Specific Plan has evolved from a synthesis of several factors. The analysis of existing underutilized parcels and buildings has influ-
enced the location and density of various land uses. Visually sensitive areas and National Register eligible buildings have been preserved to the extent feasible.

Existing roads have been utilized as much as possible to reduce the cost of new utilities and roads. New roadways and/or realignments in the Specific Plan complete the system, providing a logical sequence of gateways, intersections and major streets. Existing development and/or natural boundaries (i.e., streets, creeks) as well as the amount and type of potential future development influenced the creation of distinct planning Sub-Areas (see Figure 4).

The Illustrative Plan (Figure 12) and Aerial Perspective Plan (Figure 13) indicate how the Airport Industrial Area Specific Plan could potentially build out in conformance with the overall planning principles and within the land use regulations and design guidelines established for the Plan. It is important to emphasize that the illustrative plan indicates only one potential development concept and that the actual buildout will likely vary from this initial projection. As stated above, the development program (Table 3) indicates the potential distribution and density of land uses within each of the planning Sub-Areas. As envisioned, the full buildout of the Specific Plan could result in up to 70,000 square feet of new aviation related facilities (excluding T-hangars), 102,000 square feet of new Airport commercial uses, 20,000 square feet of new commercial recreation uses and approximately 220,000 square feet of new industrial uses. The Plan assumes that 532,750 square feet of existing commercial/industrial and aviation facilities space will remain. More specific provisions related to building, massing, setbacks and articulation are described in the design guidelines. The design guidelines also illustrate and describe recommended building setbacks along key street and roadway sections throughout the Specific Plan area.

The remainder of this Chapter focuses on the four Sub-Areas of the Plan, describing the land use objectives and policies for each and providing urban design guidelines that describe the scale, character and treatment of future buildings and open space. It should be noted that all new development should conform to the existing City design guidelines as modified specifically for the Airport Specific Plan.

**PLANNING SUB-AREAS**

The following provides a more detailed discussion of future development proposed within the four (4) Planning Sub-Areas. The 12 policies in the Vision (Chapter III of this document) provide overall guidance for the future development of the Sub-Areas. The specific policies which apply to each of the four Sub-Areas are presented below.

**Policy**

**SA1:** 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 Carreros 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.
### Table 3
Square Footage Available and Expected Need for Specific Plan Including Economic Development

<table>
<thead>
<tr>
<th>Description</th>
<th>SF</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Net Square Footage Available for New Buildings</strong></td>
<td></td>
</tr>
<tr>
<td>Demolition from adoption of Charter Section 1508 to 1997</td>
<td>15,000 sf</td>
</tr>
<tr>
<td>Average of 1 Small Addition (3,000 sf) per Year (x 15 yrs)</td>
<td>+ 45,000 sf</td>
</tr>
<tr>
<td>Estimate of sf available for Vacant Land under Charter Section 1508</td>
<td>+100,000 sf</td>
</tr>
<tr>
<td>SF added for Economic Development under Charter Section 1508</td>
<td>+80,000 sf</td>
</tr>
<tr>
<td>Subtotal available</td>
<td>240,000 sf</td>
</tr>
<tr>
<td>Demolition planned in SP area</td>
<td>+172,000 sf²</td>
</tr>
<tr>
<td><strong>Total Square Footage Available</strong></td>
<td>412,000 SF</td>
</tr>
</tbody>
</table>

**Net Square Footage Expected to be Needed for New Buildings**³

[Note: The sf are approximates and may vary although the total will not exceed 412,000 sf]

| Sub-Area 1 | +100,000 sf |
| Sub-Area 2 | +122,000 sf |
| Sub-Area 3 | +170,000 sf |
| Sub-Area 4 | + 20,000 sf |
| **Total Square Footage Needed/SP Area including Economic Development**   | 412,000 SF |

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¹ There are approximately 62 "parcels" on Airport property. Charter Section 1508 allows one Small Addition of 3,000 sf/parcel with an existing structure as of November 1989 and restricts square footage to no more than 30,000 sf/year in the Small Additions Category. Therefore, an average of one Small Addition per year is assumed over the 15 years of the Specific Plan. Theoretically, 186,000 additional sf are possible under the Small Additions Category (62 x 3,000 sf). In addition, many of these parcels are vacant and can be developed at the rate of 0.25 sf of building for each sf of land.

² A detailed discussion and breakdown of buildings to be removed within the Specific Plan area is provided in Chapter VII.

³ Feasibility analysis only - The square footages are approximate and may vary although the total will not exceed 412,000 sf.
Santa Barbara Airport
Commercial/Industrial
Specific Plan

Figure 12
Illustrative Plan

Note:
This illustrative plan indicates only one potential development concept and the actual buildout will likely vary from this initial projection.
Santa Barbara Airport
Commercial/Industrial
Specific Plan

Figure 13
Aerial Perspective Plan

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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.

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.

In considering how each of these Sub-Areas could ultimately build out, a Parcel Plan was created and is included in Appendix C of this report. Parcels south of Hollister Avenue are identified with letters and parcels north of Hollister Avenue are identified with numbers. Corresponding acreages for each of the parcels are also shown.

SUB-AREA #1 - (120.8 ACRES)

As stated previously, this area encompasses the entire Specific Plan area south of Hollister Avenue, including the non-contiguous area located at Los Carneros Road and Hollister Avenue. The existing uses in this area are primarily Airport Facilities, the exceptions being the vacant area at Los Carneros and Hollister, the City maintenance yard and restaurants. Even though the maintenance yard and vacant area are close to the flightline, they are separated from and have no access to the flightline because of Carneros Creek.

As shown previously on Figure 11, there are five (5) zoning categories proposed in this Sub-Area along with the Special District 3, Coastal Overlay, Zone. The majority of the area is zoned A-F, Aviation Facilities. The City Maintenance Yard is proposed to be zoned A-I-1, Airport Industrial-1. The restaurant area is proposed to be zoned A-I-2, Airport Industrial-2. The non-contiguous vacant area leasehold is now controlled by the City and is proposed to be zoned G-S-R, Goleta Slough Reserve, with a portion of the area having an A-A-O overlay. The rezoning to G-S-R will be carried out with the Aviation Facilities Plan if determined to be appropriate or necessary to mitigate impacts caused by that Plan.

As shown in Table 3, the Plan estimates 100,000 habitable square feet of new development within this Sub-Area, with demolition of 103,000 square feet of existing buildings. New building construction will be laid out in a way that will help this area to operate more efficiently. The Plan specifically calls for new aviation facilities occurring in two general areas within Sub-Area 1 (see Figure 12, Illustrative Plan).

New commercial or industrial development could also occur within the area adjacent to the City maintenance yard which carries A-I-1 zoning. An interpretive or nature center with a small parking...
area could be constructed on the property immediately adjacent to the corner of Hollister Avenue and Los Carneros Road. Improvements to intersections along Norman Firestone Road are proposed in this Sub-Area to adequately service new development. A detailed discussion of these improvements is provided in Chapter V of this document.

As shown in Table 3, the Plan estimates 122,000 square feet of new development within this Sub-Area, with about 6,200 square feet to be demolished. This would result in a net increase of 114,000 square feet. Access to the new commercial area could be provided via a new east/west roadway, B Street, if determined to be necessary. The details of this roadway are discussed in Chapter V.

In addition, if the automobile dealership now on the western edge of this Sub-Area expands easterly toward David Love Place, the existing buildings should be demolished and new buildings constructed outside the A-A-O Zone. This would enhance safety for this area immediately under the approach for Runways 15/33. In addition, there would be a substantial reduction of the nonconforming use in the A-A-O Zone and the Runway Protection Zone.

**SUB-AREA #2 - (18.6 ACRES)**

As stated previously, this area extends approximately 250 feet north of Hollister Avenue between La Patera Lane and Frederic Lopez Road. A majority of this area consists of vacant land. An existing auto dealership is located at the west end of this Sub-Area.

As shown on Figure 11, this Sub-Area is proposed to be zoned A-I-2, Airport Industrial-2, with the most westerly portion having an A-A-O overlay. Appendix B identifies special support commercial uses which would be an allowed use in this Sub-Area. West of Frederic Lopez Road, C-R uses would be allowed in conjunction with development in Sub-Area 4 if there is insufficient demand for uses allowed in the A-I-2 Zone.
roadway, may be provided to service some of this new light industrial development, if determined to be necessary. Robert Kiester Place may also be relocated approximately 150 feet north of its existing location. This relocation would allow the roadway to service open yard uses from both sides. Francis Botello Road may also be relocated approximately 10 feet south in order to provide space for landscaping in front of existing buildings expected to remain. The details of the proposed roadway improvements are discussed in Chapter V.

**SUB-AREA #3 - (46.4 ACRES)**

As stated previously, 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. The areas north and south of Francis Botello Road are currently primarily light industrial with open yard uses. West of Frederic Lopez Road, C-R uses are allowed in conjunction with development in Sub-Area 4 if there is insufficient demand for uses allowed in the A-I-1 Zone.

As shown on Figure 11, this Sub-Area is proposed to be zoned A-I-1, Airport Industrial-1. Appendix B specifies that open yard uses will not be allowed south of Francis Botello Road. This provision is included in order to concentrate the open yard uses away from Hollister Avenue to improve the visual quality and cohesiveness of the area.

As shown in Table 3, the Plan estimates 170,000 square feet of new light industrial development within this Sub-Area along with demolition of 52,100 square feet, resulting in a net increase of 118,000 square feet. A Street, a new north/south

**SUB-AREA #4 - (39.4 ACRES)**

As stated previously, this area generally extends east of Frederic Lopez Road and Sub-Areas 2 and 3. This is a recreation area which includes the former drive in parking lot and existing golf course and theater uses.

As shown on Figure 11, most of this area would be given a new zoning designation of C-R, Commercial Recreation. Appendix B specifies uses which may occur in this new zone such as batting cages, miniature golf, bumper cars, game arcades and
family entertainment centers. The area fronting Hollister Avenue between Fairview Avenue and San Pedro Creek would remain in the A-C zone, providing for a transition between Old Town Goleta and the Airport property.

The Plan estimates 20,000 square feet of new development as identified in Table 3, with possible demolition of 11,250 square feet. This would result in a net increase of 8,750 square feet in this area. Approximately 15,000 square feet is anticipated to be developed as a new eight (8) screen Multiplex Cinema. However, other sites for new cinema space are being considered in Goleta, both to the west at Hollister Avenue and Storke Road and in Old Town Goleta. If either of these sites is developed with new cinema space, other commercial recreation uses will be considered. Possibilities include expansion of the existing golf course (i.e., driving range), development of a miniature golf course or other similar uses.

**Urban Design Guidelines**

The existing Airport Design Guidelines were adopted in 1991 as an implementation measure of the Airport Local Coastal Plan. The Guidelines recognize that the Airport is a major gateway to the Santa Barbara area and seek to establish cohesiveness and compatibility within the Airport property. The Guidelines generally provide for an architectural style south of Hollister Avenue that "has its roots in Hispanic/Mediterranean architecture but shall relate immediately to the existing (adjacent) structures." Development north of Hollister Avenue must also have its roots in Hispanic/Mediterranean architecture, but not traditional styles. Landscaping and color are intended to serve as significant unifying elements within the area. Major entries along Hollister Avenue should be emphasized with skyline trees.

In reviewing new or remodeled buildings in the past, the Architectural Board of Review (ABR) and the architect have struggled to make aviation-related buildings such as the Air Traffic Control Tower and aircraft hangars relate to Hispanic/Mediterranean architecture. In July 1997, the ABR reviewed the proposed Specific Plan policies that relate to their purview and agreed that certain functional aviation-related buildings should reflect their function. Other aviation-related buildings and non-aviation buildings, such as the Aircraft Rescue and Fire Fighting Station, can use materials that evoke Hispanic/Mediterranean architecture, without adhering strictly to that style.

The purpose of revising these urban design guidelines is to translate the land use concepts and intensities identified in the previous sections into more specific and detailed instructions and requirements for the public, City staff, ABR and future tenants of the Specific Plan area. The policies, actions and guidelines below are intended to supplement the Airport’s existing design guidelines and create an image of what the area could be. The guidelines also promote the use of shared parking. Finally, major remodels are defined as those which exceed in cost 50 percent of the valuation as defined by the Uniform Building Code.

**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 Area Specific Plan area.
BUILDING MASSING

As shown in the above sketch, buildings shall be located close to the street for ease of access with parking in the rear wherever possible.

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.

Action
SB1.2: Buildings along all street frontages other than those included in Action SB1.1 above shall be built to a front yard setback of 10 feet for the first story and 20 feet for the second and third stories, measured from the curb face, to assist in creating a landscaped corridor.

The setback provisions discussed in the Policies above are aimed at ensuring a positive relationship between new development and the existing uses and assisting in improving the visual character of the Specific Plan area, particularly north of Hollister Avenue. The setback areas should be used mainly for pedestrian access and landscaping.

Properties designated for Commercial and/or Industrial uses should comply with the setback guidelines outlined in the above policies. When determined to be necessary, setback modifications will be considered.

PARKING ACCESS AND TREATMENT

- Parking Standards: Off-street parking standards for all land use designations shall comply with the City of Santa Barbara Zoning Ordinance and Chapter V of this document.

- Access to Parking Facilities: In general, curb cuts and driveways shall meet the approval of City Transportation staff. Driveways should be a minimum of 50 feet from minor street intersections. For other intersections, the distance will vary depending upon traffic conditions. No more than 50 parking spaces should be served from a single driveway or parking access point.

LANDSCAPE TREATMENT

Figure 14 illustrates the landscape treatment in the northern half of the Specific Plan area. The proposed emphasis on major streets with significant trees and de-emphasis of minor streets with less
vegetation will assist in improving the visual character of the area. Urban Tree Grants may be available to help finance the installation of new trees in the Specific Plan area. The development of view corridors shown on Figure 14 should also be encouraged.

Presently, properties in the Specific Plan area are required to put 25 percent of their land into landscaping. This is an excessive amount of landscaping in comparison to other areas of the City and the surrounding area. A reduction to 15 percent would provide ample landscaped area.
Santa Barbara Airport
Commercial/Industrial
Specific Plan

Figure 14
General Landscape
Concept
V. Circulation

INTRODUCTION

This Chapter of the Specific Plan describes the program of transportation improvements that support new development within the planning area. Because the layout of the primary roadways is long established within the area, the types of transportation improvements required for future development are confined primarily to the construction of local streets which will distribute traffic within the planning area and help avoid undue impacts on adjacent areas.

The policies and related actions included in the following sections describe the program of transportation improvements that will contribute to the emergence of the Airport Specific Plan area as a vital mixed-use community.

VEHICULAR CIRCULATION

The program of roadway improvements recommended by the Airport Industrial Area Specific Plan maintains and reinforces the existing grid pattern of streets that defines the area. Planned improvements address key circulation issues within the Planning area and mitigate Plan impacts on the surrounding area.
Policy
VC1: Provide a system of vehicular circulation within the planning area that enhances the existing roadway network and adequately services existing and new development.

Action
VC1.1: Consider the deletion of Gerald Cass Place (as shown in Figure 15) when uses consistent with the Specific Plan are proposed in that vicinity.

Action
VC1.2: 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
VC1.3: As determined to be appropriate, prepare a Neighborhood Mobility Plan.

Policy
VC2: In accordance with an agreement between the City and the County, each project that generates additional traffic shall contribute to the improvement of the circulation system in the surrounding County area, as required by the Goleta Transportation Improvement Plan (including alternate modes such as bikeways and electric shuttles) in order to assist in the mitigation of Specific Plan impacts (MM 3.20-2 and -6).

Figure 7 (in Chapter Two) illustrates the existing circulation system for the Airport Specific Plan. For the most part, the major elements of the existing roadway network remain unchanged with the implementation of the proposed project; however, in order to provide curb and gutter drainage, all streets will need to be reconstructed (please refer to Figure 15, Proposed Circulation).

North of Hollister Avenue, the major circulation improvements include 1) the proposed relocation of Robert Kiester Place approximately 150' north of its existing location; 2) the construction of a new east/west roadway (B Street), if determined to be necessary; and 3) the construction of a new north/south roadway segment (A Street), if determined to be necessary, which intersects with B Street. The relocation of Robert Kiester Place would allow this roadway to serve open yard uses on both sides of the roadway and could provide for more efficiently sized lease areas for open yard uses. The new roadways proposed would service and provide access to the future commercial uses (between B and Hollister) and the future industrial development (between B and Francis Botello). The dimensions of these new roadways are discussed below in Roadway Design.
South of Hollister Avenue, the major circulation improvements include 1) the abandonment of Gerald Cass Place; 2) an intersection improvement at Aero Camino and Norman Firestone Road; 3) the abandonment and relocation of Cyril Hartley Place; and 4) an intersection improvement at Augustus Griggs Place and Norman Firestone Road.

The abandonment of Gerald Cass Place would allow for the development of future Air Cargo and/or FBO uses to occur (see Figure 12, Illustrative Plan, in Chapter IV).

The intersection improvements at Aero Camino and Norman Firestone Road would involve re-striping this signalized intersection and adding curb and gutter.

The improvements at Cyril Hartley Place are proposed to correct an existing problem due to the angled street configuration and location of stop signs on Norman Firestone Road. Since the new Fire Station is located adjacent to this existing roadway, it is important for this access to be well defined. As shown on Figure 15, the existing Cyril Hartley Place would be abandoned and reconstructed approximately 100-150 feet east to align with David Love Place. The southern part of the new Cyril Hartley Place would extend west at a 45° angle.

The intersection improvements proposed at Augustus Griggs Place are needed to correct an existing queuing problem. There is no space for two cars to stack without blocking Norman Firestone Road. It is currently envisioned that a signal is necessary to improve this intersection; however, the details of this intersection improvement require further study. Action VC1.2 requires this future study.

Policy VC2 is focused on the Specific Plan’s impacts outside the Plan area. According to the Specific Plan EIR/EA, two intersections are impacted by development proposed under the Specific Plan: 1) Los Carneros Road/U.S. 101 Southbound Ramps; and 2) Fairview Avenue/Hollister Avenue. In order to mitigate these impacts, it will be necessary to contribute to: 1) the construction of an additional northbound right-turn lane at the Los Carneros Road/U.S. 101 Southbound Ramps; and 2) add a second left turn lane on the northbound approach to the intersection and widen the off-ramp to provide an additional lane at SR 217 Southbound Ramps/Hollister Avenue and extend Kellogg Avenue from its southern terminus to South Fairview Avenue at James Fowler Road and include a half-diamond interchange at State Route 217 or whichever design is selected. The City and County have reached an agreement regarding how the City and development within the City at the Airport will contribute to the mitigation of these impacts by payment of traffic impact fees.

**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.

In addition to providing movement corridors for vehicles, the streets within the Specific Plan will help to give character to the area and provide an important amenity for pedestrians. The discussion below establishes design standards for streets within the plan area.

**Action**

RD1.1: Create a comfortable pedestrian environment by providing street trees and adequate sidewalk widths and promoting landscaping adjacent to roadways.

RD1.2: Develop a program for sidewalk, transit stop, parkway and bikeway improvements that will be implemented when development...
Santa Barbara Airport
Commercial/Industrial
Specific Plan

Figure 15
Proposed Circulation

- New Roadway
- Abandon Roadway
- Intersection Improvement Planned

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consistent with the Specific Plan is proposed in the vicinity of the needed improvement.

Action
RD1.3: When Francis Botello Road needs to be 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.

Within the area north of Hollister Avenue, paved curb to curb width will be 44 feet, with two travel lanes and space for parking and/or bike lanes on each side of the street for each of the existing and proposed roads. In addition, sidewalks with landscaped parkways containing street trees should be provided on each side of the street. This street design is based on a 1997 study prepared by Flowers & Associates for the City.

PARKING

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

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

Parking is needed to satisfy the demands of future employees and patrons within the Specific Plan area while minimizing unneeded parking. The following Actions implement the above policies.

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.

The parking requirements for the Airport Industrial Area Specific Plan provide adequate supply to accommodate peak parking demands without over parking individual sites. After completion of the Circulation Element Update, additional changes to parking requirements may be made.

As stated above, on-street parking will be allowed in the Specific Plan area north of Hollister Avenue, along Francis Botello and Frederic Lopez Roads and A and B Streets, if constructed. The remaining spaces would be located off-street within the developed parcel adjacent to the use.

Many of the individual projects that occur within the Specific Plan area will include a range of uses that may have differing peak-load demands for parking and/or that will promote pedestrian rather than auto access from one activity to another. Within specific and/or adjacent development proposals, shared parking should be considered after the completion of a parking analysis.

ALTERNATE MODES OF TRANSIT

Policy
AMI: Accommodate and support alternative transit modes and facilities within the Airport Specific Plan area as shown in Figure 16.
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 increase 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 offsite mitigation fee of $240,000, payable to the Santa Barbara County Air Pollution Control District (APCD), designated for use in support of emission reduction for one of the following purposes:

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

b. Inclusion in funds for the 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 reductions in 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.

**DAVID LOVE PLACE/LA PATERA LANE UNSTAFFED AMTRAK STATION**

Several sites were studied by the California Department of Transportation (CalTrans) for an unstaffed Amtrak Station (which requires 800 linear feet of land adjacent to the tracks) that includes a platform and shelter. The chosen site is on the northern edge of the Airport Specific Plan and is referred to as the "Love Place/La Patera Lane" site in the January 1995 Project Study Report prepared by CalTrans. This site will also include a new passenger rail layover facility. A layover facility requires between 1,000 - 1,500 linear feet off the main track where a train can wait safely out of the way of other equipment. CalTrans anticipates that the layover track will be within the existing railroad right-of-way section leased from the Union Pacific Railroad Company.

The following discussion/analysis of the above proposals was taken from the January 1995 Project Study Report prepared by CalTrans.

The David Love Place/La Patera Lane location was originally considered as two separate sites. Due to their close proximity and the length (minimum 800 feet) required for the platform, they have been combined. The adjacent industrial uses are generally compatible. This site offers good regional and local access and is central to employment sites and UCSB. Visibility can be enhanced. This is the Amtrak and CalTrans preferred station site. Union Pacific owns property which could potentially be leased for parking.

Ample space has been allocated for the location of an Unstaffed Amtrak Station and/or Layover Facility. The extension of David Love Place to the northern Specific Plan boundary and the provision of a sidewalk on the western side of David Love Place will facilitate pedestrian access to these facilities. According to CalTrans, proposed parking for this station is estimated to be outside the Specific Plan boundary between the World Food Building and the existing railroad track.

**DAVID LOVE PLACE/LA PATERA LANE LAYOVER FACILITY**

The David Love Place/La Patera site is also considered as one site due to the length required for the layover track. This layover track may need to be placed to the side of the main track, close to existing industrial structures. The property is owned by Union Pacific. The layover facility is not within the Specific Plan area.

**SANTA BARBARA METROPOLITAN TRANSIT DISTRICT**

The Santa Barbara Metropolitan Transit District (MTD), which operates more than 20 separate bus routes, is the major provider of public transit within the community. MTD bus routes serve most major employers, retail centers, recreational areas, institutional facilities and residential areas within the MTD's service area. The service area reaches from Carpinteria to Goleta. There are both express and local routes, including stops in the Airport Specific Plan area.
The City coordinates with MTD on the location and type of bus pockets and roadway improvements needed to accommodate their buses. Continued coordination will be necessary in the Airport area.

TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) focuses on the driving population during morning and afternoon peak travel hours. Because this population is largely composed of people traveling to and from work, or commuters, TDM strategies are most effectively implemented or organized by the employer. These strategies are geared toward eliminating commuting trips during peak traffic hours. The most common TDM strategies include car and vanpooling, telecommuting, alternative work schedules, incentives and deterrents ("carrots and sticks") to reduce driving to work and facilities to encourage use of alternative transportation modes (such as showers, clothes lockers and bicycle racks to encourage bicycle riders).

In March 1991, the City adopted a TDM Ordinance. The TDM Ordinance is a joint effort between the City and Santa Barbara County (Goleta planning area) and is administered by the Santa Barbara County Association of Governments (SBCAG). The ordinance requires employers to implement strategies to reduce peak hour commute trips and establish higher average vehicle occupancy rates by commuters. The TDM is designed to be gradually implemented with full implementation expected by the year 2000. It should be noted, however, that the California legislature has enacted a law that prevents the City from pursuing mandatory TDM measures. However, there is some question regarding the ability to require such measures in order to mitigate significant environmental impacts on traffic. Encouraging the use of alternative modes of transportation also helps to reduce air quality impacts. Action AM2.3 focuses on reduction of air pollutant emissions. Providing opportunities to use alternative modes through the provision of low emission buses, such as the Clean Air Express or electric shuttles, is one way to reduce air quality impacts. However, if, for some reason, these funds cannot be used for such purposes, provisions have been included which allow for their use to reduce emissions by other methods.

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.

Airport Goal #4, adopted by the Santa Barbara City Council on November 20, 1990, states, "Coordinate planning for the Airport and related facilities with the surrounding community." The County of Santa Barbara has adopted the Goleta Transportation Improvement Plan (GTIP) which designates Class I bikeways within the Airport Specific Plan area. The following actions implement the above policy.

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 the 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.

A pedestrian walkway/bikeway network, or Urban Trail System, is a complementary system separated from vehicular roadways. The proposed bikeway/pedestrian circulation system is illustrated in Figure 16. The bikeway plan has been developed to complement the County of Santa Barbara’s GTIP. Two Class I bikeways identified in the GTIP have been incorporated into the Specific Plan area. These are described below.

According to the GTIP, a Class I bikeway provides a completely separated roadway section for the exclusive use of bicycles and pedestrians with crossflow minimized.

Hollister and Fairview Bikeways: A Class I Bikeway will be constructed along the east side of the Airport along South Fairview Avenue. This bikeway is partially outside the boundaries of the Specific Plan area. This path and the Class II path along Hollister Avenue may be linked by a bicycle/pedestrian bridge across San Pedro Creek, approximately 20 feet south of Hollister Avenue (Figure 16). The South Fairview Avenue project has been funded and is undergoing environmental review and final design. Construction is expected to begin in 1998, concurrent with other improvements to South Fairview Avenue. The GTIP presently shows a future Class I bike path along Hollister Avenue between Los Camaros Road and the bicycle/pedestrian bridge across San Pedro Creek. However, the existing Class II bikeway is likely to remain because construction of the Class I facility requires that either Norman Firestone Road be moved south or that the drainage trench between Norman Firestone Road and Hollister Avenue be covered in order to provide the necessary right-of-way. Norman Firestone Road cannot be moved to the south because it would result in shifting the access road closer to the Runway Safety Area for Runways 15/33. This reduces safety for both aircraft using the runway and vehicles on the road. In addition, shifting Norman Firestone Road south will encroach on existing building setbacks. The drainage trench cannot be covered because it includes areas defined as wetlands that the City now proposes to use for biofiltration purposes.

South Coast Regional Class I Bikeway: This bike path is a long-term project which consists of constructing an east-west Class I bikeway along the Union Pacific Railroad and US 101 roadway section from the Winchester Canyon overcrossing to the Santa Barbara City limits near La Cumbre Road. It would provide a fast, safe and convenient route connecting a significant portion of shopping, residential and employment centers. Three to five years of planning and 12 to 15 million dollars are expected to be needed to obtain bikeway section, construction of the path itself and connections to adjacent routes. The project is expected to be built in small segments over a 20-year period. One priority segment is from La Patera to San Jose Creek to connect commuters in Old Town with these proposed Class I systems. Another priority segment is from Storke Road to La Patera, connecting the industrial research parks with Old Town Goleta.

The Urban Trails System (bikeways and pedestrian circulation) would connect the development blocks with the existing and proposed open space and park and the future Amtrak station. The Urban Trail System would link special centers of activity, or nodes, located throughout the Specific Plan area. This circulation system must be carefully planned and implemented in order to function successfully. Combined with the proposed road improvements, this system would provide a framework in which the major pedestrian activities take place. Rather than being limited to just a pedestrian sidewalk, this system is seen as a major interconnecting element in the overall design of the Specific Plan (see Figure 16).
Figure 16
Bikeways/Pedestrian Circulation System

- Bikeways
- Sidewalks

Santa Barbara Municipal Airport

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VI. Utilities and Public Services

INTRODUCTION

The Specific Plan area is currently served by the following utilities: storm drains, sanitary sewers, water, gas, electricity and telephone. The existing utilities generally have the capacity to meet the demand of existing development, but specific components will require improvement to accommodate the planned growth.

STORM DRAINAGE

Most of the Specific Plan area is within the 100 year floodplain. The entire area is very flat with elevations less than 19 feet above sea level. Flooding during major storm events has occurred in the past, resulting in closure of the Airport. The areas adjacent to San Pedro, Las Vegas and Carneros Creeks are within the floodway. The floodway has severe restrictions on development (see Development Constraints Map - Figure 4).

The existing storm drainage system is comprised of surface swales, ditches and underground pipes. The pipes ultimately terminate at San Pedro Creek,
Carneros Creek or Goleta Slough. The system is presently at capacity.

Storm water runoff from the Airport is regulated by the Regional Water Quality Control Board via an annual Storm Water Discharge Permit. An integral part of the permit is the Airport's "Storm Water Pollution Prevention Plan" and annual monitoring report. Water quality sampling is also conducted twice each year as a part of the Permit. The need for a Storm Water Discharge Permit is a relatively recent requirement (as of October 1, 1992). As this permit process is evolving, it is difficult to assess specific measures that will need to be included in new development to comply with the discharge permit. Typical pollution prevention measures include water clarifying structures that remove sediment and pollutants prior to discharge into a waterway. All future development must include the "best management practices" and must be found to be consistent with the Storm Water Pollution Prevention Plan.

Area and site specific storm drainage studies will be needed before major development can occur in the Specific Plan area. To meet City building codes, all new building sites will have to be raised above the base flood elevation, with fills varying from two to five feet. New curbs, gutters, inlets, pipelines, open channels and outlet structures are likely to be required. Additionally, retention basins may need to be built to handle runoff from storm events that result in greater than 10-year floods.

The existing and proposed storm drain system in the Specific Plan area is shown in Figure 17. The Storm Drainage Policy and Actions for the Specific Plan are presented below.

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.

In addition to these policies, policies have been included in Chapter II under Biology. Those policies, when combined with the above policy, work to minimize further degradation of water quality in the Goleta Slough.

SANITARY SEWERS

Sewage treatment in the Specific Plan area is provided by the Goleta Sanitary District (GSD). The treatment plant provides primary, secondary and tertiary treatment of wastewater. In 1996, the plant operated at 5 million gallons per day (MGD), well under its design capacity of 9.7 MGD. The new development in the Specific Plan area is expected to generate a net increase of 0.085 MGD.

The existing sewage system at the Airport, constructed as part of the Marine Air Corps base, is over fifty years old. The aging system consists of clay pipes conveying wastewater by gravity flow to a series of pump stations. Wastewater is pumped to the GSD treatment plant via an 8 inch cast iron force main almost 8,000 feet in length. The existing pipelines are not located under existing or proposed street alignments but generally run through developable property, limiting flexibi
ility in development. Due to the age and location of the existing pipes, they will be abandoned and replaced by new pipes located in existing or proposed road alignments whenever possible.

Since the original sewage system was constructed, GSD has installed a new sewer main adjacent to the Specific Plan area in Hollister Avenue. By eventually connecting to GSD’s sewer collection system in Hollister Avenue, the existing pump stations and force main can be eliminated and flow improved. This should be accomplished prior to or in conjunction with the replacement and relocation of the sewer pipeline system. Some modification to GSD’s wastewater collection system would be required to tie into the Hollister sewer main. The City and GSD will need to work out a reasonable cost sharing agreement for the modifications related to increased flows from the new development in the Specific Plan area.

The existing and proposed sanitary sewer system in the Specific Plan area is shown in Figure 18. The Sanitary Sewer Policy and Actions for the Specific Plan are presented below.

**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.

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**WATER SUPPLY**

The entire Airport is outside the City’s water service area and is served by the Goleta Water District (GWD) under the terms of the Overlap Agreement between the City and GWD that was approved in the early 1980s. Existing water mains are mostly 6 or 12 inch PVC with several old cast iron lines. The system connects to a GWD main in Hollister Avenue through a master meter. The majority of existing facilities have their own submeters. The master meter acts as a constriction and impedes water flows. If this meter were removed, new individual meters would be necessary for most Airport tenants. Some tenants have individual meters and are billed directly by the GWD.

The water supply system has been well maintained since its original construction and significant upgrades have been made by the Airport in recent years. Existing facilities are adequate to meet current fire flow and service requirements. Additional demand can be accommodated with some modifications to the water supply system.

The existing and proposed water supply system in the Specific Plan area is shown in Figure 19. The Water Policies and Actions for the Specific Plan are presented below.

**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.
Santa Barbara Airport
Commercial/Industrial
Specific Plan

Figure 18
Existing and Proposed
Sanitary Sewer System

- Existing
- Proposed

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Santa Barbara Airport Commercial/Industrial Specific Plan

Figure 19
Existing and Proposed Water Supply System

- Existing
- Proposed
Action
WL.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.

ENERGY (GAS AND ELECTRICITY)

Southern California Gas Company and Southern California Edison provide natural gas and electricity, respectively, to the Specific Plan area. Gas Company lines are currently located in existing street alignments. Edison has a combination of overhead and underground electrical lines providing service to the area.

Relocation of some gas lines which run under potential building sites may be necessary. Until future buildings are definitely sited, the exact location of all the lines cannot be determined. All new developments in the City must place electrical lines underground. For aesthetic reasons, eventually all electrical lines in the Specific Plan area should be placed underground.

According to the Goleta Community Plan EIR (pg. V.K-11), there is adequate gas and electricity capacity to serve full buildout under the Goleta Community Plan, including reasonable development at the Santa Barbara Airport. However, the City is interested in energy conservation in order to reduce future energy needs and mitigate impacts from energy generation on the environment. The Energy Policy and Actions for the Specific Plan are presented below.

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

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

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

Action
EL.3: New habitable buildings or additions of 5,000 square feet or more shall be reviewed by an energy 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

The Airport Department provides on-site law enforcement support through Airport Patrol Officers whose essential functions are to ensure the safety of Airport travelers, to ensure compliance with Federal Aviation Regulations (FAR) and to enforce applicable Federal, State and local laws and regulations. The Airport Patrol Officers are "limited peace officers" under the California Penal Code and rely on the Santa Barbara City Police Department for primary arrest and criminal investigations.

In addition to Federal, State and local laws which apply to all jurisdictions, the Airport's aviation related property and activities are subject to FAR Parts 107, 108 and 139. These regulations address inadvertent entry of persons or domestic animals into the air operations area, controlled access to the air operations area by unauthorized persons or vehicles and law enforcement response during the screening of passengers.
The Airport's commercial/industrial property (i.e., the north side of Hollister Avenue) is not subject to FARs relating to Airport security. The Airport Patrol Officers provide roving 24 hour patrols of this property.

Law enforcement backup to the Airport Patrol is provided through the Santa Barbara City Police Department and by mutual aid agreement with the Santa Barbara County Sheriff Department. The Airport Patrol is limited in response to the Airport property boundaries. The Law Enforcement Policy and Actions for the Specific Plan are presented below.

**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**

Fire protection for the Airport is provided in two ways. The Airport provides its own Aircraft Rescue and Firefighting (ARFF) Station, equipment and personnel dedicated to aircraft emergencies on Airport property. The type of ARFF Station and level of response is determined as part of the Airport's certification under FAR Part 139.

The City of Santa Barbara Fire Department provides staffing for the ARFF Station. The Airport Department, through its revenues and FAA grants, provides the fire response vehicles and the fire station. The ARFF crews were housed in a modular building until mid-1997 when a newly designed station was completed. The new station has been designed to comply with current FAA design criteria and has direct access to the airfield for improved response time. The station is located on Cyril Hartley Place. The County Fire Department also provides mutual aid response to aircraft incidents on Airport property.

Also located in the Specific Plan area on Cyril Hartley Place until recently was Santa Barbara County Fire Station #12. The County Fire crews provide structural protection to the Airport and a service area in the Goleta Valley. Structural protection is provided to Airport buildings through taxes assessed Airport tenants as members of the County Fire Protection District.

The County Fire Department recently completed a new fire station to replace Station #12 on Calle Real, north of Highway 101 and west of Patterson Avenue. Structural fire protection will be provided to the Airport from the closest available County Fire Station within the Goleta Valley, either Station #13 on Storke Road or Station #14 on Los Carneros Road, north of U.S. Highway 101. The Fire Policy and Actions for the Specific Plan are presented below.

**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

Solid waste collection is provided to the Airport by Browning-Ferris Industries. The solid waste is collected and delivered to the Santa Barbara County Public Works Department Solid Waste Division for disposal. Disposal of solid waste occurs at the Tajiguas Landfill, owned and operated by Santa Barbara County. The Tajiguas Landfill presently has capacity through the year 2001. However, the County is considering expansion of this landfill, which would extend its operations about 15 years, depending upon the effectiveness of waste reduction programs, population growth and other factors influencing the amount of material entering the waste stream.

In 1989, the State enacted the Integrated Waste Management Act of 1989. This law requires that the amount of waste that ends up in landfills be reduced by 50% by the year 2000. As part of meeting this goal, the County Solid Waste Division will most likely implement a new commercial collection system in the near future. This system will separate solid waste into dry waste and wet waste. Materials collected through this system will be separated into recyclables in the dry stream (i.e., aluminum, glass, paper, wood) and compost organics in the wet stream.

Policy

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

Action

SWI.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

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

Action

SWI.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).

PARKS AND OPEN SPACE

Since the Airport Zoning Ordinance was first adopted in 1974 (Title 29 of the Santa Barbara Municipal Code), all new development has been required to landscape 25% of the site. Much of the development at the Airport occurred before 1974 although more recent developments have strived to meet this standard. There are two open space areas on David Love Place associated with developments completed in the 1980s. They were developed to meet the 25 percent landscaping requirement. These two open spaces will remain. No additional public parks are proposed and required landscaping is proposed to be reduced to 15 percent of the site.

The "Urban Design Guidelines" discussion, beginning on page IV-13, includes Policy DG1 and Ac-
tions DG1.1a and DG1.1f that relate to landscaping and open space in new development. The proposed changes in the Urban Design Guidelines encourage pedestrian access within the Specific Plan area.
VII. Implementation

CONSISTENCY WITH THE GENERAL PLAN

The Specific Plan is identified as an implementation strategy within the City of Santa Barbara's Land Use Element. Goal #5 of the City's Land Use Element states, "Maintain the unique desirability of Santa Barbara as a place to live, work, and visit." Policy 5.1 indicates, "special area studies shall be conducted to identify zoning provisions and design standards to encourage appropriate development." The Airport is one of those special areas listed under this policy.

In addition, the City's General Plan has a focused discussion on the Airport, which states:

"Comprehensive and specific plans for all City-owned land at the Airport should be prepared at the earliest date so that development of this valuable resource can proceed. Planning for Airport development should be guided by the following basic principles:

1. Noise, air pollution, and all other adverse environmental and ecological impacts must be reduced and held at absolute minimum levels.

2. Land use, both aeronautical and aeronautical related, must be planned to produce a low in-
tensity of activity, commensurate with the local nature of the Airport and respecting the low residential, commercial, and industrial density of the Goleta area.

3. All planning for this important transportation element and its related facilities should be coordinated with the County."

The Specific Plan has been developed within the environmental constraints that apply to the area. As discussed in Chapter III, Opportunities and Constraints, certain environmental constraints, including cultural resources, flooding, biological resources and traffic and circulation, were taken into account in deciding the recommendations of the Specific Plan. It must be noted that noise is always an issue around airports. The City has an ongoing noise reduction and monitoring program to reduce noise impacts to a minimum given the type of operation that occurs at the Airport. By the turn of the century, all of the larger commercial passenger jets will be Stage 3 aircraft, the quietest aircraft available.

Land use will continue to be low intensity in nature. Although many existing buildings will be demolished and rebuilt, the net increase in square footage for the Specific Plan area is not expected to exceed 240,000 square feet. Many of the uses will also continue to be low intensity in nature, including open yard and other low intensity uses on the north side of Hollister Avenue and air freight, aircraft parking and other aviation-related uses on the south side of Hollister Avenue. However, light industrial, research and development and high tech industry will be encouraged.

HOUSING

One of the provisions of the Land Use Element requires that a nonresidential project "may be constructed only if it will not cause a significant and unmitigated adverse impact on ... the supply of affordable housing in the City and South Coast area." Clearly, housing is a South Coast wide issue. The City has a variety of programs which promote the development of affordable housing, including incentives such as bonus density, and has a history of providing substantial amounts of such housing in the City. The County has also developed programs to provide affordable housing. Because of the tight housing market, especially for low and moderate income housing, the City will be proposing additional long term programs to improve the supply of affordable housing on an area-wide basis. Such programs will also apply to the Airport. In support of this position, the following policy is included in the Specific Plan:

Policy

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

ECONOMIC DEVELOPMENT

The Specific Plan allows a net increase of 240,000 square feet of habitable nonresidential square footage. Of this total, 80,000 square feet is available only for a project or projects that meet the criteria for an Economic Development project under Section 28.87.300 of the Zoning Ordinance. Such projects are intended to meet the goals outlined in the Economic Development Plan and Implementation Program, adopted by City Council in 1996. These projects should also meet the goals of the Economic Community Project, composed of the City, the County, UCSB and private industry. The Economic Community Project has been given the task of working to improve the economy of the South Coast as a whole. In support of these programs, the following policy is included in the Specific Plan:

Policy

ED1: 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.

RELATIONSHIP TO COUNTY AND UCSB

The Specific Plan has been developed with both County and UCSB issues and concerns in mind. There has been a substantial community participation process, discussed in more detail in Chapter I, and meetings have been held with representatives of both the County and UCSB. Their concerns have been considered in the development of the Specific Plan. In addition, the Goleta Slough Management Committee (GSMC) has provided assistance where Goleta Slough and Specific Plan issues overlap. The membership of the GSMC consists of representatives of various County departments, UCSB, other public agencies, community and environmental groups and private property owners who have an interest, a regulatory role or own property in the Goleta Slough.

CONCLUSION

The Santa Barbara Airport is unusual in that it has considerable commercial and industrial acreage in addition to being a viable small regional airport that is a major contributor to the local economy. The adopted Specific Plan will ensure that this situation is continued and enhanced, thereby implementing the City's General Plan. In addition, as the General Plan requires, this Specific Plan has been developed taking into consideration County and UCSB plans and policies.

CONSISTENCY WITH THE LOCAL COASTAL PLAN

The City's Local Coastal Plan: Airport and Goleta Slough, which applies to the Airport area south of Hollister Avenue, was certified by the California Coastal Commission in June 1982. Changes and additions to the Zoning Ordinance and other implementation measures were certified in June 1991. Most of the policies in the Local Coastal Plan (LCP) are focused on protection, restoration, or enhancement of the Goleta Slough. Some of these policies apply indirectly to the Specific Plan, such as Policies C-5 and C-9, which call for reduction of sediment flow into the Slough and require that development near the Goleta Slough protect the Slough through controlling runoff and minimizing the effects of waste water discharge. New drainage facilities constructed as part of Specific Plan implementation will result in cleaner and better runoff than presently exists. In addition, Policy H-1 requires that land within the Major Public and Institutional Land Use designation, which includes all of the land south of Hollister Avenue within the Specific Plan area, not result in adverse impacts to the wetland habitats of the Goleta Slough or related sensitive habitat areas "due to additional sedimentation, runoff, or other disturbances."

A few LCP policies do apply directly to this area. Policy E-1 requires that development "reflect a high standard of development consistent with the character and quality of Santa Barbara." The policy calls for actions which include the preparation and implementation of a landscaping beautification plan, including street signing and tree planting, and a regular repair and maintenance plan for the Airport's buildings. In addition, it calls for the City to establish an architectural theme for the Airport. These actions were implemented as part of the Lo-
cal Coastal Program. However, the Specific Plan does propose to modify the existing Airport Design Guidelines to some degree. It may be necessary for these changes to be certified by the Coastal Commission.

Policy G-1 requires that the Architectural Board of Review or the Planning Commission, as appropriate, make findings that certain public services are available in order to approve projects within the Coastal Zone. The Specific Plan includes a method for these services to be provided so that it will be possible to make these findings. Finally, the Land Use discussion designates the Specific Plan area south of Hollister Avenue for "Major Public and Institutional" land use. It further defines the allowed uses within the Major Public and Institutional designation as those uses allowed in the Airport Facilities, Airport Commercial and Airport Industrial Zones. While it may be necessary to amend the Local Coastal Program in some areas, it appears that the Specific Plan is generally consistent with the Local Coastal Land Use Plan.

CITY/AIRPORT IMPLEMENTATION STRATEGIES (TENANT RELOCATIONS AND PHASING)

As outlined in Chapter IV, the proposed land uses within the Airport Industrial Area Specific Plan are estimated to build out over a 15 year time frame. Figure 6 in Chapter II illustrates the locations of long-term leases (over 20 years) with existing tenants. Since the proposed development program is estimated to occur over the next 15 years, no changes within the long-term leaseholds are expected, although changes could still occur consistent with this Specific Plan and depending on market conditions and other factors. As stated previously, the Airport’s commercial/industrial property is the key to the financial stability of the Airport. The City will make every effort to ensure that tenant relocations are done in a mutually beneficial manner. This will permit existing tenants an opportunity to remain on Airport property and will allow the area adjacent to the airfield to be used exclusively for aviation-related uses and facilities.

Figure 20 depicts the buildings to be demolished within the Specific Plan area. Appendix D indicates the Sub-Area, phase and actual square footage of the buildings proposed for removal. The planning team considered several factors in determining the particular phase in which buildings should be removed. These factors include the market study results, the condition/life span of existing buildings, an expressed need or urgency to clear a particular area to allow the development of a specific future use and existing tenant leases and requests for expansion. It is also possible that other buildings not shown of Figure 20 may be demolished.

Within Sub-Area 1, approximately 53,000 square feet of existing buildings may be removed in Phase 1 (0-5 years). This would allow for the development of a new feeder Air Cargo facility and/or Fixed Base Operator within this area. Where feasible, existing non-aviation facility tenants should be relocated to Sub-Areas 2 and 3 which includes the proposed removal of about 6,200 square feet and 10,500 square feet, respectively. Additional square footage may be developed during Phase 2. Within Sub-Area 4, the existing theater is proposed to be removed and replaced in Phase 1. To a large extent, market needs will drive the phasing of building removals and new development.

FINANCING INFRASTRUCTURE IMPROVEMENTS

This section describes expected costs and possible financing strategies for the infrastructure improvements described in previous chapters. These improvements would support the new development proposed in the Plan. Preliminary infrastructure
costs were estimated for the Specific Plan to help determine the overall financial feasibility of the Plan. These preliminary infrastructure costs are presented in summary form in Tables 4 and 5. Appendix H provides a full listing of Preliminary Infrastructure Costs. More detailed engineering costs will be required at the time of development. These costs would be the basis for a future financing plan.

The financing discussion contained in this section provides a framework for the development of a detailed financing plan. The future financing plan would be based on detailed engineering costs of proposed improvements and would need to account for any changes in City policies and programs regarding public facilities. For these reasons, the financing section does not contain a definitive allocation of costs or funding sources.

Careful consideration has been given to the capacity required for roads and other infrastructure improvements that would be required to serve the Specific Plan area. Careful consideration was also given to the capacity of the City of Santa Barbara to finance these public improvements. Land uses, infrastructure service capacity and financing capacity were all factors considered during the planning process. The results of this process and recommendations for financial implementation are described in the following paragraphs.

As shown in Tables 4 and 5, the estimated total cost of Specific Plan infrastructure improvements is approximately $7.6 million (1995 dollars). These improvements include the construction of curbs, gutters, new streets, sidewalks, new sewer lines, street lights and the undergrounding of utilities. Of this total, $2.76 million is for improvements on the north side of Hollister Avenue and $4.83 million is for intersection improvements along Hollister Avenue and for street and alley related improvements on the south side of Hollister Avenue. If the City were to construct these improvements, the costs could be higher due to bidding and wage requirements that would not apply to a private developer. The infrastructure costs (Appendix H) and other information in this section were derived from the "Financial Plan for the Santa Barbara Airport Industrial Area Specific Plan," which is included in Appendix I.
Santa Barbara Airport
Commercial/Industrial
Specific Plan

Figure 20
Building
Demolition Plan
SOUTH SIDE FINANCING STRATEGY

The south side improvements are expected to cost approximately $4.83 million. There are three options available to finance these improvements: (1) Construct the improvements through the normal capital improvement budgeting process; (2) Bond for these improvements; and/or (3) Use FAA grants for those improvements that qualify for funding.

The financing should also consider the need to offset the loss of revenue from buildings that will be demolished to allow for aviation uses. Sub-Area 1 includes approximately 106,000 square feet of buildings that are slated for demolition. These buildings generate $750,000 per year in revenue based upon 1994 rents. Some new revenue will be generated from new aviation uses and some tenants may be able to be relocated to the north side. The net cash flow loss from the demolition of the buildings is still likely to be in the $350,000 to $450,000 per year range until new tenants are in place.

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Preliminary Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aero Camino and road to south</td>
<td>213,000</td>
</tr>
<tr>
<td>Cyril Hartley Place and road to south</td>
<td>204,000</td>
</tr>
<tr>
<td>Augustus Griggs Place and Hollister Avenue (includes signal)</td>
<td>185,000</td>
</tr>
<tr>
<td>Reconstruct Norman Firestone Road</td>
<td>2,125,000</td>
</tr>
<tr>
<td>Undergrounding of electrical lines</td>
<td>924,000</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>3,650,000</strong></td>
</tr>
<tr>
<td>Contingencies @ 15%</td>
<td>548,000</td>
</tr>
<tr>
<td><strong>Revised Subtotal</strong></td>
<td><strong>4,198,000</strong></td>
</tr>
<tr>
<td>All Engineering and Administration @ 15%</td>
<td>630,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>4,828,000</strong></td>
</tr>
</tbody>
</table>

Source: ERA Associates, September 1995
Note: All numbers in 1995 dollars and are rounded to the nearest thousand
NORTH SIDE FINANCING STRATEGY

For the north side, there are approximately 45 acres of property, excluding current streets, which do not have long term lease encumbrances and which could be more intensively utilized. Of this total, 15 to 25 acres of commercial, industrial and recreational property could be leased to a master developer. The balance could be used by the Airport Department for a number of purposes, including relocating tenants displaced from other areas or providing other community-serving uses.

The 15 to 25 acres that could be developed by a developer currently have 63,000 square feet of existing buildings. The assumed value of these buildings is $18.00/square foot. The annual lease income from this 25 acres totals $481,200 (1995 dollars). Assuming an average land value of $8.50 per square foot, the land value would be approximately $9.33 million.

The building value would be approximately $1.13 million. The total asset value of the 25 acres would be $10.46 million. When the annual income of $481,000 generated in 1994 by these assets is compared against the estimated asset value of $10.46 million, the return is a modest 4.6 percent.

If the $2.76 million in north side capital improvement cost is spread over this acreage, which is the primary beneficiary, the cost burden is $2.48 per square foot of land area. While these improvements would increase the marketability and value of the real estate, the amount of increase would be considerably less than $2.48 per square foot of allocated costs.

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Preliminary Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>New A St. (N-S)</td>
<td>236,000</td>
</tr>
<tr>
<td>New B St. (E-W)</td>
<td>495,000</td>
</tr>
<tr>
<td>Reconstruct Francis Botello Road</td>
<td>310,000</td>
</tr>
<tr>
<td>Reconstruct Robert Kiester Place</td>
<td>172,000</td>
</tr>
<tr>
<td>Reconstruct Frederic Lopez Road</td>
<td>304,000</td>
</tr>
<tr>
<td>David Love Place sidewalk</td>
<td>14,000</td>
</tr>
<tr>
<td>Hollister Avenue sidewalk</td>
<td>48,000</td>
</tr>
<tr>
<td>Miscellaneous (water line relocation and undergrounding)</td>
<td>506,000</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>2,085,000</strong></td>
</tr>
<tr>
<td><strong>Contingencies @ 15%</strong></td>
<td><strong>313,000</strong></td>
</tr>
<tr>
<td><strong>Revised subtotal</strong></td>
<td><strong>2,398,000</strong></td>
</tr>
<tr>
<td>All Engineering and Administration @ 15%</td>
<td><strong>360,000</strong></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>2,758,000</strong></td>
</tr>
</tbody>
</table>

Source: ERA Associates, September 1995
Note: All numbers are in 1995 dollars and are rounded to the nearest thousand
The following summarizes the existing financial conditions on the north side of Hollister Avenue:

- The property is generating a return in its current asset value in the four to five percent range which is below what could be expected.
- The Specific Plan infrastructure improvements will require either an increase in costs or a reduction in the return on the property.
- There is currently substantial under utilization of this property.
- Most of the tenant leases in this area are on a month-to-month basis.

The City appears to have two basic choices for the north side of Hollister Avenue: (1) Change from its past role of landlord who does incremental, piecemeal development to that of a serious land developer; or (2) Master lease the property to a developer on a long term basis (50 years is the maximum allowed by City Charter) and earn income through the developer.

**FINANCING RECOMMENDATIONS**

**South side of Hollister Avenue**

The intersection improvements along Hollister Avenue and other south side improvements should be viewed as traditional municipal capital improvements and be built as such. Rent-producing buildings should not be demolished until actual demand for aviation-related uses materializes for the property occupied by these buildings.

**North side of Hollister Avenue**

The City should consider master leasing 15 to 25 acres on a long term basis to a developer for the following reasons:

- Public agencies are not in a position to sustain very much financial risk and land development is inherently a high risk business. The community concern over any sizable financial loss would be significant regardless of previously accumulated financial gain.
- An experienced and high quality developer can attract more substantial and better paying tenants to the property through contacts, creative planning and marketing astuteness.
- Since a private development entity is not constrained by formal bidding procedures and prevailing wage requirements as the City would be, the developer can probably build capital improvements at a lower cost.
- Based upon an estimated asset value of $10.45 million and an annual lease factor in the 8.0 to 8.5 percent range, the annual rental income could jump to the $800,000 to $900,000 range. This would be well above the current $481,200.

The success of these negotiations will depend upon the strength of the real estate market as reflected by the intensity of developer interest. Since the negotiations will be committing this property to a developer for up to fifty years, the maximum allowed under the City Charter, it is in the City’s interest to solicit developers when the market is “hot” rather than in the depth of a recession. According to some financial experts, with steady recovery of the California economy, demand for the very limited supply of commercial and industrial property in Santa Barbara should be stronger in the next few years than it has been during the past several years.

**Infrastructure Phasing Recommendations**

ERA suggests that infrastructure improvements be phased, as follows:
First, construct those roadways which are essential to facilitate land development.

Second, build those improvements which can be funded by FAA grants.

Third, build the improvements which have the greatest visual impact from Hollister Avenue in order to enhance marketability.

Fourth, build the remaining improvements as necessary for public safety and for marketability of the interior parcels.

**ADMINISTRATION OF THE AIRPORT INDUSTRIAL AREA SPECIFIC PLAN**

This section explains the process for administering and amending the Airport Specific Plan. Any amendments to the Plan would need to be processed through the City's established planning process for Specific Plan amendments. Such changes would need to be consistent with the goals and policies of the General Plan, Local Coastal Plan and the Airport Specific Plan. Because part of the Specific Plan area is within the Coastal Zone, changes may also need to be approved by the Coastal Commission.

The two major components for regulating development in this area are the Specific Plan and the Local Coastal Plan. Each of them pertains to different parts of the implementation process. Adoption of the Specific Plan provides a set of guidelines for development and design, as well as a strategy for financing public capital improvements. The Local Coastal Plan (LCP) adds another layer of policies and guidelines for the lands which fall within the Coastal Zone. Sub-Area 1, which is located south of Hollister Avenue, falls within the Coastal Zone and is, therefore, subject to the rules of the City's certified LCP. Development within Sub-Area 1 may need to secure Coastal Development Permits, consistent with the City's LCP.

The Specific Plan should also be coordinated with the City's Zoning Ordinance and permitting process. While Government Code Section 65455 allows specific plans to supersede zoning codes, making sure that the Specific Plan and Zoning Ordinance are consistent will eliminate unnecessary confusion for City Council members, Planning and Airport Commissioners and applicants, and will minimize costly project delays.

The following provides greater detail on implementation and amendment procedures, including permitting and guidelines for compliance with the California Environmental Quality Act (CEQA).

**THE PERMIT APPLICATION PROCESS**

Most development proposals in the Specific Plan area are subject to review and recommendation by the Airport Commission and approval by the Architectural Board of Review and/or the Planning Commission. Some smaller projects may not require Planning Commission review. If the proposal adheres to the provisions of the Specific Plan and Charter Section 1508, the proposed project can proceed through the process.

Inherent in the project approval process is consultation with Airport Department and Planning Division staff, design review and input from other commissions and committees. Project applicants should, as a first step, meet with a representative of the Airport Department to discuss the proposed use, project concept plans and preliminary designs. Applicants should also discuss these elements with Planning Division staff, along with the permit application process.

Once a development application is submitted and reviewed, Planning staff will inform the applicant of any additional information required. After the
application has been determined to be complete, the Planning staff will inform the applicant of an expected time schedule. Additional environmental review may be necessary. See discussion at the conclusion of this Chapter for additional information on environmental review.

Planning and Airport staff will review the application for consistency with the Specific Plan and make preliminary findings on the determination. The application will then be forwarded to the Airport Commission for review and comment. The Airport Commission will review the project for consistency with the Specific Plan and the goals of the Airport and will make a recommendation regarding project approval to the Planning Commission.

After the proposed project has received a recommendation from the Airport Commission, Planning staff will prepare a report for consideration by the Planning Commission. The Planning Commission then has the option, based upon findings, including a finding of consistency with the Specific Plan, to approve, conditionally approve, or deny the application.

In some cases involving small projects, the decision will be made by the Architectural Board of Review (ABR). The ABR will review the application for consistency with the Airport Architectural and Urban Design Guidelines, the ABR guidelines and guiding ordinance and the City's Zoning Ordinance.

Appeals of the Planning Commission's decision on an application may be taken to the City Council by the applicant or any other interested party. The appeal shall specifically state the reasons for the appeal. In considering such an appeal, the City Council shall determine whether the proposed project conforms to the development and design review criteria and the Specific Plan and may approve or disapprove the proposed project or require changes which are, in its judgement, necessary to ensure conformity to the criteria. The determination of the City Council shall be final.

If the project involves new construction or exterior remodeling of an existing building, the project is subject to approval by the ABR. This occurs only after the project has been approved by the Planning Commission or City Council on appeal (if such approvals are required).

**AMENDMENTS TO THE SPECIFIC PLAN**

The Airport Industrial Area Specific Plan represents a long-term plan for the area. The City recognizes the potential need to amend some of the Plan components to reflect changing conditions. These amendments should be consistent with the goals and policies set forth in the General Plan and the Vision policies in the Airport Specific Plan.

Prior to initiating a Specific Plan amendment, discussions with Airport and Planning staff should occur. If a Local Coastal Plan amendment is also required, the proposal should also be discussed with California Coastal Commission staff.

Specific Plan amendments are officially initiated by either the Planning Commission or the City Council. Initiation of such amendments can be requested either by staff or by a project applicant.

After an amendment is initiated, any necessary environmental review is completed. Staff also reviews the amendment for consistency with the General Plan, Specific Plan Vision policies and, if on the south side of Hollister Avenue, the Local Coastal Plan and Coastal Act policies. A Staff Report making a recommendation on the amendment is prepared and submitted to the Airport and Planning Commissions.

Specific Plan Amendments are subject to review by the Airport and Planning Commissions, which make recommendations to the City Council. City
Council may approve, approve with further changes or deny the proposed amendment. Changes south of Hollister Avenue may also need Coastal Commission approval.

**PROJECT PROPOSALS AND THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

An Environmental Impact Report/Environmental Assessment (EIR/EA) has been prepared which addresses the potential impacts of the land uses allowed by this Specific Plan. The EIR/EA identifies the impacts of the amount and mix of development described in the Specific Plan. If individually proposed projects are within this prescribed level of development, then the subsequent environmental review process should only address the project's site-specific impacts. If additional impacts are identified and a subsequent or supplemental EIR is required, general impacts which are addressed in the Specific Plan EIR/EA should be included by reference.

The Specific Plan EIR/EA identifies a number of impacts and mitigation measures. Where reasonable, new policies have been added to the Specific Plan that incorporate these mitigation measures. However, some measures do not lend themselves to precise policy language, especially those related to construction impacts. Therefore, the Plan includes a policy that incorporates the mitigation measures by reference. In addition, a complete list of all the mitigation measures is included Appendix F.

**Policy**

*E11: 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.*

As time passes and conditions change or projects differ from those uses included in the Specific Plan,