

RESOLUTION NO. 97-132

A RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA BARBARA ADOPTING THE AIRPORT INDUSTRIAL AREA SPECIFIC PLAN ECONOMIC DEVELOPMENT ALTERNATIVE AND RELATED LOCAL COASTAL PROGRAM AND GENERAL PLAN MAP AMENDMENTS, SUBJECT TO ENVIRONMENTAL FINDINGS, A STATEMENT OF OVERRIDING CONSIDERATIONS AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND LOCAL COASTAL PLAN

WHEREAS, on September 4, 1997, the Planning Commission certified the Airport Specific Plan EIR Final Environmental Impact Report/Environmental Assessment (EIR/EA) and its August 29, 1997 Addendum as complete, accurate and a good faith effort toward full disclosure and as being reflective of the independent judgement of the City of Santa Barbara under the California Environmental Quality Act; and

WHEREAS, the Planning Commission has held the required noticed public hearing and took public input on an application to adopt the Specific Plan Economic Development Alternative and related Airport Zoning Ordinance Amendments, Local Coastal Program Amendments and General Plan Map Amendments and the Applicants were present; and

WHEREAS, the Airport Commission, on a 7-0 decision, voted to recommend to the Planning Commission and City Council that the Airport Industrial Area Specific Plan Economic Development Alternative and related actions be approved with amendments; and

WHEREAS, the Planning Commission, on a 7-0 decision, voted to recommend to the City Council that the Airport Industrial Area Specific Plan Economic Development Alternative and related actions be approved with amendments; and

WHEREAS, on September 16, 1997, the City Council set a date for a public hearing on the Specific Plan and related actions; and

WHEREAS, on September 16, 1997, the Council Ordinance Committee reviewed the proposed Airport Zoning Ordinance Amendments necessary to carry out the Airport Specific Plan and, on a 3-0 decision, recommended to the City Council that the ordinance be approved; and

WHEREAS, on September 23, 1997, the City Council introduced the Airport Zoning Ordinance Amendments necessary to carry out the subject Specific Plan; and

WHEREAS, on October 7, 1997, the City Council held a properly noticed public hearing in order to hear public input on the subject Specific Plan and related actions;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Santa Barbara approves the Airport Industrial Area Specific Plan Economic Development Alternative (No. 6) shown in Exhibit 1 and as amended by the Planning Commission and the Airport Land Use Com-

mission, the Local Coastal Program Amendments shown in Exhibit 2 and the General Plan Map Amendment shown in Exhibit 3, making the following findings and determinations:

A. Environmental Findings:

1. The City Council has read and considered the Airport Industrial Area Specific Plan Environmental Impact Report/Environmental Assessment (EIR/EA) (ENV93-0137) and the August 29, 1997 Addendum and has determined that the Final EIR/EA has been completed in compliance with the California Environmental Quality Act and Guidelines and reflects the independent judgement of the City.
2. The Airport Industrial Area Specific Plan EIR/EA identifies significant unavoidable traffic, air quality and solid waste impacts. While mitigation measures have been required, no feasible mitigation measures have been identified which could reduce these impacts to a less than significant level.
3. Changes and/or alterations have been required in, or incorporated into, the Plan which avoid or substantially lessen the following significant effects identified in the EIR/EA: construction-related air quality, hazardous materials, water quality, cultural resources (archaeologic and historic resources), biotic communities, wetlands and ground transportation (U.S. 101 SB Ramps/Los Carneros Rd. only) impacts, as follows:
  - a. Construction-related air quality impacts will be mitigated by the inclusion of appropriate dust control measures on all grading and building plans.
  - b. Hazardous materials impacts will be mitigated by the preparation and implementation of a Construction Contingency Plan including provisions outlined in the EIR/EA.
  - c. Water quality impacts will be mitigated by the preparation and implementation of a Drainage and Erosion Control Plan for each project which requires grading, including provisions outlined in the EIR/EA.
  - d. Cultural resources impacts on archaeological resources will be mitigated by requiring that all ground disturbances which occur in the high and moderate Prehistoric and Historic Native American sensitivity zones be subject to preparation of a Phase 1 archaeological study, including trenching, prior to construction and those in the low sensitivity zone be subject to preparation of a Phase 1 surface survey, consistent with City Master Environmental Assessment Cultural Resources Section and the *Phase 1 Archaeological Assessment, Santa Barbara Municipal Airport*, prepared by Snethkamp & Associates, August 1993. If determined to be necessary by the Phase 1 study, additional Phase 2 and 3 studies shall be carried out and implemented.
  - e. Cultural resources impacts on historic resources will be mitigated by the documentation of all buildings eligible for Structure of Merit designation by a qualified

architectural historian, in accordance with the City Master Environmental Assessment Cultural Resources Section.

- f. Biotic communities and wetlands impacts will be mitigated by the Airport's continuing participation in and support of the goals of the Goleta Slough Management Committee, including the development and completion of the Goleta Slough Ecosystem Management Plan, assistance in identifying long-term funding to support the Committee and its activities, making available any reports on water quality monitoring and other information relating to the City-owned portion of the Slough and by submitting projects that may potentially affect the Slough and its tributary creeks to the Committee for review and comments.
  - g. Wetlands impacts will also be mitigated by a prohibition of new development within 100 feet of wetlands without a demonstration that the encroachment is necessary for the project and that wetland functions and values will not be impaired without mitigation and other project-specific measures as determined to be necessary, subject to input from the Goleta Slough Management Committee.
  - h. Wetlands impacts will be further mitigated by the inclusion of a policy in the Specific Plan which is consistent with the Airport and Goleta Slough component of the Local Coastal Plan Policy C-4 which requires a 100 foot setback from wetlands in the Coastal Zone, except when determined necessary for human health and safety or the protection of the wetlands themselves. The policy further stipulates that only compatible land uses shall be allowed within the 100 foot setback, except for existing facilities necessary for Airport operation and that native vegetation shall be planted and maintained within the setback whenever feasible.
  - i. Traffic impacts at the U.S. 101 Southbound Ramps/Los Carneros Road intersection would be mitigated by the payment of traffic impact fees to the County in order to assist in the funding of improvements at the intersection necessary to mitigate project-specific and cumulative impacts at this intersection.
4. Specific economic, social or other considerations make infeasible the project alternatives identified in the Final EIR/EA for the following reasons:
- a. The Reduced Size Alternatives will not meet the objectives of the Airport to provide revenues necessary to support Airline Terminal and Runway safety improvements and ongoing operation and maintenance, nor will they meet the City's goal of attracting high tech economic development businesses to the South Coast.
  - b. The Environmentally Superior Alternative (the Specific Plan) will not provide as much revenue to the Airport as would the Economic Development Alternative for the purpose of supporting Airline Terminal and Runway safety improvements or ongoing operation and maintenance of the Airport.
  - c. The Environmentally Superior Alternative will not provide for the 80,000 square foot Economic Development Alternative which is intended to replace lost jobs and

to provide more economic diversity through the provision of higher paying jobs in high technology and related industries.

- d. The Economic Development Alternative will provide greater tax revenues to both the City and the County than will the Environmentally Superior Alternative.

#### B. Statement of Overriding Considerations

The Planning Commission has balanced the benefits of the Specific Plan Economic Development Alternative against the unavoidable environmental impacts and has concluded that the benefits of the Plan outweigh the significant solid waste, air quality and traffic (Fairview Avenue/Hollister Avenue intersection) impacts sufficiently to justify approval of the Specific Plan Economic Development Alternative. The Planning Commission makes the following Statements of Overriding Considerations which support approval of the Specific Plan Economic Development Alternative notwithstanding the identified impacts that are not mitigated to a level of insignificance:

1. The lease revenues generated by the development of the Specific Plan Economic Development Alternative will assist the Airport in maintaining and operating the Airport as a self supporting entity, including the needed expansion of the Airline Terminal and associated improvements and the construction of the Runway 7/25 Safety Areas necessary to meet Federal Aviation Administration requirements.
2. The Specific Plan Economic Development Alternative will provide economic development for the South Coast consistent with the City's Economic Development Plan and Implementation Program (EDPIP) and will further result in the creation of needed highly paid employment.
3. The Economic Community Project and the EDPIP call for encouragement of new high technology business, especially in the business clusters of software development, medical biotechnology and telecommunications. Approval of the Economic Development Alternative will allow the City to pursue development of such uses in the Airport area.
4. As part of the Specific Plan Economic Development Alternative, the City will provide \$240,000 to offset its impacts on air quality on the South Coast. In addition, the development generated by the Specific Plan Economic Development Alternative is consistent with the amount of development projected as part of the 1996 Clean Air Plan.
5. The Specific Plan includes a new Policy SW1 and related Actions which require that new construction and major remodelling projects develop and implement a solid waste management plan, subject to review by the County Public Works Department Solid Waste Division. It also requires that developers contract with disposal companies that recycle construction and demolition debris and that the Airport educate its employees and tenants to reduce waste. However, the impacts on solid waste will remain unavoidably significant. At the same time, the Santa Barbara County Public Works Department Solid Waste Division continues to develop methods to reduce the waste stream, works with haulers to find additional methods for such reductions and is pursu-



ing the expansion of Tajiguas Landfill to accommodate solid waste for an additional 15 years beyond its present life of 3 years. As discussed elsewhere in this Statement, other benefits of the Specific Plan Economic Development Alternative outweigh this unavoidable significant impact.

6. The Specific Plan Economic Development Alternative has been designed to be compatible with Old Town Goleta and Goleta commercial and industrial areas to the west. The Plan takes into account the policies of both the University of California at Santa Barbara's Long Range Development Plan and the Goleta Community Plan.
7. The Specific Plan includes Policies and Actions which will improve Airport area aesthetics, particularly along Hollister Avenue. This will provide an asset to both the City and the surrounding area of Goleta.

C. Findings That Apply to the Adoption of the Specific Plan:

1. The Specific Plan Economic Development Alternative meets all provisions of Article 8, Chapter 3 of Division I of Title 7 of the California Planning and Zoning Law (Government Code Sections 65450 through 65457).
2. The Specific Plan Economic Development Alternative is consistent with both the General Plan and Local Coastal Plan in that the General Plan Map will be amended to reflected the changes in land use designation on the north side of Hollister Avenue included in the Specific Plan and that the Local Coastal Plan will be amended to incorporate the adopted Specific Plan and make other changes for consistency purposes.
3. With respect to Section 1507 of the City Charter, the Specific Plan Economic Development Alternative, with the proposed mitigations, policies and actions, does not allow the development to exceed air quality, traffic, water or wastewater treatment capacity in the City. Although there will be significant unavoidable impacts on solid waste, the City has no control over the development of landfill facilities. However, the County has started preparation of an EIR for expansion of the Tajiguas Canyon landfill and continues to work with the cities and waste haulers to further reduce solid waste. The City of Santa Barbara is presently working with Browning-Ferris Industries to further encourage waste recycling, reuse and reduction through education and changes in haulage methods.
4. With respect to Section 1508 of the City Charter, the Specific Plan Economic Development Alternative, with the proposed mitigations, policies and actions, is consistent with this Section because the square footage proposed in Specific Plan Economic Development Alternative would be within the 3,000,000 square foot cap for nonresidential construction. In addition, Section 1508 will be met because the water demand generated by the development of the Specific Plan area could be met without impacts on the City water resources. Also, the City has many programs which promote the development of affordable housing in the City, as does the County, and a policy has been included in the Specific Plan which requires this area to participate in any future programs which require City-wide participation; therefore, there would not be a significant impact on

the South Coast housing supply. Finally, the project would not result in significant adverse impacts on traffic within the City.

5. The Specific Plan Economic Development Alternative is consistent with the provisions of the Local Coastal Plan (LCP), including the Airport and Goleta Slough component, the Coastal Act and all applicable guidelines, as follows:
  - a. Recreation Policies 3.3 and 3.4 of the City-wide LCP will be met because some recreational uses will be developed in the Specific Plan area (although outside of the Coastal Zone) and because the Specific Plan includes a bikeway plan, pedestrian walkways and a Transportation Demand Management Plan. The Specific Plan area within the Coastal Zone is required to be used for aviation-related uses and it is, therefore, not appropriate to include recreational uses.
  - b. Water and Marine Environments Policy 6.1 of the City-wide LCP will be met because the Specific Plan Economic Development Alternative will have no adverse impacts on sensitive biotic communities other than those which can be readily mitigated to a level of insignificance.
  - c. Water and Marine Environments Policy 6.2 of the City-wide LCP will be met because all relevant laws protecting marine resources, maintaining optimum populations of marine organisms and maintaining the quality of the marine environment for the protection of human health will be supported and enforcement encouraged. The Specific Plan includes policies and actions that will minimize erosion and siltation that could affect the Goleta Slough and marine resources at the mouth of the Slough.
  - d. Water and Marine Environments Policy 6.8 of the City-wide LCP will be met because Specific Plan development would have no impacts on Coastal creeks that could not be mitigated to less than significance and the City will continue to participate in and support the goals of the Goleta Slough Management Committee.
  - e. Water and Marine Environments Policy 6.10 of the City-wide LCP will be met because setbacks from the top of creek banks will be required for all development.
  - f. Visual Quality Policy 9.1 of the City-wide LCP will be met because existing views to, from and along the coast would not be substantially altered by development of the Specific Plan Economic Development Alternative. Moreover, all new development would be required to include landscaping and additional Urban Design Guidelines will be established as part of the Specific Plan.
  - g. Visual Quality Policy 9.3 of the City-wide LCP will be met because the Specific Plan Economic Development Alternative requires that all new development must include the undergrounding of utility lines and includes an action to set up a program to finance the undergrounding of utilities in areas of the Specific Plan that will not be subject to new development.

- h. Environmentally Sensitive Habitats Policy C-4 of the Airport and Goleta Slough LCP will be met because the a buffer will continue to be required along the periphery of all wetland communities, including those outside the Coastal Zone. It should be noted, however, that this Policy will also be amended to allow for the use of updated habitat maps.
- i. Environmentally Sensitive Habitats Policy C-5 of the Airport and Goleta Slough LCP will be met because development in the Specific Plan area which involves grading and construction will be required to prepare and implement a Drainage and Erosion Control Plan to mitigate potential sedimentation impacts.
- j. Environmentally Sensitive Habitat Policy C-8 of the Airport and Goleta Slough LCP will be met because no adverse unmitigable impacts to wetland habitat would occur as a result of the Specific Plan. In addition, much of the Specific Plan area is already developed and existing natural open space areas near the Slough would remain.
- k. Environmentally Sensitive Habitats Policy C-9 of the Airport and Goleta Slough LCP will be met because no development will be approved within wetland areas within the Specific Plan area and any impacts to adjacent wetland areas would be required to be mitigated.
- l. Visual Quality Policy E-1 of the Airport and Goleta Slough LCP will be met because the existing Airport design guidelines will be modified and strengthened as part of the Specific Plan.
- m. Public Resources Policy G-1 of the Airport and Goleta Slough LCP will be met because adequate water, wastewater and parking are available to meet the needs of the proposed development and because unavoidable solid waste impacts will be mitigated to the degree feasible for the Specific Plan area. However, there is inadequate traffic circulation at the Fairview/Hollister intersection for the long-term because of this Specific Plan and a significant amount of square footage and residential construction proposed in the unincorporated area of Goleta. This intersection is not in the City's control and, although not required, the City has agreed to pay traffic fees to the County which will assist in minimizing its impact on this intersection.
- n. Land Use Policy H-1 of the Airport and Goleta Slough LCP will be met because, even though some wetland areas fall within the Major Public and Institutional Land Use designation, the Specific Plan will not result in adverse impacts on wetland habitats in the Goleta Slough ecosystem because of mitigation measures contained in the EIR/EA which would be imposed on any development project which might result in impacts on such habitats.
- o. California Coastal Act Section 30230 - Marine Environment - will be met because the mitigation measures included in the hazardous materials, water quality, biologi-

cal resources and wetlands sections of the EIR/EA have been incorporated into the Specific Plan and would protect the marine resources of Goleta Slough.

- p. California Coastal Act Section 30231 - Marine Environment - will be met because the mitigation measures included in the hazardous materials, water quality, biological resources and wetlands sections of the EIR/EA have been incorporated into the Specific Plan and would protect the resources of Goleta Slough.
  - q. California Coastal Act Section 30232 - Marine Environment - will be met because the mitigation measures included in the hazardous materials and water quality sections of the EIR/EA have been incorporated into the Specific Plan and would provide adequate protection from spillage of hazardous materials.
  - r. California Coastal Act Section 30240 - Land Resources - will be met because the mitigation measures included in the hazardous materials, water quality, biological resources and wetlands sections of the EIR/EA have been incorporated into the Specific Plan and would protect environmentally sensitive habitat areas within and adjacent to the Specific Plan area.
  - s. California Coastal Act Section 30244 - Land Resources - will be met because the mitigation measures included in the cultural resources section of the EIR/EA have been incorporated into the Specific Plan and would protect such resources.
  - t. California Coastal Act Section 30251 - Development - will be met because development of the Specific Plan area will not substantially affect views of scenic coastal areas. In addition, urban design and other policies have been included which will improve the visual appearance of the Specific Plan area.
  - u. California Coastal Act Section 30252 - Development - will be met because development of the Specific Plan will not restrict access to the coast, sidewalks and bicycle paths will be provided as part of the Specific Plan and the use of public transit and other alternate transportation modes is encouraged.
  - v. California Coastal Act Section 30253 - Development - will be met because standard construction practices will minimize potential geologic and fire hazards, all new development will be required to meet flood requirements and habitable development is prohibited in floodways, all requirements of the Santa Barbara Air Pollution Control District have been incorporated into required mitigation measures and energy consumption and vehicle miles travelled will be reduced by the mitigation measures and policies incorporated in the Specific Plan which encourage the use of alternate transportation modes.
6. The Specific Plan Economic Development Alternative is consistent with the policies of the General Plan, as follows:

- a. Land Use Element Policy 1.1 will be met because the square footage proposed in Specific Plan Economic Development Alternative would be within the 3,000,000 square foot cap for nonresidential construction.
- b. Land Use Element Policy 1.3 will be met because the water demand generated by the development of the Specific Plan area could be met without impacts on the City water resources. In addition, the City has many programs which promote the development of affordable housing in the City, as does the County, and a policy has been included in the Specific Plan which requires this area to participate in any future programs which require City-wide participation; therefore, there would not be a significant impact on the South Coast housing supply. Finally, the project would not result in significant adverse impacts on traffic within the City.
- c. Land Use Element Policy 3.2 will be met because policies have been included in the Specific Plan which encourage the relocation of existing small businesses within the Specific Plan area from the south side of Hollister Avenue to the north side of Hollister Avenue, including Policies V3, V8, TR1 and TR2. In addition, small businesses will continue to be encouraged through policies included in the Specific Plan, including Policies V1, V2, V4, V5, V8 and SA1.
- d. Land Use Element Policy 3.3 will be met because the City will continue to encourage and promote economic development of minority businesses at the Airport as it does throughout the City.
- e. Land Use Element Policy 3.4 will be met because a Market Plan was prepared as part of the development of the Specific Plan which viewed the Airport in the context of a regional economy. In addition, Specific Plan policies were developed in order to enhance the project's relationship to the surrounding region in terms of business development, aesthetics and transportation, including policies V1, V2, V3, V4, V5, V7, V8, V9, V11 and SA1.
- f. Land Use Element Policy 5.1 will be met because the Specific Plan provides for the special area study called for at the Airport as part of this policy.
- g. Conservation Element Cultural Resources Policy 1.0 will be met because archaeological analysis and mitigation will be required for any development within the Specific Plan area which has the potential to result in impacts on such resources. Finally, any buildings which are eligible for designation as City Structures of Merit will be properly documented prior to demolition and a policy has been incorporated into the plan that encourages the adaptive reuse of such buildings.
- h. Conservation Element Cultural Resources Policy 2.0 will be met because the two original hangars which are eligible for designation as City Landmarks will not be affected by development proposed in the Specific Plan.
- i. Conservation Element Cultural Resources Policy 4.0 will be met because the requirements and restrictions of the Historic Landmarks Commission (formerly



known as the Landmarks Committee) and the Architectural Board of Review have been incorporated into the Specific Plan.

- j. Conservation Element Visual Resource Policy 1.0 will be met because the Specific Plan area has already been largely developed and mitigations related to biological resources, wetlands, water quality and hazardous materials impacts have been incorporated into the Specific Plan. This includes the imposition of a 100 foot setback requirement from wetlands and creeks and a requirement that native landscaping be provided along creek banks. These provisions will protect creeks and riparian habitats from degradation.
- k. Conservation Element Biological Resources Policy 3.0 will be met because the potential for short-term construction impacts on local creeks which drain into Goleta Slough will be mitigated through the preparation and implementation of a Drainage and Erosion Control Plan for each project which involves grading and/or construction.
- l. Conservation Element Biological Resources Policy 5.0 will be met because no rare or endangered species are found within the Specific Plan area.
- m. Conservation Element Drainage and Flood Control Policy 1.0 will be met because the City will continue to participate in the Federal Flood Insurance Program and development will occur consistent with City and County Flood Control regulations.
- n. Conservation Element Air Quality Policy 1.0 will be met because the Specific Plan includes policies that support the use of alternate transportation modes including policies V11, AM1, AM2 and BP1, with the intent of decreasing single occupant automobile trips.
- o. Conservation Element Air Quality Policy 2.0 will be met because the Specific Plan includes a plan for bikeways along with Policy BP1, which supports improved bicycle circulation in the Plan area.
- p. Conservation Element Air Quality Policy 3.0 will be met because the Specific Plan includes policies which support carpooling and the use of alternative modes of transportation as outlined in Air Quality Policies 1.0 and 2.0 above.
- q. Conservation Element Air Quality Policy 4.0 will be met because industries that cause significant pollution are prohibited and the Airport has agreed to provide \$240,000 to the Santa Barbara County Air Pollution Control District to be used for air pollution emission reduction programs.
- r. Seismic Safety/Safety Element policies will be met because there are no significant geologic impacts and individual projects will require site-specific soils and geologic analyses, the recommendations of which would be incorporated into building design.

- s. Noise Element Policy 1.0 will be met because zoning for the Specific Plan area has been developed to be consistent with noise compatibility guidelines included in Figure 2 of the Noise Element.
- t. Noise Element Policy 3.0 will be met because zoning for the Specific Plan area has been developed to be consistent with noise compatibility guidelines included in Figure 2 of the Noise Element.
- u. Housing Element Policy 3.2 will be met because, through existing City and County programs, adequate housing affordable to new employees will be available. The City and Redevelopment Agency have programs supporting variable and bonus density and mixed use development as well as programs which provide funding to support construction of new affordable housing.
- v. Interim Circulation Element Street Circulation System Policy 1.3 does not apply because none of the intersections affected by the Airport are within the City or its control.
- w. Interim Circulation Element Street Circulation System Policy 1.6 will be met because the Specific Plan includes Policies and Actions which are intended to improve the appearance of Hollister Avenue and other streets in the Specific Plan area.
- x. Interim Circulation Element Street Circulation System Policy 1.9 will be met because the Specific Plan includes Policies and Actions that call for cooperation with the Santa Barbara Metropolitan Transit District (MTD), the County, Santa Barbara County Association of Governments, CalTrans and Amtrak regarding mitigation of significant impacts and expansion of the use of alternate modes of transportation.
- y. Interim Circulation Element Parking Policy 2.1 will be met because new development will be required to meet parking demand and updated parking requirements are included in both the Specific Plan and the accompanying Zoning Ordinance Amendments.
- z. Interim Circulation Element Alternative Transportation Policy 3.1 will be met because the Specific Plan includes a plan for bikeways along with Policy BP1, which supports improved bicycle circulation in the Plan area.
- aa. Interim Circulation Element Alternative Transportation Policy 3.2 will be met because the Specific Plan includes improved pedestrian access to the Specific Plan area which will also include, by law, improved access for the disabled.
- ab. Interim Circulation Element Alternative Transportation Policy 3.3 will be met because the Specific Plan includes Policies AM1 and AM2 which encourage cooperation with MTD and other agencies to provide alternate modes of transportation.

- ac. Interim Circulation Element Alternative Transportation Policy 3.4 will be met because the Specific Plan includes policies that support the use of alternate transportation modes including policies V11, AM1, AM2 and BP1, with the intent of decreasing single occupant automobile trips.
- ad. Interim Circulation Element Alternative Transportation Policy 3.5 will be met because the Specific Plan includes Policies AM1 and AM2 which encourage cooperation with MTD and other agencies to provide alternate modes of transportation.

*The following findings are related to the Draft Circulation Element. Although this Element has not yet been adopted, it is under consideration by the City Planning Commission and Council and includes Goals, Policies and Implementing Strategies that are relevant to the Airport Master Plan. This Draft Circulation Element is expected to be adopted in Fall/Winter 1997. It is quite conceivable that some of the goals and policies will change in the process.*

- ae. The Draft Circulation Element Comprehensive Goal and Vision Statement will be met because alternate modes of transportation will be fully available in the Specific Plan area as well between the area and other areas in the South Coast.
- af. Draft Circulation Element Economic Vitality Goal 1 and Policy 1.1 will be met because a wide range of alternate and standard modes of transportation will be available with the development of the Specific Plan area, including access and parking through the provision of adequate parking, improvements to pedestrian, bicycle and transit access and improvements to the internal street system which will enhance the delivery of goods and services.
- ag. Draft Circulation Element Equality of Convenience Goal 2 and Policy 2.1 will be met because improved transit stops will be provided, shuttle or similar service will be provided, pedestrian and bicycle access will be improved, an Amtrak station is proposed outside the northwest corner of the Plan area, parking supply will be managed in such a way as to provide adequate parking without providing excessive parking and the City and Airport will continue to work with other local, regional, state and federal agencies to improve service for alternate modes of transportation.
- ah. Draft Circulation Element Transit Goal 3 and Policies 3.1, 3.2, 3.3, 3.4 and 3.5 will be met because the Specific Plan includes policies that call for cooperation with the County and Amtrak in the development of the new Amtrak Station outside the northwest corner of the Specific Plan area and coordination with the MTD to provide appropriate bus stop facilities and other services in the Specific Plan area.
- ai. Draft Circulation Element Bicycling Goal 4 and Policy 4.2 will be met because the Specific Plan includes a bikeway plan that will improve bicycle access to the Specific Plan and will coordinate with the Santa Barbara County Bikeway Master Plan.
- aj. Draft Circulation Element Walking Goal 5 and Policies 5.2, 5.4 and 5.5 because the Specific Plan includes improvements to pedestrian access within the Plan area

as well as providing a pedestrian connection between Old Town Goleta and the industrial area to the west through the construction of a sidewalk on Hollister Avenue. In addition, landscape parkways will be provided, trees and other amenities will be provided which will foster a pedestrian friendly environment in the Specific Plan area.

- ak. Draft Circulation Element Reduce the Use of the Automobile Goal 6 and Policies 6.1 and 6.3 will be met because the Specific Plan includes policies that support the use of alternate transportation modes including policies V11, AM1, AM2 and BP1, with the intent of decreasing single occupant automobile trips.
  - al. Draft Circulation Element Coastal Zone Goal 8 and Policy 8.1 will be met because the Specific Plan includes policies that support the use of alternate transportation modes in the Coastal Zone, including policies V11, AM1, AM2 and BP1.
  - am. Draft Circulation Element Regional Coordination Goal 14 and Policy 14.3 will be met because the City will meet the requirements of the Congestion Management Program and will coordinate with other local, regional, state and federal agencies to improve transportation to and from the Airport. In particular, the City is paying County Goleta Valley Traffic Impact fees to help fund necessary traffic improvements to the area, including the South Kellogg Avenue extension and other road improvements and the development of bicycle and pedestrian paths parallel to Hollister and Fairview Avenues.
  - an. Draft Circulation Element Parking Citywide Goal 15 and Policies 15.2 and 15.4 will be met because Specific Plan Policies P1 and P2 provide for adequate parking while encouraging the use of alternate transportation modes, encourage the use of shared parking by complementary uses and amends the Airport Zoning Ordinance to reduce the amount of parking required by the Ordinance for most uses.
  - ao. Draft Circulation Element Other Transportation Facilities Goal 16 and Policy 16.2 will be met because the Specific Plan addresses circulation issues associated with this area on the north side of the Airport.
7. The Specific Plan Economic Development Alternative is consistent with the Santa Barbara County Airport Land Use Plan as outlined below:
- a. Airport Land Use Plan Airport Height Restriction Policy will be met because Zoning Ordinance Amendments included as part of the Specific Plan require that height restrictions set by the Federal Aviation Administration Federal Aviation Regulations (FAR) Part 77 will not be exceeded. In addition, the Airport Land Use Commission will review all projects in the project area and determine whether or not height restrictions are exceeded.
  - b. Airport Land Use Plan Airport Safety Policy will be met because no new uses will be allowed which conflict with said policy. In addition, the Specific Plan includes

language that encourages the relocation of the auto dealer buildings out of the Clear Zone in order to reduce the existing nonconformity with this zone.

- c. Airport Land Use Plan Airport Noise Policy will be met because no institutional or residential land uses will be allowed in the Specific Plan area.
8. The Specific Plan Economic Development Alternative is consistent with the Airport Goals adopted by City Council on November 20, 1990, as outlined below:
- a. Policies 1A and 1B will be met because a diversity of air transportation services will be provided by requiring that a priority be given to Airport-related services on the south side of Hollister Avenue.
  - b. Goal 2 and Policies 2A and 2B will be met because environmental effects on the Goleta Slough will be considered prior to approval of any new development that has the potential to affect the slough, including consultation with the Goleta Slough Management Committee.
  - c. Goal 3 and Policy 3A will be met because the Specific Plan Economic Development Alternative sets out a program for development that will enhance the South Coast economy while maintaining the Airport's economic self-sufficiency through the provision of greater revenues which will allow for Airport to provide for ongoing operation and maintenance funds, as well as funding to provide for needed Airline Terminal expansion and runway safety improvements. In addition, a Specific Plan and related Zoning Ordinance amendments have been prepared which set clear guidelines for future use of the areas zoned A-C, A-I and A-F.
  - d. Goal 4 and Policy 4B (Policy 4A does not apply to the Specific Plan) are met because the City has coordinated its planning with the community, the County of Santa Barbara and UCSB by: (1) preparing and distributing the *"The Guide: An Overview of the Santa Barbara Airport Master Plan Process;"* (2) holding interviews with "stakeholders" in the Airport, including members of the County Board of Supervisors and County staff, representatives of the University of California at Santa Barbara faculty, staff and students, members of City Council, the City Airport Commission, representatives of community, business and environmental groups and others; (3) holding three community meetings to gather input from the public in Goleta; (4) holding periodic meetings with representatives of the County Board of Supervisors and the County Departments of Public Works and Planning and Development, UCSB, the Santa Barbara County Association of Government and City Council to discuss progress and receive input; (5) negotiating with the County to pay traffic fees to mitigate the Specific Plan's impacts on County intersections; and (6) inclusion of County and UCSB policy analysis in the EIR/EA.

#### D. Local Coastal Plan Amendment

- 1. This Specific Plan Amendment also constitutes an amendment to the Local Coastal Program. It is an amendment to the Implementation Component of the Program. This



amendment to the Local Coastal Plan will be carried out in accordance with the Coastal Act pursuant to Section 30510[a] of the Act as shown in Section C of this Resolution.

2. This Specific Plan and Local Coastal Program Amendment will take effect automatically upon approval by the California Coastal Commission. No additional local action is required.

Exhibit 1: Airport Industrial Area Specific Plan (No. 6) (as amended)

Exhibit 2: Local Coastal Program Amendments

Exhibit 3: General Plan Map Amendments

Adopted October 7, 1997

# EXHIBIT 1

RESOLUTION NO. 97-132

## AIRPORT INDUSTRIAL AREA SPECIFIC PLAN (NO.6)

(as amended by City Council)

NOTE: Official copy of Exhibit 1 is on file in the office of  
the City Clerk, City of Santa Barbara, CA. in  
File No. 560.09.14 AIRPORT SPECIFIC PLAN

This document is available at the following locations:

Planning Division  
Community Development Department  
City of Santa Barbara  
630 Garden Street  
Santa Barbara, CA 93101

Airport Department  
City of Santa Barbara  
601 Norman Firestone Road  
Goleta, CA 93117

City Clerk's Office  
City of Santa Barbara  
730 Anacapa Street  
Santa Barbara, CA 93101

# **EXHIBIT 2**

RESOLUTION NO. 97-132

## **AIRPORT AND GOLETA SLOUGH LOCAL COASTAL PLAN AMENDMENTS RELATED TO THE AIRPORT INDUSTRIAL AREA SPECIFIC PLAN**

Airport LCP Amendments  
October 7, 1997 Page 1

## AIRPORT AND GOLETA SLOUGH LOCAL COASTAL PLAN

### PROPOSED AMENDMENTS RELATED TO THE AIRPORT INDUSTRIAL AREA SPECIFIC PLAN

These proposed amendments are primarily focused on changes resulting from the proposed Airport Industrial Area Specific Plan. Additional changes will be necessary when the Aviation Facilities Plan is completed including updated information on present and projected Airport operations and development, proposed zone changes and other issues. Changes are referenced to the pages involved and, where appropriate, changes are shown in ~~strikeout~~ and underline.

Pages 3-11A and 3-11B

Delete these pages and replace with the Existing Conditions map from the Goleta Slough Ecosystem Management Plan.

Page 3-15

Delete the Tidewater Goby from this list of fish found in Goleta Slough. Its inclusion is apparently an error. There is no record of any sightings of this fish in the Goleta Slough in the last several years.

Page 3-16

Add between Mammals and Invertebrates:

#### Reptiles and Amphibians

The Red-legged frog has recently been listed as an endangered species under the Federal Endangered Species Act. There are no recent records of sightings within Goleta Slough or its tributary creeks. However, suitable habitat exists in the area.

Page 3-25

Policy C-4

Amend as follows:

A buffer strip a minimum of 100 feet in width shall be maintained in a natural condition along the periphery of the wetland communities, based on the most currently accepted delineation, ~~as identified on the habitat map~~ and which include open water, coastal salt marsh, salt flats, seasonal wetland meadow, ripari-

an woodland, shrub-scrub thicket and wetland transition habitats. Existing facilities necessary for Airport operations shall be retained and maintained in a normal fashion.

Page 3-27

Add Policy C-10 as follows:

Policy C-10

All development and mitigation of impacts on Goleta Slough shall be consistent with the policies of the Goleta Slough Ecosystem Management Plan which is hereby adopted and incorporated herein as Appendix G as it pertains to the Airport property.

## NEW DEVELOPMENT

### INTRODUCTION

There are four policies found in the Coastal Act which are specifically directed at the process of locating and planning new development. These sections are: 30250(a), 30252, 30253(3) and (4) and 30255.

In summary, these policies state: (1) development should be located in or near existing developed areas; (2) access should be maintained by providing better parking, transit etc.; (3) development should be ~~relocated~~ correlated to local and on-site recreation so as not to overload coastal recreation areas; (4) minimize energy consumption and vehicle miles traveled; and (5) give priority to coastal dependent development.

If the Slough is to remain a wetland habitat, no further development can take place within the Slough. The possibility for new development at the Airport exists only in the vicinity of the presently developed portions of the Airport, to the north and east of the Slough. Plans for further Airport development to accommodate increasing user demand are presently underway. These plans consist of either expanding the present terminal building or relocating the passenger terminal facilities along Hollister Avenue.

The Airport is located within an urban area. Any future Airport development will be located near existing development and is therefore consistent with the Coastal Act. In-fill development would be conducive to encouraging the use of public transit, as major public transportation routes now service the areas of possible future development. However, problems with new development do exist in ~~the expansion of water and~~



~~wastewater services~~, public view protection, provision of visitor serving facilities, adequate circulation and parking and development directly adjacent to a sensitive habitat.

This section will evaluate new development in the Airport by the following analysis:

- (1) General comparison of zoning, General Plan, Redevelopment Plan, existing land use, and other existing policies.
- (2) Potential development under existing zoning.
- (3) Major coastal issues within the component.
- (4) Recommended LCP land use.
- (5) Constraints on development.

## COMPONENT 9: AIRPORT AND GOLETA SLOUGH

### Existing Plans and Land Uses

#### Zoning

The Airport zoning ordinance divides the Airport-Slough into four zones. These are defined by Title 29 of the Municipal Code, and summarized below:

A-A-P: Airport Approach and Primary Surface - Area of airplane operations (runways, clear zones, etc.) intended for use as open areas; some agricultural uses allowed; heights limited.

A-F: Airport Facilities - Area in immediate vicinity of flight activities; intended for uses which are an integral and necessary part of aircraft and airport related activities; uses not related to aircraft and/or airport activities are excluded; height limit is 45 feet; the portion of the A-F zone designated "Slough" on the Airport Zoning Map is identified as a natural preserve and no use can be allowed except that which would preserve the wetland as a wildlife area.

A-C: Airport Commercial - Area for low intensity commercial operations, (e.g., administrative centers, research and development, general offices, recreation, etc.); general retail and residential uses are specifically prohibited; uses not specifically prohibited can be allowed if they meet performance and development standards; height limit 45 feet.

A-I: Airport Industrial - Area designated for light industrial and manufacturing uses (e.g., storage, lumber, sand and brick yards): subject to performance and development standards; intended for service industrial uses which do not generate a great deal of auto traffic.

### General Plan

In discussing the Airport and related aviation facilities, the General Plan emphasizes that the Airport should be "expanded as necessary to serve the function of a local airport with its passenger and freight service area generally confined to tying the south coast area to the greater metropolitan areas of Los Angeles and San Francisco." The General Plan does not address the Goleta Slough specifically but suggests that a comprehensive plan be prepared, in conjunction with UCSB and the County for all land which is not used for airport functions. Three principles are outlined for use in the development of the comprehensive airport plan:

- (1) Noise, air pollution and other adverse environmental impacts are to be reduced and restricted to minimum levels.
- (2) Future use should be of low intensity.
- (3) All Planning efforts should be coordinated with the County.

### Land Use

The passenger terminal and accessory facilities, zoned A-F, are located in the southeast quadrant of the Airport. This area is approximately 40 acres in size and has a motel and restaurant located on it. Other air/flight related uses in this section are private aircraft parking and a flight school operation.

The northeast quadrant of the Airport consists primarily of buildings constructed during World War II, a majority of which are leased on a month to month basis. Some of the uses in this area are not consistent with the A-F zone designation. The Airport administrative offices are located in this area.

The northwest section of the Airport, approximately 100 acres, is a combination of the A-F and A-C zone; 35 percent of this area is developed and leased to private business. The uses include Airport related activities, commercial facilities, and research and manufacturing operations. Los Carneros and Tecolotito Creeks join to form the main channel draining into the Slough in the western portion of the northwest quadrant. The Air Traffic Control Tower and the Flight Service facility are located in this section.

The Slough, greater than 200 acres in size, is located primarily in the south and west portions of the City owned property. According to Section 29.15.105 of the Airport Zoning Ordinance, no development is allowed within the Slough except that which is designed to maintain the Slough as a natural preserve. The numerous archaeological sites identified adjacent to the Slough are located in this region.

#### Potential Development - Airport Master Plan

The City of Santa Barbara presently is in the process of developing an Aviation Facilities Master Plan for the future development of the Airport. The objective of the Santa Barbara Municipal Airport ~~Master~~ Aviation Facilities Plan Study was to formulate a plan which will guide the coordinated development of Airport facilities over a ~~20~~ 15 year planning period. The ~~Master~~ Aviation Facilities Plan, in its draft form, ~~has been revised by the City Council to reflect only proposed improvements through the year 1990 instead of the year 2000 and~~ has been declared a project for the purposes of Environmental Review.

The ~~ten~~ 15 year Plan included~~s~~ proposals for development which would accommodate an increase in airline passenger demand, an increase in general aviation facilities and improved runway safety features.

Portions of the draft ~~Master~~ Aviation Facilities Plan are in conflict with the wetland habitats identified in the habitat mapping included in this Land Use Plan. This Plan will provide parameters for evaluating and locating future development at the Airport as suggested in the draft ~~Master~~ Aviation Facilities Plan.

#### Access

Primary access to the terminal area is accomplished via U. S. 101, Ward Memorial, and James Fowler Street Road. A secondary access routing is also possible via Hollister and Fairview Avenues. It is important to note the design of the Airport access system is intended to strongly discourage Airport ingress and egress via Fairview and Hollister Avenues.

#### MAJOR COASTAL ISSUES

Major coastal issues in this component are: the preservation of the sensitive wetland habitat and protection for the archaeological value of the Goleta Slough; the hazards of flooding, tsunami runup, liquefaction, ground shaking, fault displacement and high groundwater; the increasing demand on Airport access roads; and the adequacy of parking lots, water; and wastewater facilities.

Future development of this component will be subject to all of the policies discussed in Chapter 3 of this report, as well as all LCP policies of the City's Land Use Plan for the other nine component areas of the Coastal Zone.

Any developments proposed in the future within or adjacent to the wetland areas of the Slough will be evaluated for potential impacts to these habitats. Prior to the approval of any project in these areas, a finding must be made by the approving body that the project is consistent with Section 30233 of the Coastal Act which specifies what kinds of activities are permitted in wetlands or the Department of Fish and Game must determine that the wetland is severely degraded and that the primary purpose of the proposed project is to restore the degraded wetland as outlined in section 30411 of the State Coastal Act.

### RECOMMENDED LCP LAND USE

The recommended Land Uses for Component 9 of the City's Coastal Zone are as follows (see Map):

<u>Area</u>	<u>Designation</u>
Goleta Slough Area	Recreational/Open Space
Airport Development Area	Major Public and Institution

As described in Chapter 3, the Slough Area will be retained in an Open Space category and use will be restricted to educational and scientific activities consistent with maintaining the Slough's fragile environmental nature.

Land uses within the Major Public and Institution designation will be those allowed within the A-A-O (Aircraft Approach and Operations), A-F (Airport Facilities), A-C (Airport Commercial), and A-I-1 and A-I-2 (Airport Industrial 1 and 2) zoning classifications. These classifications are based on those included in the Airport Industrial Area Specific Plan. The Airport Industrial Area Specific Plan covers the commercial and industrial areas on both sides of Hollister Avenue on the north side of the Airport. Only the area of the Specific Plan south of Hollister Avenue is within the Coastal Zone and subject to the Local Coastal Plan. In creating the Airport Industrial Area Specific Plan, several existing zones have been rewritten and/or renamed. In addition, the A-C Zone no longer applies in the Local Coastal Plan area. The other zone changes include the following:

A-A-O: Aircraft Approach and Operations - Area used for approach, landing, take-off and taxiing of aircraft. This zone is similar to the previous A-A-P (Airport Approach and Primary Surface) Zone. However, it has been updated to reflect changes in Feder-

al Aviation Administration terminology and agricultural uses are no longer allowed in the zone.

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 (up to five years) 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 not 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-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. 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. 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 Fred-eric 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 near-by areas.

In order to assure that the future development of the Airport area is accomplished consistent with the Coastal Act policies regarding locating new development, the following policies shall apply.



Policy

- H-1 Future development of Airport property and/or facilities within "Major Public and Institutional Land Use Designation" shall not result in adverse impacts to the wetland habitats of the Goleta Slough, related stream tributaries, or sensitive habitat areas due to additional sedimentation, runoff, or other disturbances.

Actions:

- Any development within the Airport area shall be assessed for potential adverse environmental impacts upon the Goleta Slough. Applicable mitigation measures developed in the environmental assessment shall be implemented prior to any development.
- H-2 Future development of Airport property within the Airport Industrial Area Specific Plan area shall be consistent with the policies of said Plan. That portion of the Airport Industrial Area Specific Plan which applies to property in the Coastal Zone is hereby incorporated into the Local Coastal Plan as Appendix G.

**EXHIBIT 3**  
RESOLUTION NO. 97-132

**GENERAL PLAN MAP AMENDMENT**

# Santa Barbara Airport Commercial/Industrial Specific Plan

Figure 11  
Proposed Zoning and  
General Plan Designations

- Zoning**
- AF - Aviation Facilities
  - AI-1&2 - Airport Indus
  - AC - Airport Commercial
  - CR - Commercial Recreation
  - A-A-O - Airport Approach & Operations Surface
  - SD-3 - Special District 3 Coastal Overlay Zone
- General Plan**
- Commercial
  - Industrial
  - Major Public and Institutional

EXHIBIT J  
RESOLUTION NO. 97-132



0 200 400 600 800 Feet

EDAW, Inc.

