



# City of Santa Barbara California

## PLANNING COMMISSION STAFF REPORT

**REPORT DATE:** March 10, 2016  
**AGENDA DATE:** March 17, 2016  
**PROJECT ADDRESS:** 6100 Hollister Avenue (6100 Wallace Becknell Road) (MST2014-00619)  
 Direct Relief  
**TO:** Planning Commission  
**FROM:** Planning Division, (805) 564-5470, extension 4560  
 Beatriz Gularte, Senior Planner *BG*  
 Kathleen Kennedy, Associate Planner *KK*

### I. PROJECT DESCRIPTION

The project consists of a proposal to construct a new 155,000 square foot (net) facility for Direct Relief, a nonprofit organization. The proposed Direct Relief Headquarters and Distribution Center includes a 127,706 square foot (net) storage and distribution warehouse with an attached two-story 27,294 square-foot (net) administrative office building, a secure truck yard loading area, and 162 parking spaces. The project also includes construction of a new public road including bike lanes, sidewalks and parkway. The existing eight buildings totaling 12,037 square feet would be demolished.

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

Please refer to the project plans and the applicant's letter (see Exhibit C) that includes a detailed description of the project components.

### II. REQUIRED APPLICATIONS

The discretionary applications required for this project are:

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

**APPLICATION DEEMED COMPLETE:** January 12, 2016

**DATE ACTION REQUIRED:** January 11, 2017

**III. RECOMMENDATION**

If approved as proposed, the project would conform to the Santa Barbara Airport Industrial Area Specific Plan (SP-6), the City's Zoning and Building Ordinances, and policies of the General Plan. In addition, the size and massing of the project are consistent with the surrounding neighborhood. Therefore, Staff recommends that the Planning Commission approve the project, making the findings outlined in Section X of this report, and subject to the conditions of approval in Exhibit A.



Vicinity Map for 6100 Hollister Avenue (6100 Wallace Becknell Road)

**IV. SITE INFORMATION**

<b>Applicant:</b>	Direct Relief	
<b>Property Owner:</b>	Current: City of Santa Barbara Proposed: Direct Relief	
<b>Site Information</b>		
<b>Parcel Number:</b>	073-080-065	<b>Lot Area:</b> Total Lot: 14.47 acres Proposed Direct Relief Lot: 7.99 acres
<b>General Plan:</b>	Airport	<b>Zoning:</b> A-I-1 (Airport Industrial) & SP-6 (Airport Industrial Area Specific Plan)
<b>Existing Use:</b>	Open Yard, Light Industrial	<b>Topography:</b> 2-9% slope
<b>Adjacent Land Uses</b>		
	<b>North</b> – Light Industrial <b>South</b> – Aviation Facilities	<b>East</b> – Light Industrial <b>West</b> – Park, Southern California Edison

**V. BACKGROUND**

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

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

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

**Subdivision.** The Tentative Subdivision Map to allow the subdivision of Parcel 22 is a separate project proposed by the Airport that will require approval by the Staff Hearing Officer. A condition of approval for the Direct Relief project has been included that states that the subdivision must occur prior to the issuance of building permits for the proposed project. The

subdivision request is scheduled to be considered by the Staff Hearing Officer on March 16, 2016.

**Planning Commission Concept Review.** The project was reviewed by the Planning Commission on October 8, 2015. The Commissioners all agreed that the use was appropriate for the site and expressed their appreciation for Direct Relief's proposal to relocate to this area. Suggestions from the Commission included incorporating green features, art (cultural or airport heritage), bus shelter improvements, and a comprehensive Transportation Development Management Plan. Two Commissioners requested a courtesy visit with the Goleta Planning Commission (see Exhibit E).

**Other Reviews.** On November 18, 2015, the Airport Commission received an informational presentation from Direct Relief regarding the proposed project. Also, in response to Planning Commission direction, on December 16, 2015, the City of Goleta Ad Hoc Airport Support Property Development Review Committee (created to study Airport support property north of Hollister Avenue) received a presentation from the City of Santa Barbara and Direct Relief. No significant concerns were expressed regarding the proposal at either meeting.

## VI. ISSUES

The issues associated with the project include the required standards of review for the Development Plan, consistency with the General Plan and Specific Plan, and environmental review, and are described in detail below.

## VII. DEVELOPMENT PLAN

A nonresidential project that involves the construction of more than three thousand square feet of new nonresidential floor area requires Development Plan approval from the Planning Commission pursuant to the Nonresidential Growth Management Program (SBMC §28.85).

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

The project was originally proposed as two phases, with phase one consisting of a 100,000 square-foot warehouse and 25,000 square foot office, and phase two consisting of a 30,000 square-foot warehouse expansion. The current proposal incorporates both phases resulting in a 127,706 square foot warehouse and a 27,294 square foot office.

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

Community Benefit category	110,000 SF
Small Addition Category	2,000 SF
Vacant Property (from Specific Plan area)	6,500 SF
Airport Demolition Bank Allocation	30,420 SF
Future Onsite Demolition	<u>6,080 SF</u>
	155,000 SF

**Standards for Review of the Development Plan.** Compliance with the following summarized findings, required prior to approval of the Development Plan, is discussed in detail in the next section of the report.

1. The project complies with the Zoning Ordinance;
2. The development is consistent with the principles of sound community planning;
3. The development will be compatible with the neighborhood based on the Project Compatibility Analysis criteria; and
4. The development is consistent with the policies of the City of Santa Barbara Traffic Management Strategy for Airport Development.

**VIII. POLICY AND ZONING CONSISTENCY ANALYSIS**

**A. ZONING ORDINANCE CONSISTENCY**

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

Standard	Requirement/ Allowance	Proposed
Front Setbacks	10' first story; 20' second story and above	20' and greater
Building Height	3 stories; 45 feet	32 feet office; 40 feet warehouse
Parking	1/250 office; 1/2,000 warehouse; 162 spaces	162 spaces
Landscape Area	15%	29%
Lot Coverage		
-Building		146,586 SF      42%%
-Paving/Driveway	n/a	100,004 SF      29%%
-Landscaping		101,567 SF      29%%

**B. CONSISTENCY WITH PRINCIPLES OF SOUND COMMUNITY PLANNING**

The project can be found consistent with principles of sound community planning. The documents that guide the development in this area are the City's General Plan, the Airport Zoning Ordinance, the Airport Industrial Area Specific Plan, and the City's design review guidelines (Architectural and Urban Design Guidelines for the Airport). As described in subsection A above, the project is consistent with the Airport Zoning Ordinance. The project's consistency with the General Plan, Specific Plan, and design review guidelines are described below.

**1. General Plan Policies (see Exhibit F)**

Land Use Element Policy LG7. Community Benefit Nonresidential Land Uses

Council defines and allocates square footage to Community Priority projects. This project was allocated square footage by Council on February 24, 2015 as a Community Benefit project. Direct Relief meets the definition of a Community Benefit project because it is a project that has a broad public benefit, is not principally operated for private profit, and is necessary to meet a present or projected need directly related to public health, safety or general welfare. The mission of Direct Relief is to improve the health and lives of people affected by poverty or emergency situations.

Environmental Resources Element

The project incorporates green and sustainable building design features and elements to the extent feasible and is consistent with energy conservation and air quality policies in the Environmental Resources Element. The project includes: the use of solar panels; energy efficient light fixtures that meet or exceed Cal Green Standards; six electric vehicle charging stations and sixteen spaces designated for low-emitting fuel efficient and carpool/van pool vehicles; a storm water drainage system; as well as trash and recycling containers which exceed the City's requirements.

Circulation Element

The project includes the construction of a new road with new sidewalks and bike lanes as well as bicycle storage facilities onsite consistent with Circulation Element policies to increase the availability and attractiveness of alternative transportation by improving related infrastructure and facilities without reducing vehicle access. Electrical charging stations and spaces designated for fuel efficient vehicles and carpool/van pool vehicles are included in the parking plan. The applicant is also proposing to improve the MTD bus stop on Hollister Avenue consistent with Circulation Element policies to improve and develop safe, convenient, and protected transit stops.

**2. Santa Barbara Airport Industrial Area Specific Plan (SP-6) Policies (see Exhibit G)**

The Airport Industrial Area Specific Plan encompasses 225.2 acres of Airport property located along the north and south sides of Hollister Avenue. The Specific Plan was approved in October of 1988. The area has been divided into four distinct Sub-Areas in an effort to simplify the discussion of development potential. The project site is in Sub-Area 3, which is located generally between Lopez Road and La Patera Lane and between Wallace Becknell Road and the railroad tracks. Development in Sub-Area 3 would create opportunities for expansion of existing and new light industrial, R&D, small incubator businesses and open yard uses.

The Specific Plan discusses the zoning designation of A-I-1 (Airport Industrial 1), as designated for light industrial and manufacturing uses (e.g., research and development, electronic products manufacture, storage, contractors yards, lumber, sand and brick yards). The proposed Direct Relief project, which is primarily a warehouse storage and distribution operation, is consistent with the allowable uses in the Sub-Area 3 and the A-I-1 zone as described in the Specific Plan.

The proposed project will need to be found consistent with policies in the Specific Plan including:

SP-6 Policy V1. *Preserve the economic self-sufficiency of the Airport by allowing flexibility in land use patterns, tenant types and mix.*

With the sale of the subject property for the Direct Relief project, it is assumed the Airport would have funds necessary to construct debt-free industrial buildings on the other parcels abutting the project parcel, thereby strengthening the Airport's revenue base consistent with the Specific Plan. Currently, the area has a mix of commercial, research and development, open yard, and light industrial uses. The Direct Relief Headquarters and Distribution Center is mainly warehouse and office space that is consistent with the mix of uses envisioned by the Specific Plan, therefore, can be found consistent with policy SP-6 V1.

SP-6 Policy VQ1. *Improve the visual quality of the environment and buildings in the Specific Plan area.*

The project site is currently under-utilized with a scattering of unattractive buildings. The proposed Direct Relief project will greatly improve the visual quality of the site with a new building and landscape plan that has been reviewed and received favorable reviews by the City's ABR. Per the applicant's letter and the project plans, "the large warehouse structure has been designed, detailed and colored to not call attention to itself and to serve more as a monumental background building in contrast to the more colorful and detailed office structure to the south. The office building portion of the project will reflect a 'Mediterranean Modern' architectural style and include more articulated Santa Barbara inspired building forms, colors, materials and finishes." The office building is designed to a more human scale, as compared to the required mass of the warehouse structure. The design of the project could be found compatible with the surrounding manufacturing and industrial facilities and with the Architectural and Urban Design Guidelines for the Airport. The project design and landscaping is consistent with this policy SP-6 VQ1.

SP-6 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.*

The three-lot subdivision that includes the project site included a 54-foot wide right of way easement to the City for construction of a public road by Direct Relief. The new road (Wallace Becknell Road) will be immediately south of the project site and will serve the project as well as adjacent parcels. The road will have two 12-foot wide travel lanes, two 5-foot wide bike lanes, curb and gutter, and a 6-foot sidewalks and 4-foot parkway on both sides of the street. The project also includes a sidewalk leading from the project site to the existing adjacent park to the west. With these roadway improvements, the project is consistent with policy SP-6 VC1.

SP-6 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.*

SP-6 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.*

The project proposes two parking areas to serve employees and visitors with a combined total of 162 spaces. As discussed above, the plan includes 6 ADA spaces, six electric vehicle charging stations and sixteen spaces designated for low-emitting, fuel efficient, and carpool/van pool

vehicles. The proposed parking spaces meet the zoning parking requirement of 162 spaces for the use. The project also includes a loading dock with 13 bays with canopies for the delivery of supplies.

The project also includes new bicycle lanes in the new public road (Wallace Becknell Road), bicycle storage and locker room in the office building for eight bicycles, and an area outside the building for 16 bicycle spaces, with four in bicycle lockers. The project also includes a new sidewalk on the north side of Hollister Avenue to provide access to the existing MTD westbound bus stop on Hollister Avenue as well as a new sidewalk on the south side of Hollister Avenue to provide access to the existing MTD eastbound bus stop. The bus stop will be improved per MTD specifications, which include the installation of solar pole lights and benches. MTD has not requested shelters at either bus stop location at this time because funding for maintenance is not available; however, the project includes a condition of approval to provide a 10 foot by 20 foot area in front of each bus stop to accommodate a future shelter if funding becomes available. With the parking, sidewalk, and bicycle lanes and bicycle parking, the project would be consistent with policies SP-6 P1 and BP1.

SP-6 Policy SD1. *Provide an adequate storm drainage system to meet existing and future needs.*

The project will comply with the City's Storm Water Management Program for a Tier 3 project. A storm water drainage system is proposed utilizing two basins, one for detention on the west side of the site that is 3,120 square feet, and an infiltration basin on the east side that is 10,999 square feet along with vegetated swales, bio filtration units, and storm drains. The project would be consistent with policy SP-6 SD1.

### **C. DESIGN REVIEW GUIDELINES/ NEIGHBORHOOD COMPATIBILITY**

This project was reviewed by the Architectural Board of Review (ABR) on two occasions. On August 3, 2015, the project received overall positive comments; however, the applicant was advised to study breaking up the massing and height of the 40-foot high warehouse through landscaping and other design elements.

A second ABR review was held on September 28, 2015 (see Exhibit H). These minutes were presented to the Planning Commission at the Concept Review of the project on October 8, 2015. A majority of the Board found the mass, bulk, and scale to be acceptable, the building to be an acceptable size for the project location, and the architectural style to be compatible with the neighborhood. The Board supported the architecture on the front elevation. The Board stated that the proposed appliqué plaster solution was unacceptable and suggested that the surface treatments be restudied. The Board requested that the project include taller mature trees to help screen the building. The Board reviewed the project in terms of the Project Compatibility Analysis criteria (SBMC §22.68.045.B.) and stated that all of the criteria were generally met, except for the "Sensitive to Adjacent Landmarks and Historic Resources" analysis since it is not applicable to the site. In response to Board comments, the applicant has decided to remove the appliqué plaster and will study other ways to break up the mass of the building.

#### **D. CONSISTENCY WITH CITY OF SANTA BARBARA TRAFFIC MANAGEMENT STRATEGY**

Per the City's Traffic Management Strategy, the Final Program EIR for the General Plan considered potential traffic impacts in the Airport Development Area as part of the regional analysis. City Council adopted findings of overriding considerations for cumulative traffic impacts as part of the General Plan adoption.

It has been the City's practice to coordinate the traffic analysis of projects at the Airport with the City of Goleta. The level of service capacity and traffic thresholds for transportation systems in and around the Airport are different than those applied to City intersections in the Downtown Area and the other Outlying Development Areas. The City coordinated with the City of Goleta on the project traffic, circulation and parking study given that the roads and intersections are located within the limits of the City of Goleta. The project contributes traffic to cumulative impacts and road improvements are required as mitigation. The traffic analysis is discussed in the attached Addendum to the Final Environmental Impact Report/Assessment for the Santa Barbara Municipal Airport Industrial/ Commercial Specific Plan.

#### **IX. ENVIRONMENTAL REVIEW**

A Program Environmental Impact Report (EIR) was prepared to evaluate build-out of the Airport Industrial/Commercial Specific Plan in 1997. A Supplement (1999) and Addendum (2005) to the Program EIR were prepared for prior project proposals on the subject site to update traffic and air quality analysis. The following technical studies completed for the current project informed the CEQA environmental review of the project: Traffic, Circulation and Parking Study; Preliminary Geotechnical Engineering Report; Phase 1 and Phase II Environmental Site Assessments; Drainage and Storm Water Quality Analysis; and Supplemental Phase 2 Archaeological Investigation.

The State CEQA Guidelines §15164 provide that an Addendum to a prior EIR is prepared if only minor changes make a prior EIR adequate for a current project action. An Addendum to the Program FEIR/EA for the Santa Barbara Airport Industrial/ Commercial Specific Plan was prepared for the proposed project (see Exhibit I). The Addendum documents that the current project would not result in new significant impacts or impacts substantially greater than those already identified in the previous Program FEIR. The Addendum updates analysis for the project to recognize changes in environmental conditions and regulations, and identified mitigations already completed (e.g., hydrocarbon contamination on the site has been remediated).

*Project-Specific Impacts.* Project impacts to archaeological resources would be potentially significant but mitigated (Class 2) with procedures of the City Master Environmental Assessment and project Phase 2 Archaeological Report for monitoring of project ground disturbances, Phase 3 studies, and procedures in the event of resource discoveries.

The project would have less than significant (Class 3) impacts associated with noise, land use, solid waste, air quality, hazardous materials, flooding, water resources, biological resources, energy, light emissions, peak-hour traffic, visual resources, geologic conditions, public safety, public services and utilities. Recommended measures identified in the Program FEIR/EA applicable to the project have been applied as project conditions of approval.

*Project Contribution to Cumulative Impacts.* The project would have a potentially considerable contribution to significant cumulative traffic impact (US 101 NB ramps at Fairview), mitigated with installation of identified road improvements agreed-to by the applicant, City of Goleta, and City of Santa Barbara Transportation Division (restripe Fairview northbound approach lanes), and development of a Transportation Demand Management Program. The project would also provide substantial circulation improvements, including the new Wallace Becknell Road and public roadway right-of-way improvements to Frederick Lopez Road, Francis Botello Road, and Hollister Avenue. The Program FEIR/EA also identified cumulative impacts of the Specific Plan build-out associated with solid waste, air quality, and schools. The current project would not have a considerable contribution to these cumulative issues.

## **X. FINDINGS**

### **A. ENVIRONMENTAL REVIEW (CEQA GUIDELINES 15090, 15097, 15191, 15162, 15164)**

1. The Planning Commission has reviewed and considered the EIR Addendum dated March 9, 2016 to the Certified Final Program Environmental Impact Report/Environmental Assessment (FEIR/EA) (SCH 93081127) along with the Program FEIR/EA with previous Supplement and Addenda, which together constitute environmental review analysis for the current project under California Environmental Quality Act (CEQA) provisions.
2. Based on the Addendum analysis, only minor changes to the prior FEIR/EA evaluation are required to make the document adequate for the current project and the project would not result in new or more substantial significant impacts not previously evaluated in the prior FEIR/EA), and a supplemental EIR is not required per CEQA Guidelines 15162. Planning Commission finds that the EIR Addendum dated March 9, 2016 has been completed in compliance with CEQA and reflects the Commission's independent judgment and analysis.
3. Potentially Significant and Mitigated Archeological Resources Impact. The project impact on archaeological resources is potentially significant but would be mitigated to a less than significant level with implementation of monitoring, Phase 3 studies, and discovery procedures and mitigation in accordance with the FEIR/EA mitigation, the City-approved Phase 2 report, and City Master Environmental Assessment Procedures, applied as a condition of project permit.
4. Project Contribution to Significant Traffic Impact. The project would potentially have a considerable contribution to significant cumulative peak-hour traffic effects at Fairview Avenue/ U.S. 101 northbound ramps, but the impact would be mitigated with a required measure agreed to by the applicant and Cities of Goleta and Santa Barbara for restriping of northbound approach lanes on Fairview Avenue, and with implementation of an FEIR/EA measure for applicant development of an employee Transportation Demand Management plan to promote reduction of vehicle trips, both applied as conditions the project permit. The project would also provide substantial circulation improvements, including the new Wallace Becknell Road and public roadway right-of-way improvements to Frederick Lopez Road, Francis Botello Road, and Hollister Avenue.

Temporary traffic effects during construction would be mitigated with approved transportation route plans.

5. The Mitigation Monitoring and Reporting Program (MMRP) dated March 9, 2016 for the project is hereby adopted.

**B. FINDING OF CONSISTENCY WITH THE SANTA BARBARA AIRPORT INDUSTRIAL AREA SPECIFIC PLAN (SP-6)**

The project can be found consistent with the Santa Barbara Airport Industrial Area Specific Plan zoning and land use designations. The proposed Direct Relief project, which is primarily a warehouse storage and distribution operation, is consistent with the allowable uses in the Sub-Area 3 and the A-I-1 zone as described in Section VIII of the staff report.

**C. DEVELOPMENT PLAN APPROVAL (SBMC §28.85)**

1. The proposed development complies with all provisions of the Zoning Ordinance, including the Nonresidential Growth Management Program, as described in Section VIII of the staff report; and
2. The proposed development is consistent with the principles of sound community planning because the project is consistent with the policies and goals of the General Plan and the Airport Industrial Area Specific Plan as described in Section VIII of the staff report; and
3. The proposed development will not have a significant adverse impact upon the community's aesthetics or character because the size, bulk and scale of the development will be compatible with the neighborhood, and because the Architectural Board of Review determined that the project generally met the Project Compatibility Analysis criteria found in SBMC §22.68.045, as described in the Architectural Board of Review minutes attached to the staff report and as described in Section VIII of the staff report; and
4. The proposed development is consistent with the policies of the City of Santa Barbara Traffic Management Strategy as described in Section VIII of the staff report.

Exhibits:

- A. Conditions of Approval
- B. Site Plan
- C. Applicant's letter, dated March 2016
- D. Council Agenda Report, dated August 8, 2014 (Purchase and Sale Agreement)
- E. Planning Commission Minutes (October 8, 2015)
- F. General Plan Summary of Applicable Policies
- G. Airport Industrial Area Specific Plan (SP-6) Summary of Applicable Policies
- H. ABR Minutes (August 3, 2015; September 28, 2015)
- I. Addendum to the Airport Industrial Area Specific Plan Environmental Impact Report and Environmental Assessment (EIR/EA) dated March 9, 2016.

Below is the link to the Final Environmental Impact Report/Assessment for the Santa Barbara Municipal Airport Industrial/ Commercial Specific Plan and the Final Supplement to the Final EIR.

<http://www.santabarbaraca.gov/AirportSpecificPlanEir>



## PLANNING COMMISSION CONDITIONS OF APPROVAL

DIRECT RELIEF PROJECT  
6100 HOLLISTER AVENUE (6100 WALLACE BECKNELL ROAD)  
CONSISTENCY WITH AIRPORT INDUSTRIAL AREA SPECIFIC PLAN (SP-6) AND DEVELOPMENT PLAN  
MARCH 17, 2016

- I. In consideration of the project approval granted by the Planning Commission and for the benefit of the owner(s) and occupant(s) of the Real Property, the owners and occupants of adjacent real property and the public generally, the following terms and conditions are imposed on the use, possession, and enjoyment of the Real Property:
- A. **Order of Development.** In order to accomplish the proposed development, the following steps shall occur in the order identified:
1. Obtain all additional land use approvals. Refer to condition B “Approval Contingent upon the recordation of a Parcel Map subdividing APN 073-080-065.”
  2. Obtain all required design review approvals.
  3. Pay Land Development Team Recovery Fee (30% of all planning fees, as calculated by staff) at time of building permit application.
  4. Submit an application for and obtain a Building Permit (BLD) to demolish any structures / improvements and/or perform rough grading. Comply with condition E “Construction Implementation Requirements.”
  5. Submit an application for a Public Works permit (PBW) along with conceptual (30%) C-1 drawings for the required public improvements.
  6. Record any required documents (see Recorded Conditions Agreement section).
  7. Permits. Submit an application for and obtain a Building Permit (BLD) for construction of approved development and complete said development.
- Details on implementation of these steps are provided throughout the conditions of approval.
- B. **Approval Contingent upon the recordation of a Parcel Map subdividing APN 073-080-065.** The Planning Commission approval of the Development Plan is contingent upon the recordation of a Parcel Map subdividing APN 073-080-065.
- C. **Recorded Conditions Agreement.** The Owner shall execute a *written instrument*, which shall be prepared by Planning staff, reviewed as to form and content by the City Attorney, Community Development Director and Public Works Director, recorded in the Office of the County Recorder, and shall include the following:
1. **Approved Development.** The development of the Real Property approved by the Planning Commission on March 17, 2016 is limited to a new 155,000 square foot (net) facility, which includes a new 127,706 square foot (net) storage and distribution warehouse, attached two-story 27,294 square foot (net) administrative office building, secure truck yard loading area, 162 parking spaces, new public road and the improvements shown on the plans signed by the chairperson of the Planning Commission on said date and on file at the City of Santa Barbara.

2. **Uninterrupted Water Flow.** The Owner shall allow for the continuation of any historic flow of water onto the Real Property including, but not limited to, swales, natural watercourses, conduits and any access road, as appropriate.
  3. **Landscape Plan Compliance.** The Owner shall comply with the Landscape Plan approved by the Architectural Board of Review (ABR). Such plan shall not be modified unless prior written approval is obtained from the ABR. The landscaping on the Real Property shall be provided and maintained in accordance with said landscape plan, including any tree protection measures. If said landscaping is removed for any reason without approval by the ABR, the owner is responsible for its immediate replacement.
  4. **Storm Water Pollution Control and Drainage Systems Maintenance.** Owner shall maintain the drainage system and storm water pollution control devices in a functioning state and in accordance with the Storm Water BMP Guidance Manual and Operations and Maintenance Procedure Plan approved by the Creeks Division. Should any of the project's surface or subsurface drainage structures or storm water pollution control methods fail to capture, infiltrate, and/or treat water, or result in increased erosion, the Owner shall be responsible for any necessary repairs to the system and restoration of the eroded area. Should repairs or restoration become necessary, prior to the commencement of such repair or restoration work, the Owner shall submit a repair and restoration plan to the Community Development Director to determine if an amendment or a new Building Permit is required to authorize such work. The Owner is responsible for the adequacy of any project-related drainage facilities and for the continued maintenance thereof in a manner that will preclude any hazard to life, health, or damage to the Real Property or any adjoining property.
- D. **Design Review.** The project, including public improvements, is subject to the review and approval of the Architectural Board of Review (ABR). The ABR shall not grant project design approval until the following Planning Commission land use conditions have been satisfied.
1. **Screened Backflow Device.** The backflow devices for fire sprinklers and/or irrigation systems shall be provided in a location screened from public view or included in the exterior wall of the building, as approved by the ABR.
  2. **Location of Dry Utilities.** Dry utilities (e.g., above-ground cabinets) shall be placed on private property unless deemed infeasible for engineering reasons. If dry utilities must be placed in the public right-of-way, they shall be painted "Malaga Green," and if feasible, they shall be screened as approved by ABR.
  3. **Green Building Techniques Required.** Owner shall design the project to meet Santa Barbara Built Green Three-Star level requirement or equivalent. (1997 Mitigation Measure 3.9-8)
- E. **Requirements Prior to Permit Issuance.** The Owner shall submit the following, or evidence of completion of the following, for review and approval by the Department listed below prior to the issuance of any permit for the project. Some of these conditions may be

waived for demolition or rough grading permits, at the discretion of the department listed. Please note that these conditions are in addition to the standard submittal requirements for each department.

1. **Public Works Department.**

- a. **Approved Public Improvement Plans.** Public Improvement Plans as identified in conditions below “Wallace Becknell Road, Frederic Lopez Road, Francis Botello Road, and Hollister Avenue Public Improvements” shall be submitted to the Public Works Department for review and approval. Upon acceptance of conceptual (30%) public improvement plans, a Building permit may be issued if the Owner has bonded for public improvements and executed the *Roadway Easement and Construction Agreement* (Exhibit D of the Purchase and Sale Agreement dated 10-9-2014, City Agreement #24,973) and/or an *Agreement to Construct and Install Improvements (Not a Subdivision)*.
- b. **Wallace Becknell Road Public Improvements.** The Owner shall submit C-1 public improvement or Public Works plans for construction of improvements for the entire Wallace Becknell Road along all property frontages. Plans shall be submitted separately from plans submitted for a Building Permit, and shall be prepared by a licensed civil engineer registered in the State of California. As determined by the Public Works Department, the improvements shall include new and/or remove and replace to City standards, the following: approximately 2000 linear feet of 6-foot wide sidewalk, 3.5-foot wide parkway; driveway aprons meeting ADA/FAS requirements with a maximum width of 32-feet, approximately 2000 linear feet of curb and gutter, four access ramp(s), approximately 31,000 SF (31’x 978’ more or less) of 4” thick asphalt concrete pavement on 12” thick Class 2 aggregate base over suitably prepared and stabilized subgrade per geotechnical report; extension of 8” water main (served by Goleta Water District) and 8” sewer mains (served by Goleta Sanitary District) and all utilities including SCE, SCG and telecommunications, installation of at least two new commercial fire hydrant(s), public drainage improvements with supporting drainage calculations and/or hydrology report for installation of drainage pipe or connection to existing City and/or County storm drain, supply and install at least four new commercial City standard street light(s) with octagonal Marbelite poles and Slimline lamps, supply and install an electrical power pedestal to supply the new City street lights; coordinate with Public Works staff and Edison to retire light standard(s) from existing utility pole(s), preserve and/or reset survey monuments, supply and install directional/regulatory traffic control signs per the CA MUTCD during construction, supply and install new street name sign(s), storm drain stenciling, new street trees and tree grates per approval of the Airport and provide adequate positive drainage from site. Any work in the public right-of-way requires a Public Works Permit.

- c. **Frederic Lopez Road Public Improvements.** The Owner shall submit C-1 public improvement or Public Works plans for construction of improvements along all property frontage and from Wallace Becknell Road to Hollister Avenue as generally shown on the approved site plan sheet C-06. Plans shall be submitted separately from plans submitted for a Building Permit, and shall be prepared by a licensed civil engineer registered in the State of California. As determined by the Public Works Department, the improvements shall include the removal and replacement, to City standards, of the following: approximately 520 linear feet of 6-foot wide sidewalk, 3.5-foot wide parkway; removal of existing driveway aprons, approximately 60 linear feet of curb and gutter, retrofitted truncated domes on one access ramp at the intersection of Frederic Lopez Road and Francis Botello Road; crack seal to the centerline of the street along entire subject property frontage and slurry seal a minimum of 20 feet beyond the limits of all trenching and to the center line of the street, connection to and/or relocation or extension of water and sewer mains and utilities, public drainage improvements with supporting drainage calculations and/or hydrology report for installation of drainage pipe or connection to existing City and/or County storm drain, supply and install at least two commercial City standard street light(s) with octagonal Marbelite poles and Slimline lamps, preserve and/or reset survey monuments, protect and relocate existing contractor stamps to parkway, supply and install directional/regulatory traffic control signs per the CA MUTCD during construction, supply and install new street name sign(s), storm drain stenciling, new street trees and tree grates per approval of the Airport and provide adequate positive drainage from site. Any work in the public right-of-way requires a Public Works Permit.
- d. **Francis Botello Road Public Improvements.** The Owner shall submit C-1 public improvement or Public Works plans for construction of improvements along all property frontage. Plans shall be submitted separately from plans submitted for a Building Permit, and shall be prepared by a licensed civil engineer registered in the State of California. As determined by the Public Works Department, the improvements shall include the installation to City standards, the following: approximately 810 linear feet of 6-foot wide sidewalk, 3.5-foot wide parkway; removal of existing driveway aprons, approximately 40 linear feet of curb and gutter; crack seal to the centerline of the street along entire subject property frontage and slurry seal a minimum of 20 feet beyond the limits of all trenching and to the center line of the street, connection to and/or relocation or extension of water and sewer mains and utilities, public drainage improvements with supporting drainage calculations and/or hydrology report for installation of drainage pipe or connection to existing City and/or County storm drain, supply and install at least two commercial City standard street light(s) with octagonal Marbelite poles and Slimline lamps, preserve and/or reset survey monuments, supply and install directional/regulatory traffic control signs per the CA MUTCD during

construction, supply and install new street name sign(s), storm drain stenciling, new street trees and tree grates per approval of the Airport and provide adequate positive drainage from site. Project cannot eliminate any parking on the northern side of street. Any work in the public right-of-way requires a Public Works Permit.

- e. **Hollister Avenue Public Improvements.** The Owner shall submit C-1 public improvement or Public Works plans for construction of improvements along Hollister Avenue. Plans shall be submitted separately from plans submitted for a Building Permit, and shall be prepared by a licensed civil engineer registered in the State of California. As determined by the Public Works Department, the improvements shall include the removal and replacement, to City standards, of the following: approximately 60 linear feet of 6-foot wide sidewalk, 4-foot wide parkway, and 20 linear feet of 10-foot wide sidewalk on the north side of Hollister Avenue to provide access to the existing MTD westbound bus stop, and approximately 60 linear feet of 6-foot wide sidewalk, 4-foot wide parkway, and 20 linear feet of 10-foot wide sidewalk on the south side of Hollister Avenue and east of Griggs Place to provide access to the existing MTD eastbound bus stop, relocate the eastbound stop 20' to the east, install solar pole lights to provide night lighting, and benches at both stops. Any work in the public right-of-way requires a Public Works Permit.
- f. **Haul Routes Require Separate Permit.** Apply for a Public Works permit to establish the haul route(s) for all construction-related trucks with a gross vehicle weight rating of three tons or more entering or exiting the site. (1997 Mitigation Measure 3.20-7)
- g. **Agreement to Construct and Install Improvements.** The Owner shall submit an executed *Roadway Easement and Construction Agreement* (Exhibit D of the Purchase and Sale Agreement dated 10-9-2014, City Agreement #24,973) and/or an *Agreement to Construct and Install Improvements (not a subdivision)* prepared by the Engineering Division, an Engineer's Estimate, signed and stamped by a registered civil engineer, and securities for construction of improvements prior to execution of the Agreement.
- h. **Encroachment Permits.** Any encroachment or other permits from the City or other jurisdictions (State, Flood Control, County, etc.) for the construction of improvements (including any required appurtenances) within their rights of way or easements shall be obtained by the Owner as required by the Public Works Director.
- i. **Transportation Demand Management Plan.** A transportation demand management (TDM) plan shall be prepared for the development targeting employees to include provisions for bicycle lockers and showers, lunchrooms, preferential parking for carpools, free bus passes, etc. The TDM

plan shall be developed according to the existing City of Santa Barbara program subject to the approval of the Public Works Director. (1997 Mitigation Measure 3.20-1 and 3.9-9; 2016 Mitigation Measure T-1).

2. **Community Development Department.**

- a. **Recordation of Agreements.** The Owner shall provide evidence of recordation of the written instrument that includes all of the Recorded Conditions identified in condition C "Recorded Conditions Agreement" to the Community Development Department prior to issuance of any building permits.
- b. **School Fees.** Standard fees shall be paid to school districts for new non-residential buildings (1997 Mitigation Measure 3.7-1).
- c. **Drainage and Water Quality.** The project (including the new public road) is required to comply with Tier 3 of the Storm Water BMP Guidance Manual, pursuant to Santa Barbara Municipal Code Chapter 22.87 (treatment, rate and volume). The Owner shall submit a hydrology report prepared by a registered civil engineer or licensed architect demonstrating that the new development will comply with the City's Storm Water BMP Guidance Manual. Project plans for grading, drainage, stormwater facilities and treatment methods, and project development, shall be subject to review and approval by the City Building Division and Public Works Department. Sufficient engineered design and adequate measures shall be employed to ensure that no unpermitted construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water pollutants (including, but not limited to trash, hydrocarbons, fertilizers, bacteria, etc.), or groundwater pollutants would result from the project.

For any proprietary treatment devices that are proposed as part of the project's final Storm Water Management Plan, the Owner shall provide an Operations and Maintenance Procedure Plan consistent with the manufacturer's specifications (describing schedules and estimated annual maintenance costs for pollution absorbing filter media replacement, sediment removal, etc.). The Plan shall be reviewed and approved by the Creeks Division for consistency with the Storm Water BMP Guidance Manual and the manufacturer's specifications.

After certificate of occupancy is granted, any proprietary treatment devices installed will be subject to water quality testing by City Staff to ensure they are performing as designed and are operating in compliance with the City's Storm Water MS4 Permit. (1997 Mitigation Measure 3.12-1)

- d. **Project Environmental Coordinator Required.** Submit to the Planning Division a contract with a qualified independent consultant to act as the Project Environmental Coordinator (PEC). Both the PEC and the contract are subject to approval by the City's Environmental Analyst. The PEC shall

be responsible for assuring full compliance with the provisions of the Mitigation Monitoring and Reporting Program (MMRP) and Conditions of Approval to the City. The contract shall include the following, at a minimum:

- (1) The frequency and/or schedule of the monitoring of the mitigation measures.
  - (2) A method for monitoring the mitigation measures.
  - (3) A list of reporting procedures, including the responsible party, and frequency.
  - (4) A list of other monitors to be hired, if applicable, and their qualifications.
  - (5) Submittal of monthly reports during demolition, excavation, grading and footing installation and monthly reports on all other construction activity regarding MMRP and condition compliance by the PEC to the Community Development Department/Case Planner.
  - (6) Submittal of a Final Mitigation Monitoring Report.
  - (7) The PEC shall have authority over all other monitors/specialists, the contractor, and all construction personnel for those actions that relate to the items listed in the MMRP and conditions of approval, including the authority to stop work, if necessary, to achieve compliance with mitigation measures.
- e. **Archaeological Monitoring Contract.** Submit a contract with an archaeologist from the most current City Qualified Archaeologists List for monitoring during all ground-disturbing activities associated with the project, including, but not limited to, grading, excavation, trenching vegetation or paving removal and ground clearance in the areas identified in the Supplemental Phase 2 Archaeological Investigation prepared for this site by Dudek, dated February 2016. The contract shall be subject to the review and approval of the Environmental Analyst. The archaeologist's monitoring contract shall include the provisions identified in condition E.2.e "Requirement for Archaeological Resources" below.
- f. **Requirement for Archaeological Resources.** The following information shall be printed on the grading plans:
1. Area 1 Phase 3 Procedures. A total of eighteen 1 X 1 meter (or the equivalent within proposed 0.5-meter piling areas) Data Recovery mitigation units shall be excavated within the proposed warehouse construction activity areas as defined in the February 2016 Phase II Archaeological Inventory prepared for the project in 20-centimeter arbitrary levels. The unit size and placement of the 18 excavation pits shall be flexible to maximize their ability to recover data to address relevant research questions, consistent with City MEA Guidelines Cultural Resource Guidelines Phase 3 Archaeological

Resources Report Requirements. A column sample between 0.1 and 0.2 meters square shall be collected from each unit as well to recover detailed subsistence data. Excavations, analyses, and report preparation shall be guided a Phase 3 Research Design and Data Recovery Proposal reviewed and approved by the City of Santa Barbara that addresses issues including subsistence, technology, and paleoenvironmental reconstruction and population growth within CA-SBA-59 and surrounding Goleta Slough prehistoric occupations over time.

If distinctive archaeological features such as a house floor or baking pit are found to extend beyond the walls of a 1x1-meter pit, the excavation shall be expanded to expose the whole feature. If a human burial is encountered within a test pit and the excavation therefore is terminated, an alternative test pit shall be excavated (1997 Mitigation Measure 3.13-1 and 2016 Mitigation Measure CR-1).

2. Area 2 Monitoring and Phase 3 Procedures. All potential ground disturbances occurring in the proposed parking lot, vegetated drainage swale, perimeter security wall, and storm water vault near the proposed loading dock shall be undertaken in a controlled monitoring excavation directed by a City-qualified archaeologist and local Chumash representative, prior to conventional project grading activities. These excavations shall be undertaken in controlled lifts no greater than 4-inches deep. In the event that black silty-loam soils with cultural materials are encountered, excavation shall be temporarily suspended and a 1 X 1 meter Phase 3 mitigation excavation unit undertaken in this area consistent with the approved City Phase 3 Data Recovery Protocol for one unit spaced every 20 meters (60 feet) or 400 square meters (4,305 square feet). Such 1 X 1 Phase 3 mitigation excavation units shall be located no closer than this distance (i.e., if more areas are found closer than this distance, only those spaced this distance shall be undertaken).

If distinctive archaeological features such as a house floor or baking pit are found to extend beyond the walls of a 1x1-meter test pit, the excavation shall be expanded to expose the whole feature. If a human burial is encountered within a test pit and the excavation therefore is terminated, an alternative test pit shall be excavated. (1997 Mitigation Measure 3.13-1 and 2016 Mitigation Measure CR-2).

3. Monitoring and Discovery/ Mitigation Procedures. A City-qualified archeologist and a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all ground disturbing activities associated the project within the previously recorded CA-SBA-59 including, but not limited to, grading, excavation, trenching, vegetation or paving removal and ground clearance.

If unexpected concentrations of archaeological resources are encountered or suspected, work shall be halted immediately, and the City Environmental Analyst shall be notified. The archaeologist and the a Barbareño Chumash representative shall assess the nature, extent and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, and additional Phase 3 Data Recovery excavations consistent with the approved protocol for mitigation within the Santa Barbara Airport North Side Specific Plan Parcel.

If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. The procedures for identifying a Most Likely Descendant defined in Public Resources Code 5097.98 and disposition of the remains shall be followed. Work in the area may only proceed after the Environmental Analyst grants authorization (1997 Mitigation Measure 3.13-1 and 2016 Mitigation Measure CR-3).

- g. **Contractor and Subcontractor Notification.** The Owner shall notify in writing all contractors and subcontractors of the site rules, restrictions, and Conditions of Approval. Submit a draft copy of the notice to the Planning Division for review and approval.
- h. **Letter of Commitment for Neighborhood Notification Prior to Construction.** The Owner shall submit to the Planning Division a letter of commitment to provide the written notice specified in condition F.1 "Neighborhood Notification Prior to Construction" below. The language of the notice and the mailing list shall be reviewed and approved by the Planning Division prior to being distributed. An affidavit signed by the person(s) who compiled the mailing list shall be submitted to the Planning Division.
- i. **Letter of Commitment for Pre-Construction Conference.** The Owner shall submit to the Planning Division a letter of commitment to hold the Pre-Construction Conference identified in condition F.2 "Pre-Construction Conference" prior to disturbing any part of the project site for any reason.
- j. **Design Review Requirements.** Plans shall show all design, landscape and tree protection elements, as approved by the appropriate design review board and as outlined in Section D "Design Review," and all elements/specifications shall be implemented on-site.
- k. **Mitigation Monitoring and Reporting Requirement.** The Owner shall implement the Mitigation Monitoring and Reporting Program (MMRP) for the project's mitigation measures, as outlined in the Addendum to the Environmental Impact Report/Assessment for the Santa Barbara Airport Industrial/Commercial Specific Plan.

1. **Conditions on Plans/Signatures.** The final Resolution shall be provided on a full size drawing sheet as part of the drawing sets. A statement shall also be placed on the sheet as follows: The undersigned have read and understand the required conditions, and agree to abide by any and all conditions which are their usual and customary responsibility to perform, and which are within their authority to perform.

Signed:

		Date
Property Owner		
Contractor	Date	License No.
Architect	Date	License No.
Engineer	Date	License No.

- F. **Construction Implementation Requirements.** All of these construction requirements shall be carried out in the field by the Owner and/or Contractor for the duration of the project construction, including demolition and grading.

1. **Neighborhood Notification Prior to Construction.** At least twenty (20) days prior to commencement of construction, the contractor shall provide written notice to all property owners, businesses, and residents within 300 feet of the project area. The notice shall contain a description of the project, the construction schedule, including days and hours of construction, the name and phone number of the (Project Environmental Coordinator (PEC) and) Contractor(s), site rules and Conditions of Approval pertaining to construction activities, and any additional information that will assist Building Inspectors, Police Officers and the public in addressing problems that may arise during construction.
2. **Pre-Construction Conference.** Not less than 10 days or more than 20 days prior to commencement of construction, a conference to review site conditions, construction schedule, construction conditions, and environmental monitoring requirements, shall be held by the General Contractor. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, Community Development Department Building and Planning Divisions, the Property Owner, (Archaeologist, Architect, Landscape Architect, Project Engineer, Project Environmental Coordinator), Contractor, each Subcontractor, and City of Goleta Public Works Department representative. (1997 Mitigation Measure 3.20-7)
3. **Construction Contact Sign.** Immediately after Building permit issuance, signage shall be posted at the points of entry to the site that list the contractor(s) (and Project Environmental Coordinator's (PEC's)) name, contractor(s) (and PEC's) telephone number(s), construction work hours, site rules, and construction-related conditions,

to assist Building Inspectors and Police Officers in the enforcement of the conditions of approval. The font size shall be a minimum of 0.5 inches in height. Said sign shall not exceed six feet in height from the ground if it is free-standing or placed on a fence. It shall not exceed 24 square feet if in a multi-family or commercial zone or six square feet if in a single family zone.

4. **Construction Hours.** Construction (high noise generation activities) shall only be permitted Monday through Friday between the hours of 7:00 a.m. and 5:00 p.m. and Saturdays between the hours of 9:00 a.m. and 4:00 p.m., excluding the following holidays:

New Year's Day	January 1st*
Martin Luther King, Jr. Day	3rd Monday in January
Presidents' Day	3rd Monday in February
César Chávez Day	March 31st*
Memorial Day	Last Monday in May
Independence Day	July 4th*
Labor Day	1st Monday in September
Thanksgiving Day	4th Thursday in November
Following Thanksgiving Day	Friday following Thanksgiving Day
Christmas Day	December 25th*

\*When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday, respectively, shall be observed as a legal holiday.

When, based on required construction type or other appropriate reasons, it is necessary to do work outside the allowed construction hours, contractor shall contact the City to request a waiver from the above construction hours, using the procedure outlined in Santa Barbara Municipal Code §9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out said construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number.

5. **Construction-Related Truck Trips.** Construction-related truck trips for trucks with a gross vehicle weight rating of three tons or more shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) in order to help reduce truck traffic on adjacent streets and roadways. (1997 Mitigation Measure 3.20-7)
6. **Construction Storage/Staging.** Construction vehicle/ equipment/ materials storage and staging shall be done on-site. No parking or storage shall be permitted within the public right-of-way, unless specifically permitted by the Public Works Director with a Public Works permit. (1997 Mitigation Measure 3.20-7)
7. **Construction Parking.** During construction, free parking spaces for construction workers shall be provided on-site or an off-site location that is not located in the public right-of-way subject to the approval of the Public Works Director. (1997 Mitigation Measure 3.20-7)

8. **Construction Recycling.** During construction, the applicant shall contract with a disposal company that recycles construction and demolition debris consistent with SBMC §7.18 (1997 Mitigation Measure 3.8-1).
9. **Nesting Birds.** Birds and their eggs nesting on or near the project site are protected under the Migratory Bird Treaty Act and pursuing, hunting, taking, capturing, killing, or attempt to do any of the above is a violation of federal and state regulations. No trimming or removing brush or trees shall occur if nesting birds are found in the vegetation. All care should be taken not to disturb the nest(s). Removal or trimming may only occur after the young have fledged from the nests(s).
10. **Air Quality and Dust Control.** The following measures shall be shown on grading and building plans and shall be adhered to throughout grading, hauling, and construction activities:
  - a. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption. (1997 Mitigation Measure 3.9-1 and 3.9-6)
  - b. Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less. (1997 Mitigation Measures 3.9-2 and 3.9-3)
  - c. If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin. (1997 Mitigation Measure 3.9-5)
  - d. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.
  - e. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. (1997 Mitigation Measure 3.9-4)
  - f. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading of the structure. (1997 Mitigation Measure 3.9-7)

- g. All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
  - h. Fleet owners of mobile construction equipment are subject to the California Air Resource Board (CARB) Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at [www.arb.ca.gov/msprog/ordiesel/ordiesel.htm](http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm).
  - i. All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.
  - j. Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.
  - k. Diesel powered equipment should be replaced by electric equipment whenever feasible.
  - l. If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.
  - m. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
  - n. All construction equipment shall be maintained in tune per the manufacturer's specifications.
  - o. The engine size of construction equipment shall be the minimum practical size.
  - p. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.
11. **Mitigation Monitoring Compliance Reports.** The PEC shall submit monthly reports to the Community Development Department, Planning Division, during demolition, excavation, grading and footing installation and monthly reports on all other construction activity regarding MMRP compliance.

- G. **Prior to Certificate of Occupancy.** Prior to issuance of the Certificate of Occupancy, the Owner of the Real Property shall complete the following:
1. **Repair Damaged Public Improvements.** Repair any public improvements (curbs, gutters, sidewalks, roadways, etc.) or property damaged by construction subject to the review and approval of the Public Works Department per SBMC §22.60. Where tree roots are the cause of the damage, the roots shall be pruned under the direction of a qualified arborist.
  2. **Complete Public Improvements.** Public improvements, as shown in the public improvement plans or building plans, shall be completed.
  3. **Goleta Public Improvements.** In coordination with the City of Goleta Public Works Department, the following improvements will be made to the Fairview Avenue/Northbound 101 intersection: Center median shall be replaced and northbound approach lanes will be restriped to provide narrower left-turn lanes to allow the approach to operate with a designated right-turn lane for vehicles entering the freeway. (1997 Mitigation Measure 3.20-5 and 2016 Mitigation Measure T-2).
  4. **Archaeological Monitoring Report.** A final report on the results of the archaeological monitoring shall be submitted to the Planning Division within 180 days of completion of the monitoring or prior to the issuance of the Certificate of Occupancy / Final Inspection, whichever is earlier.
  5. **Mitigation Monitoring Report.** Submit a final construction report for mitigation monitoring.
- H. **General Conditions.**
1. **Compliance with Requirements.** All requirements of the city of Santa Barbara and any other applicable requirements of any law or agency of the State and/or any government entity or District shall be met. This includes, but is not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.), the 1979 Air Quality Attainment Plan, and the California Code of Regulations.
  2. **Approval Limitations.**
    - a. The conditions of this approval supersede all conflicting notations, specifications, dimensions, and the like which may be shown on submitted plans.
    - b. All buildings, roadways, parking areas and other features shall be located substantially as shown on the plans approved by the Planning Commission.
    - c. Any deviations from the project description, approved plans or conditions must be reviewed and approved by the City, in accordance with the Planning Commission Guidelines. Deviations may require changes to the permit and/or further environmental review. Deviations without the above-described approval will constitute a violation of permit approval.

3. **Litigation Indemnification Agreement.** In the event the Planning Commission approval of the Project is appealed to the City Council, Applicant/Owner hereby agrees to defend the City, its officers, employees, agents, consultants and independent contractors (“City’s Agents”) from any third party legal challenge to the City Council’s denial of the appeal and approval of the Project, including, but not limited to, challenges filed pursuant to the California Environmental Quality Act (collectively “Claims”). Applicant/Owner further agrees to indemnify and hold harmless the City and the City’s Agents from any award of attorney fees or court costs made in connection with any Claim.

Applicant/Owner shall execute a written agreement, in a form approved by the City Attorney, evidencing the foregoing commitments of defense and indemnification within thirty (30) days of being notified of a lawsuit regarding the Project. These commitments of defense and indemnification are material conditions of the approval of the Project. If Applicant/Owner fails to execute the required defense and indemnification agreement within the time allotted, the Project approval shall become null and void absent subsequent acceptance of the agreement by the City, which acceptance shall be within the City’s sole and absolute discretion. Nothing contained in this condition shall prevent the City or the City’s Agents from independently defending any Claim. If the City or the City’s Agents decide to independently defend a Claim, the City and the City’s Agents shall bear their own attorney fees, expenses, and costs of that independent defense.

#### **NOTICE OF DEVELOPMENT PLAN TIME LIMITS:**

The Planning Commission action approving the Development Plan shall expire four (4) years from the date of approval per Santa Barbara Municipal Code §28.85.090, unless:

1. A building or grading permit for the work authorized by the development plan is issued prior to the expiration date of the approval.
2. The Community Development Director grants an extension of the development plan approval upon finding that the applicant has demonstrated due diligence in implementing and completing the proposed project. The Community Development Director may grant one (1) one-year extension of the development plan approval.













**Direct Relief Headquarters and Distribution Center**  
**Applicant Report & Project Description**  
March 2016

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

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

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

### ***Organizational History & Project Background***

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

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

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

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

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

### **Project Site Permitting and Entitlement History**

The 7.99-acre project site is part of a larger Airport parcel (Parcel 22) that is currently being subdivided and is within the Santa Barbara Airport Industrial Area Specific Plan approved in October 1998. In the 1988 Specific Plan, the City articulated a planning framework and vision for the project area:

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

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

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

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

### **Existing Setting**

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

The project site is currently under-utilized and unattractive. Existing uses include general commercial, research and development, and light industrial. The site contains eight (8) buildings that are located haphazardly throughout the site and have a total floor area of approximately 12,937 SF. The area surrounding the structures on the parcel is paved

and there are approximately 20 striped parking spaces. All existing structures and pavement will be removed with implementation of the proposed project.

### **Proposed Project Summary**

The proposed project will be located on a 7.99 acre (348,157 SF) parcel. The boundary of the newly configured parcel will be created by a subdivision map being processed by the City concurrently with Direct Relief's DART process. It is anticipated that the subdivision will be processed and approved prior to the Direct Relief project completing its development review process and that the final map will record prior to the close of escrow.

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

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

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

### **Architecture**

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

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

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

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

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

visually interesting outdoor spaces with clearly identifiable primary building entries. The east, west and north sides of the project site have been planned to meet or exceed minimum City building setback requirements and also strategically designed and landscaped not to encourage pedestrian activity addressing strict site security requirements.

The primary project components are further described below:

### **Warehouse**

The warehouse will be 45-ft in height and, at full build-out, will have a floor area of 127,706 SF (net). Direct Relief hopes to be able to construct the warehouse in a single phase but if funding is constrained, it is possible that it will be built in two phases in which case the initial warehouse will have a floor area of 97,706 SF followed by a 30,000 SF (net) expansion at the northeast corner. An interim landscape use is proposed for the area of expansion if it does indeed come at a later time (please see landscape plan sheet L-2).

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

### **Secure Truck Yard and Loading Dock**

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

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

### **Corporate Offices**

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

The office component is two story with a floor area on the first floor of 16,173 SF (net) and 11,121 (net) on the second floor. There are two entrances into this building, one for visitors and the other for employees. Inside the employee entrance on the first floor

there is a bike storage and locker room that will accommodate eight bicycles (with sixteen additional bicycle parking spaces outside the office building four of which are in bike lockers), as well as adjacent men's and women's restrooms and showers. Private phone rooms, a "mom" room, and break room are provided along with individual offices and an open office area that will be outfitted with partitions that will create work space and allow flexibility in configuration of these spaces over time.

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

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

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

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

### **Landscape**

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

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

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

- Pedestrian, bicycle and vehicular circulation has been studied in order to maintain appropriate connectivity with the surrounding community, as well as within the development
- Storm water quality will be addressed with the most appropriate best management practices for this development
- Green screens will be included where feasible

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

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

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

**Landscape Statistics:**

- Landscape Area: 109,428 SF (31.4% of the project site)
- Hardscape Area: 104,294 SF (see plan sheet C-10 for a breakdown of impervious and permeable areas)

**Site Preparation, Grading, Drainage, and Utilities**

Please refer to the Stantec site plan and civil engineering plan sheets C-02 through C-10, dated 12/01/15.

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

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

**Warehouse and Office Building:**

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

**On-site improvements (not including the building):**

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

**Total on-site earthwork:**

Cut: 2,300 CY  
Fill: 29,100  
Net 26,800 CY Fill

**Public Road:**

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

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

**Storm Water**

A storm water drainage system is proposed utilizing two basins (one for detention on the west side of the site that is 3,120 SF, and an infiltration basin on the east side that is 10,000 SF), vegetated swales, biofiltration units, and storm drains. The system satisfies the requirements of the City's Storm Water BMP Guidance Manual for Tier 3 projects. For detail regarding storm water drainage, please refer to the civil site plan, and plan sheets C-03 through C-09 as well as Stantec's Drainage and Storm Water Quality Analysis, dated September 24, 2015 and addendum dated December 1, 2015 for details.

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

**Foundation Design**

The proposed foundation for the building will be constructed using a stone column/geo-pier system that will penetrate the existing sub-grade approximately 25-ft on an 8' x 8' grid pattern below the building pad (see lay-out of the 20-inch diameter columns and grid system on plan sheets C-03 through C-06). Once the grid system is built approximately 4-feet of fill material will be placed above the grid to reach the elevation of the proposed building pad; the finish floor elevation for the warehouse and office building is set at 23.9.6-ft and this provides freeboard above the base flood elevation in excess of 3-ft. Please refer to plan sheets C-1, and C-3 through C-6.

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

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

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

Four (4) new fire hydrants are proposed; one on the west side of Frederick Lopez Road and three (3) on the north side of Wallace Becknell. A new 8" fire water service line in Botello Road is also proposed to be installed to serve the on-site fire protection sprinkler system that will be constructed as part of the new warehouse and office buildings.

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

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

The plans provide for the following trash and recycling containers which exceed the City's requirements; the recycling need in the warehouse is significant with the amount of cardboard packing that comes into the warehouse with the different supplies and pharmaceuticals that Direct Relief receives regularly (please see plan sheet A1.0):

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

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

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

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

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

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

- In the parking lot there will be 20-ft tall LED double pole lights approximately 100-ft on center
- Miscellaneous decorative landscape and site wall lights
- The overall lighting design will include energy efficient light fixtures that meet or exceed Cal Green standards

### **New Public Road, Site Access, Parking & Circulation**

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

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

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

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

Proposed pedestrian, bicycle and transit facilities are provided with the project, and evaluated in the Traffic, Circulation and Parking Study by Associated Transportation Engineers (dated December 8, 2015) and found to be adequate. 6-ft sidewalks and 5-ft bike lanes are proposed on both sides of the new public roadway and this will complete the existing sidewalks and bike access in the project vicinity. A sidewalk leading from the project site to the existing adjacent park to the west is also proposed (see plan sheet L-1). It is important to note that Direct Relief employees are not typical 8:00 am to 5:00 pm office employees; they have flex hours and are often not in the office at all when called to relief operations around the world. Currently, it is not unusual

for there to be many employees who bike to work and this practice will be facilitated with the new building which includes indoor and outdoor bike lockers, showers, as well as an area where employee lunches will be provided.

### **Key Environmental Considerations & Technical Studies**

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

### **Geotechnical Engineering Evaluation**

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

#### Key Conclusions of the Analysis:

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

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

### **Hazardous Materials**

Numerous sites in the Airport Specific Plan area have had soil contamination related to the historic land uses that include a military air station. According to the EIR for the Santa Barbara Airport Industrial Area Specific Plan, all known underground storage tanks have been removed from the Specific Plan area but there remains a potential for remnant soil contamination to exist in the areas surrounding these former tank locations. The document goes on to say that disturbing these soils during construction can lead to

further environmental impacts and also identifies the potential for asbestos to be present in existing buildings (including those on the proposed project site that are proposed for demolition). The Specific Plan EIR sets forth several mitigation measures to address these potential impacts.

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

The 2015 Phase II study evaluated the following:

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

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

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

### **Archaeology**

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

The boundaries of CA-SBA-59 and a 100-foot buffer area were defined on the basis of an Extended Phase 1 (EP1) Archaeological Excavation in 1998 (by SAIC). Backhoe excavation locations were spaced 200 feet apart. Though helpful for generally identifying areas of sensitivity, the project team considers that supplemental EP1 excavations using minimally intrusive 2-inch diameter geo-probes between those previously evaluated trenches will better define the site boundary and need for a buffer

area. David Stone at Dudek has completed a subsequent study (dated September 2015) that was approved by the Historic Landmarks Commission on The assessment refined the horizontal and vertical extent of significant archaeological resources, identified project impacts, and recommends mitigation measures to address unavoidable disturbances to the cultural materials consistent with the City of Santa Barbara Master Environmental Assessment for Cultural Resources.

### **Traffic & Parking**

While the project site is located in the City of Santa Barbara, key roadways and intersections serving the site are located in the City of Goleta. After receiving the City of Santa Barbara's PRT comments in February 2015, the project transportation planners, Associated Transportation Engineers (ATE), met with City of Goleta staff to discuss the traffic study scope of work. Goleta staff identified key roadway segments and intersections to be analyzed and approved the proposed scope of work and methodology including trip generation estimates, and trip distribution pattern. After several months of discussions and data review, a revised report was prepared by ATE dated December 8, 2015 and was approved by the City of Goleta.

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

##### *Existing plus Project Analysis:*

- The project will not generate significant study-area roadway impacts based on the City of Goleta thresholds.
- *The project will not significantly impact the study area intersections based on the City of Goleta and City of Santa Barbara thresholds.*

##### *Cumulative plus Project Analysis*

- *The project will contribute to a significant cumulative impact at the US 101 NB Ramps/Fairview Avenue intersection during the A.M. peak hour period*
- *The project will not significantly impact the network of intersections within the Santa Barbara Association of Governments Congestion Management Program.*
- *The project will not significantly impact the Highway 101 freeway segments located in the study-area.*

##### *Mitigation*

The City of Goleta has determined that in order to mitigate the impact to the US 101 NB Ramps/Fairview Avenue intersection identified in the cumulative plus project analysis the center median at this location should be replaced and the eastbound approach of the intersection should be re-stripped to provide narrower left turn lanes that will allow the approach to operate with a designated right-turn lane for vehicles entering the freeway. Direct Relief has agreed to fund this improvement which was estimated by the City of Goleta to cost approximately \$37,000.

### **Construction**

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

**Construction Activity:**

Demolition

Duration of grading

Duration of construction

**Duration:**Overall time is  $\pm$  2 monthsOverall time is  $\pm$  2 monthsOverall time is  $\pm$  8 months

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

**Demolition:**

$\pm$  20 workers with the use of track hoes, front end loaders, bulldozers, saw-cutting equipment, water trucks, highway legal dump trucks and potentially a crusher

**Grading:**

$\pm$  12 workers with the use of track hoes, front end loaders, bulldozers, compactors, water trucks, highway legal dump trucks, and other potential earthmoving equipment

**Construction:**

$\pm$  100 workers with the use of track hoes, compactors, scissor lifts, forklifts, boom lifts, generators, air compressors, track crane, concrete pump, dump trucks etc.

### **Update Following the October 8, 2015 Planning Commission Concept Review Hearing**

At the request of the City of Santa Barbara Planning Commission, we coordinated with the City of Goleta regarding an opportunity to present the proposed project to the City. We were invited to present the project to the City's Ad Hoc Committee for Airport Development Review. The project was presented to the ad hoc committee (Tony Vallejo and Michael Bennett) on December 16, 2015, and received favorable comments. Also in attendance were Goleta City Manager, Michelle Greene, Goleta Planning Director Jennifer Carman, Santa Barbara City Councilman Frank Hotchkiss, and Airport Director Hazel Johns.

### **Conclusion**

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

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

provide support services to the Santa Barbara region, the United States, and the global community.

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



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** August 5, 2014

**TO:** Mayor and Councilmembers

**FROM:** Administration, Airport Department

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

### **RECOMMENDATION:**

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

### **EXECUTIVE SUMMARY:**

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

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

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

## **DISCUSSION:**

### Property Description

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

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

### Development History

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

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

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

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

### Airport Small Parcel Development

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

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

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

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

#### Unsolicited Proposal from Direct Relief International (DRI)

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

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

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

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

#### FAA Consultation on Airport Land Sale

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

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

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

### Purchase and Sale Terms

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

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

## Council Agenda Report

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

August 5, 2014

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

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

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

### Environmental Review

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

### Impact of Sale on Airport

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

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

### Escrow

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

Council Agenda Report  
Introduction Of Ordinance For Purchase And Sale Agreement For Sale Of Land Located  
At 6100 Hollister Avenue  
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**SUBMITTED BY:** Hazel Johns, Airport Director

**APPROVED BY:** City Administrator's Office

## PLANNING COMMISSION MINUTES

October 8, 2015

### CONCEPT REVIEWS:

ACTUAL TIME: 1:02 P.M.

A. APPLICATION OF SUZANNE ELLEDGE PLANNING AND PERMITTING SERVICES, AGENT FOR DIRECT RELIEF, 6100 WALLACE BECKNELL ROAD, APN 073-080-065, A-I-1 (AIRPORT INDUSTRIAL) ZONE, GENERAL PLAN DESIGNATION: AIRPORT (MST2014-00619)

The project consists of a proposal to construct a new 155,000 square foot (net) facility for Direct Relief, a nonprofit organization. The development includes a new 127,706 square foot (net) storage and distribution warehouse with an attached two-story 27,294 square foot (net) administrative office building, a secure truck yard loading area, and 162 parking spaces on a 7.99 acre parcel to be purchased from the City of Santa Barbara Airport. The existing six main buildings and five outbuildings would be demolished. A new public road is proposed to be constructed immediately south of the project site, which is located in Sub-area 3 of the Santa Barbara Airport Industrial Area Specific Plan (SP-6). The previous address was 6100 Hollister Avenue. The purpose of the concept review was to allow the Planning Commission and the public an opportunity to review the proposed project design at a conceptual level and provide the Applicant and Staff with feedback and direction regarding the proposed land use and design.

The opinions of the Planning Commission may change or there may be ordinance or policy changes that could affect the project that would result in requests for project design changes. **No formal action on the development proposal was taken at the concept review, nor was any determination made regarding environmental review of the proposed project.**

The discretionary applications that will be required for this project are:

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

Contact: Kathleen Kennedy, Associate Planner

Email: [KKennedy@SantaBarbaraCA.gov](mailto:KKennedy@SantaBarbaraCA.gov)

Phone: (805) 564-5470, ext. 4560

Kathleen Kennedy, Associate Planner gave the Staff presentation. Hazel Johns, Airport Director, and Andrew Bermond, AICP, Project Planner were available to answer any questions.

Suzanne Elledge, Suzanne Elledge Planning and Permitting Services gave the Applicant presentation joined by Thomas Tighe, President and CEO of Direct Relief; Mark Linehan, Direct Relief Board member /Building Committee Chair (via video recording); Michael Holliday, Architect, DMHA; Courtney Jane Miller, Landscape Architect; and Judy Partch, Direct Relief Director of Compliance and Human Resources.

Chair Thompson opened the public hearing at 1:32 P.M, and with no one wishing to speak, closed the hearing.

Commissioner's comments:

Commissioner Schwartz;

- Appreciates the services that Direct Relief has provided domestically and globally while operating on three non-contiguous properties that make for costliness and inefficiency. This is a unique opportunity to bring these three properties and uses together on one perfect location.
- The land use is highly compatible. Appreciates that of all the places that Direct Relief could have relocated to, that it chose to remain in the Santa Barbara area.
- Believes the land use is compatible and an excellent use of the land.
- The Applicant has responded to the requests made by the Architectural Board of Review (ABR) and is still making progress in these areas.
- Though this is a commercial structure, suggests from a landscaping perspective, as well as because it is facing Hollister Avenue, that there are ways to make this building more interesting. There is opportunity here for art, whether referencing cultural heritage, airport heritage, etc., and encourages the Applicant not to shy away from it.
- Appreciates the incorporation of as many green building design features as possible.

Commissioner Lodge:

- Agrees with Commissioner Schwartz in the incorporation of art.
- The proposal is thoughtfully considered and she looks forward to seeing it return for approval.

Commissioner Higgins:

- Echoed appreciation for the Applicant investing in the area and not relocating elsewhere.
- The land use is consistent. It is light industrial and inherently includes some production and manufacturing, all which necessitate distribution.

- The design of the project, as it has mitigated constraints, would be processed without an Environmental Impact Report (EIR). The Applicant and the team have done a great job in addressing environmental issues.

Commissioner Jordan:

- In preparing for the site visit, Commissioner Jordan, appreciated learning that Direct Relief has a local, as well as national role. This helped him in making a community benefit determination.
- Appreciates that the city's sale of this property will allow leverage for other development.
- Can make the development plan and the specific plan findings.
- Thinks that the single-signalized intersection is challenging, especially if a majority of people exiting will be turning left. He encourages the Applicant to consider what this will mean for exit/entry to the property and how it will relate to the new project directly in front of it.
- Would like to see bus stop improvements include seating and cover.
- Expressed appreciation for the team and its members.
- Would like to see low-impact development in the public parkway when addressing Storm Water Management. This is an opportunity to start from scratch.
- Agrees with Commissioner Thompson that, as a courtesy, it would be good to visit the Goleta Planning Commission.
- Suggested that to further support the community benefit, it would be helpful for the Applicant to provide a site visit of its current operations. It would help in providing greater appreciation of the current operational constraints and the services of the organization.

Commissioner Pujo:

- Supports the location for the noble use.
- Acknowledged the Applicant team for addressing issues up front and conducting studies in advance.
- Sees a substantial opportunity to include sustainable practices in the operation, including further bio-filtration, collecting roof run-off for use onsite and the potential use of gray water.
- On urban forestry goals, sees the Applicant is part way there with design, landscape and use of trees and would like to see this site as a model.
- On transportation demand management, would like to see a plan that works for multi-modal uses in daytime and for cafeteria use.

Commissioner Campanella:

- The finding of consistency is appropriate.
- The development plan for community benefit is definite.
- The design review is a long way there.
- Appreciates the purpose of Direct Relief and is proud that it is located in the community.

- Good to see that the Applicant is working with the future neighboring project in coordination of executing parkways, etc.

The Applicant team stated that it has kept the City of Goleta apprized of its plans and looks forward to returning to the Planning Commission.

Chair Thompson called for a recess at 2:54 P.M. and reconvened the meeting at 3:04 P.M.

## Summary of General Plan Policies Applicable to Direct Relief Proposal

### Land Use Policies

- LG7. **Community Benefit Non-Residential Land Uses.** Community Benefit Land Uses are determined and defined by City Council and shall include the following categories:
- a. Community Priority,
  - b. Economic Development,
  - c. “Green” Economic Development,
  - d. Small and Local Business, or
  - e. Development of Special Needs

### Energy Conservation Policies

- ER5. **Energy Efficiency and Conservation.** As part of the City’s strategy for addressing climate change, minimizing pollution of air and water, depleting nonrenewable resources and insulating from volatility of fossil fuel prices, dependence on energy derived from fossil fuels shall be reduced through increased efficiency, conservation, and conversion to renewable energy sources when practicable and financially warranted.
- ER6. **Local and Regional Renewable Energy Resources.** Provide both within the city, and regionally through working with the County and other local jurisdictions or parties, opportunities to preserve, promote and participate in the development of local renewable energy resources such as solar, wind, geothermal, wave, hydro, methane and waste conversion.

### Air Quality Policies

- ER8. **Low-Emission Vehicles and Equipment.** Expand infrastructure and establish incentives for use of lower emission vehicles and equipment (e.g., parking priority, electric vehicle plug-ins). Support the amendment of speed limit restrictions to permit the wider use of electric vehicles.

### Hydrology, Water Quality and Flooding Policies

- ER16. **Storm Water Management Policies.** The City’s Storm Water Management Program’s policies, standards and other requirements for low impact development to reduce storm water run-off, volumes, rates, and water pollutants are hereby incorporated into the General Plan Environmental Resources Element.

## **Circulation Element Policies and Implementation Strategies**

- C1. Transportation Infrastructure Enhancement and Preservation. Assess the current and potential demand for alternative transportation and where warranted increase the availability and attractiveness of alternative transportation by improving related infrastructure and facilities without reducing vehicle access.
- 3.2 The City shall improve and develop safe, convenient, and protected transit stops that are compatible in design, color, and material with the surrounding area.
- 4.2 The City shall work to expand, enhance, and maintain the system of bikeways to serve current community needs and to develop increased ridership for bicycle transportation and recreation.
- 4.2.3 Encourage facilities for bicycle travel and parking in any future development, construction, or reconstruction projects during the review of new development and infrastructure improvements. Bicycle facilities can be achieved through methods such as: conditions of approval.
- 5.1 The City shall create an integrated pedestrian system within and between City neighborhoods, schools, recreational areas, commercial areas and places of interest.
- 5.1.5 Encourage newly proposed developments to include pedestrian connections to surrounding areas, adjacent transit facilities, or other travel facilities during development review.
- 5.2 The City shall link pedestrian paths with other alternative modes of transportation.
- 5.7.1 Include sidewalks, landscaping, and other facilities in new public and private construction to promote pedestrian activity where appropriate and consistent with the policies contained in this element.
- 6.1.4 Work with employers to provide transportation demand management programs that encourage employees to rideshare and use alternative modes of transportation. Such voluntary programs may include telecommuting, transportation allowances in lieu of free or inexpensive parking, free or low cost bus passes, and van-pools.
- 14.3.3 Explore the development of bicycle paths/amenities to encourage bicycling to and from the Airport.
- 15.2 Manage and operate the Airport in an efficient, cost effective, and safe manner.

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

**Vision**

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

**Visual Quality Improvements**

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

**Vehicular Circulation**

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

**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.

**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.

**Storm Drainage**

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





# City of Santa Barbara

## Planning Division

### ARCHITECTURAL BOARD OF REVIEW MINUTES

Monday, August 3, 2015

David Gebhard Public Meeting Room: 630 Garden Street

3:00 P.M.

#### CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING

**6100 HOLLISTER AV**

**A-I-1/SP-6 Zone**

**(3:15)**

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

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

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

Actual time: 3:15 p.m.

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

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

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

**Motion: Continued indefinitely to Full Board with comments:**

- 1) Study incorporating trees that will break up the height of the high tilt up parapet walls.
- 2) The Board finds the tilt up panel design with knock-out panel elements to be a creative solution.
- 3) Study incorporating additional design elements as needed to mitigate the massing of this very large building. Consider tectonic joining and overlapping of concrete panels and at the corners as seen in the architecture of Stephen Holl. The design, finish, and variety of the tilt-up portion of the building will be extremely important, whether exposed aggregate, plain and/or smooth, stained and/or other natural material.

- 4) Study opportunities to breaking up the continuous nature of the tilt-up parapet line with, for example, angled panels or some other architectural treatment. Also, study the parapet height in relation to the floor-to-floor height for the commercial portions, etc. to add interest to the building.

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



# City of Santa Barbara

## Planning Division

### ARCHITECTURAL BOARD OF REVIEW *REVISED (for Item 2 only)* MINUTES

Monday, September 28, 2015     David Gebhard Public Meeting Room: 630 Garden Street     3:00 P.M.

#### CONCEPT REVIEW - CONTINUED ITEM

**6100 HOLLISTER AV (also 6100 Wallace Becknell Road)**

**A-I-1/SP-6 Zone**

**(3:30)**

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

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

**(Second Concept Review. Comments only; requires Environmental Assessment and Planning Commission review. Project was last reviewed on August 3, 2015.)**

Actual time: 4:00 p.m.

Chair Gradin read a statement regarding sole proprietorships exceptions, and Board member presentations: The State Fair Political Practices Act (FPPC) regulation 18704.4(b)(5) states that an official may appear before a design or architectural review committee of which he or she is member to present, explain architectural or engineering drawings which the official has prepared for a client. Ms. Courtney Miller is a sole practitioner and is using this exception understanding certain limits regarding advocating on behalf of her client.

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

Public comment opened at 4:17 p.m. As no one wished to speak, public comment was closed.

**Motion: Continued indefinitely to Planning Commission for return to Full Board with comments:**

- 1) A majority of the Board finds the mass, bulk, and scale acceptable and finds the building to be an acceptable size for the project location.
- 2) A majority of the Board finds the architectural style is compatible with the neighborhood.
- 3) Restudy the proposed concrete surface treatments and the further refinement of some of the architectural elements on the tilt-ups.
- 4) Provide taller mature trees to help screen the building.
- 5) The Board finds the proposed appliqué plaster solution unacceptable.
- 6) The Board prefers a more abstract design rather than a more literal breaking up of the massing with doors and windows.
- 7) The Board supports the architecture on the front elevation.
- 8) The Board has reviewed the proposed project and the Compatibility Analysis criteria (SBMC 22.22.145.B. and 22.68.045.B.) were generally met as follows:
  - a. **Compliance with City Charter and Municipal Code; General Consistency with Design Guidelines:** The Board made the finding that the proposed development project's design complies with all City Regulations and is consistent with ABR Design Guidelines.
  - b. **Compatible with Architectural Character of City and Neighborhood.** The proposed design of the proposed development is compatible with the distinctive architectural character of the Santa Barbara and of the particular neighborhood surrounding the project.
  - c. **Appropriate size, mass, bulk, height, and scale.** The proposed development's size, mass, bulk, height, and scale are appropriate for its neighborhood.
  - d. **Sensitive to Adjacent Landmarks and Historic Resources.** (This criterion is not applicable to this site.)
  - e. **Public View of the Ocean and Mountains.** The design of the proposed project responds appropriately to established scenic public vistas.
  - f. **Appropriate Amount of Open Space and Landscaping.** The project's design provides an appropriate amount of open space and landscaping.

Action: Hopkins/Wittausch, 6/0/0. Motion carried. (Miller stepped down).



**ADDENDUM TO ENVIRONMENTAL IMPACT REPORT/  
ASSESSMENT FOR THE SANTA BARBARA AIRPORT  
INDUSTRIAL/COMMERCIAL SPECIFIC PLAN  
(SCH #93081127)**

**FOR DIRECT RELIEF PROJECT, 6100 HOLLISTER AVENUE  
(6100 WALLACE BECKNELL ROAD) (MST2014-00619)**

**March 9, 2016**

*Introduction.* This EIR addendum is prepared to document environmental impact analysis of the Direct Relief warehouse and office project proposed at 6100 Hollister Avenue (6100 Wallace Becknell Road) in accordance with the California Environmental Quality Act (CEQA) and State CEQA Guidelines Section 15164. An addendum to a prior EIR identifies minor changes to a prior EIR that make the EIR adequate for the current project. This includes changes to reflect project description refinements, mitigation already implemented, changes to environmental conditions on the ground, current criteria used in environmental impact analysis, and changes to project impacts, impact significance, and mitigation measures. The addendum procedure is followed when changes do not involve new significant environmental impacts or a substantial increase in significant impacts previously identified in the EIR, per criteria specified in CEQA Guidelines Section 15162.

The CEQA Guidelines provide that an EIR addendum need not be circulated for a public review and comment period, but is attached to the EIR. This EIR addendum is provided to the public and decision-makers as part of the project staff report issued prior to the Planning Commission hearing on the project permit application. Public comment can be received prior to and at the hearing. The decision-making body considers the addendum together with the certified EIR when making decisions on the current project permit applications. The EIR and addendum inform CEQA environmental impact findings that support decision-maker actions on the project.

This EIR addendum has been prepared by City staff as an assessment of the current project in light of the prior Program FEIR/EA for the Airport Industrial/Commercial Specific Plan. The evaluation determines the adequacy of the prior EIR impact analysis for the current project application, and provides information updates and documentation.

*Program EIR Background.* The environmental analysis of the Airport Industrial/Commercial Specific Plan was a combined document under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). The final Environmental Impact Report/Environmental Assessment (FEIR/EA) was certified in July 1997. The FEIR/EA was a Program EIR, which identified impacts and mitigation measures associated with build-out of the entire Airport Industrial/Commercial Specific Plan area. The FEIR/EA analyzed two development scenarios for the total Specific Plan area – a 160,000 SF increase in new development (Base Scenario) and a 240,000 SF development scenario (Economic Development Scenario), which incorporated an additional 80,000 SF from the Economic Development floor area defined under then-applicable Santa Barbara Charter Section 1508 (“Measure E”). The FEIR/EA concluded that build-out of both the Base Scenario and the Economic Development Scenario would result in significant, unavoidable impacts to traffic, air quality, and solid waste, and a considerable contribution with other projects in the region to a significant cumulative effect on schools.

The Program FEIR/EA was updated three times since its certification in 1997. A Supplement to the Program FEIR/EA was completed in 1999 for the Santa Barbara Airport Gateway Center Project, and Addenda were subsequently completed in 2005 and 2008 for the proposed-but-not-constructed Citrix Center project and the Rental Car Quick Turn-Around Area (QTA) project since constructed, with

updated air quality and traffic assessments. The analyses for the Gateway and Citrix projects evaluated development impacts on the same parcel as the current project location.

### Project Location



The project site at 6100 Hollister Avenue is located north of Hollister Avenue, south of Francis Botello Road, west of Frederic Lopez Road and east of David Love Place. The project site would be reassigned the address of 6100 Wallace Becknell Road associated with the new road proposed to be installed as part of the project.

### PREVIOUS ENVIRONMENTAL DOCUMENT

Previous Program FEIR/EA. Environmental impact analysis for build-out of the Airport Industrial/Commercial Specific Plan (SP-6) was provided with a certified Program FEIR/EA dated June 18, 1998. The Specific Plan area encompasses 225 acres located north and south of Hollister Avenue and west of Fairview Avenue. A Supplemental EIR (June 1999) and two addenda to the Program FEIR/EA (November 2005 and August 2007) were prepared for prior proposed but not constructed Gateway Center and Citrix Center projects, and for the constructed Rental Car Quick Turnaround Facility.

Program FEIR/EA Impacts Identified. The Program FEIR/EA concluded that Specific Plan build-out would have a considerable contribution to cumulative impacts associated with peak-hour traffic, air quality, solid waste, and schools. These impacts could not be fully mitigated and were identified as

significant and unavoidable after mitigation (Class 1 impacts). Other environmental impacts of Specific Plan build-out were identified as potentially significant but mitigated to less than significant levels with additional measures to be applied as conditions of project permit approvals (Class 2 impacts associated with air quality/short-term construction, soil contamination, water quality, cultural resources, biotic communities, wetlands, and traffic). Remaining impacts were identified as less than significant (Class 3 impacts associated with floodplains, social resources, socioeconomic resources/water supply, and biological resources) and the Initial Study identified impacts associated with visual resources, geologic impacts, hazards, and public services and utilities as less than significant.

*Program FEIR/EA Mitigation.* Mitigation measures were identified in the Program FEIR/EA to reduce impacts associated with traffic (roadway improvements), air quality (energy efficiency and transportation demand management), solid waste (recycling), schools (fees), construction air quality (dust and emissions controls), contaminated soils (soil remediation), water quality (construction best management practices, storm water management), cultural resources (historical structures documentation, archaeological resources assessment and mitigation per Master Environmental Assessment criteria and procedures), biological resources (Goleta Slough Ecosystem Management, wetlands protection), and traffic (roadway improvements and transportation demand management). Recommended measures were also identified for adverse but not significant impacts associated with floodplains (flood conveyance, raised floor elevations), social impacts/existing tenants (relocation), socioeconomic/water supply (water conservation measures), and biological resources (Goleta Slough Management). Application of regulations, policies, ordinance provisions, design guidelines, and standard permit conditions also reduce impacts.

*General Plan Program EIR.* A certified Program EIR (SCH #2009011031) for the City 2011 General Plan Update contains updated cumulative analysis of environmental effects associated with incremental development throughout the City (incorporated herein by reference). The project parcel was considered as an approved project (Citrix Project) as part of the Program EIR analysis, and as such was considered as part of the cumulative impact analysis.

## **CHANGES IN CIRCUMSTANCES**

The project site was designated in the Specific Plan for Light Industrial Use. The Program FEIR/EA evaluated the impacts of light industrial buildings and operations on the site, with updates in 1999, 2005, and 2007. Over the past twenty years, land use on the site has been a mixture of light industrial, commercial, and research and development.

Changes in environmental circumstances since the Program FEIR/EA include changes in traffic levels, air quality, and biological species listings. Updated planning policies, ordinance provisions, and environmental review and design guidelines have since been adopted that address land use, transportation, solid waste recycling, cultural resources, storm water management, best management practices for water quality, visual effects, and climate change. The following analysis considers these changes in evaluating the current project.

## **CURRENT PROJECT DESCRIPTION**

The project consists of a proposal to construct a new 155,000 square foot (net) facility for Direct Relief, a nonprofit organization. The proposed Headquarters and Distribution Center includes 127,706 square foot (net) storage and distribution warehouse with an attached two-story 27,294 square foot (net) administrative office building, a secure truck yard loading area, and 162 parking

spaces (net 142) on a 7.99 acre parcel to be purchased from the City of Santa Barbara Airport. The existing eight buildings used for general commercial, research and development, and light industrial uses would be demolished. A row of pine trees would be removed and new trees and landscaping installed. A new public road is proposed to be constructed immediately south of the project site, which is located in Subarea 3 of the Santa Barbara Airport Industrial Area Specific Plan (SP-6).

*Foundation and Construction Process:* The proposed foundation for the building would use a stone column/geo-pier system that would penetrate approximately 25 feet deep on an 8' x 8' grid pattern below the building pad. Approximately four feet of fill material would be placed above the grid to elevate floors above the base flood elevation. Construction would be completed in several phases beginning with approximately four weeks of demolition, four weeks of grading and site preparation, followed by approximately one year of construction, paving, interior finishing, and landscaping.

*Required Discretionary Permit Actions to Approve Project:*

1. A Finding of Consistency with the Santa Barbara Airport Industrial Area Specific Plan (SP-6) by the Planning Commission;
2. Approval of a Tentative Subdivision Map to create separate legal lots at 6100 Hollister Avenue (APN 073-080-065) by the Staff Hearing Officer;
3. Approval of a Development Plan for the allocation of 118,500 square foot of nonresidential development from the Community Benefit, Small Addition, and Vacant Property Categories (SBMC Chapter 28.85) by the Planning Commission; and
4. Design Review Approval by the Architectural Board of Review (SBMC§22.68.020).

*Environmental Review:* The project is subject to environmental review under State CEQA requirements. The project has no federal funding and is not subject to federal NEPA requirements.

## **PREVIOUSLY ANALYZED IMPACTS AND PROJECT IMPACTS**

This section updates analysis in the Program FEIR/EA (and Supplement and Addenda) to consider existing conditions, and refines the impact analysis in the Program FEIR/EA as appropriate for the current project proposal. (Section numbers below correlate with Program FEIR/EA section numbers.)

### **3.1 NOISE**

The 1997 Airport Industrial Specific Plan FEIR/EA identified potential noise impacts from Specific Plan build-out pertaining to construction, traffic, and operations as less than significant (Class 3) and no mitigation was required.

Average ambient background noise levels at the site are affected by traffic, railroad, and aviation, and have not substantially changed in the area since the Program FEIR/EA. The project site is located in a non-residential area and is not adjacent to sensitive land uses that could be affected by noise, with nearest residents across Highway 101. Noise generated by project traffic and warehouse cooling operations would not be substantial. The project site is outside the 60 dB(A) CNEL contour for the Santa Barbara Airport as measured in the 2008 Part 150 Noise Study for the Airport Master Plan, and siting would be consistent with Noise Element land use compatibility guidelines for ambient noise levels. Project construction would include some temporary higher noise and vibration from pile driving operations, which would not be expected to extend past the site. Construction operations would be subject to City Noise Ordinance provisions that limit construction hours. The construction and operation of the proposed warehouse and office would not create any new impacts to noise beyond those already identified in the Program FEIR/EA for short-term construction and long-term

operations. The proposed project would generate fewer traffic trips than assumed in the Program FEIR/EA analysis and would therefore have slightly lower contribution to cumulative traffic noise. Project noise effects would be less than significant (Class 3). The following standard construction noise measure is recommended to be applied as a condition of approval to further reduce temporary noise effects.

#### Recommended Construction Noise Measures:

**Construction Noise. RM N-1 2016. Neighborhood Notification Prior to Construction.** At least twenty (20) days prior to commencement of construction, the contractor shall provide written notice to all property owners, businesses, and residents within 300 feet of the project area. The notice shall contain a description of the project, the construction schedule, including days and hours of construction, the name and phone number of the (Project Environmental Coordinator (PEC) and) Contractor(s), site rules and Conditions of Approval pertaining to construction activities, and any additional information that will assist Building Inspectors, Police Officers and the public in addressing problems that may arise during construction.

**Pre-Construction Conference.** Not less than 10 days or more than 20 days prior to commencement of construction, a conference to review site conditions, construction schedule, construction conditions, and environmental monitoring requirements, shall be held by the General Contractor. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, Community Development Department Building and Planning Divisions, the Property Owner, (Archaeologist, Architect, Landscape Architect, Project Engineer, Project Environmental Coordinator), Contractor, each Subcontractor, and City of Goleta Public Works Department representative. (1997 Mitigation Measure 3.20-7)

**Construction Contact Sign.** Immediately after Building permit issuance, signage shall be posted at the points of entry to the site that list the contractor(s) (and Project Environmental Coordinator's (PEC's)) name, contractor(s) (and PEC's) telephone number(s), construction work hours, site rules, and construction-related conditions, to assist Building Inspectors and Police Officers in the enforcement of the conditions of approval. The font size shall be a minimum of 0.5 inches in height. Said sign shall not exceed six feet in height from the ground if it is free-standing or placed on a fence. It shall not exceed 24 square feet if in a multi-family or commercial zone or six square feet if in a single family zone.

**Construction Hours.** Construction (high noise generation activities) shall only be permitted Monday through Friday between the hours of 7:00 a.m. and 5:00 p.m. and Saturdays between the hours of 9:00 a.m. and 4:00 p.m., excluding the following holidays: New Year's Day January 1st\*, Martin Luther King, Jr. Day 3rd Monday in January, Presidents' Day 3rd Monday in February, César Chávez Day March 31st\*, Memorial Day Last Monday in May,

Independence Day July 4th\*, Labor Day 1st Monday in September, Thanksgiving Day 4th Thursday in November, Friday following Thanksgiving Day, Christmas Day December 25th\*

\*When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday, respectively, shall be observed as a legal holiday.

When, based on required construction type or other appropriate reasons, it is necessary to do work outside the allowed construction hours, contractor shall contact the City to request a waiver from the above construction hours, using the procedure outlined in Santa Barbara Municipal Code §9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out said construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number.

### 3.2 LAND USE

The Program FEIR/EA identified potential land use impacts from the Specific Plan build-out as less than significant (Class 3).

Direct Relief operations are presently conducted at their existing facilities on La Patera Lane and operations would be moved to the new facility. The project site has been used for light industrial, commercial, and research and development uses, and presently has eight buildings with a mix of these uses. The proposed project warehouse and offices are an allowed use under the Specific Plan land-use designation of Light Industrial, and could be found consistent with applicable plan policies of the Specific Plan, Santa Barbara General Plan, and Santa Barbara County Airport Land Use Plan, and Zoning requirements (see subsequent Plans and Policies discussion). The project use would be compatible with surrounding land uses in the industrial/commercial area. The proposed project would not change the land use designation evaluated in the Program FEIR/EA, and would not generate any new impacts with respect to land use beyond the analysis in the Program FEIR/EA. Land use impacts of the project would be less than significant (Class 3).

### **3.3 COASTAL ZONE MANAGEMENT AND COASTAL BARRIERS**

The Program FEIR/EA identified no significant impacts associated with coastal zone management and coastal barriers based on analysis of biological resources and plans/policies.

The proposed project site is not within the Coastal Zone as defined in the California Coastal Act of 1976. The project would not generate any new impacts to Coastal Zone resources.

### **3.4 WILD AND SCENIC RIVERS**

[Federal Environmental Assessment component]. The Program FEIR/EA identified no significant impacts to wild and scenic rivers as a result of the Specific Plan implementation.

The proposed project would not generate any new impacts to wild and scenic rivers and would not result in any change from the analysis completed in the Program FEIR/EA.

### **3.5 FARMLANDS**

No farmland is located near the project area, and the Program FEIR/EA did not identify any significant impacts to farmlands resulting from build-out of the Specific Plan.

The proposed project would not introduce farmland, or remove farmland or agricultural activities. The proposed project would not generate any new impacts with respect to farmlands.

### **3.6 SOCIAL RESOURCES**

[Federal Environmental Assessment component]. The Program FEIR/EA identified no significant social impacts. A recommended measure was identified to coordinate with and accommodate relocation of existing tenants in new Specific Plan spaces as feasible.

The proposed project would not generate any new social impacts not addressed in the 1997 FEIR/EA.

### **3.7 SOCIOECONOMIC RESOURCES**

The Program FEIR/EA identified impacts of the Specific Plan associated with population, employment, housing, and schools to be adverse but not significant. The Specific Plan build-out was identified for a less than significant impact associated with school overcrowding, but contribution to a significant cumulative effect on school overcrowding from build-out of projects in the larger South Coast region including the Specific Plan area, with required payment of school fees partially offsetting the impact.

The project would relocate and consolidate existing Direct Relief operations. No change in employment is proposed to staff the project when complete (70 employees and 25 volunteers daily).

The proposed project would require short-term construction employment, consistent with the analysis prepared in the Program FEIR/EA. Back-fill projects that would occupy the existing Direct Relief properties would be expected to be low-intensity industrial or warehouse uses that would constitute a minor increase in cumulative growth of employment and housing demand per the the Program FEIR/EA analysis.

None of the school districts on the South Coast are designated for school overcrowding. The project would be subject to State school fees. The project would have a less significant project impact and less than considerable contribution to cumulative effects on schools. The proposed project would not generate any new impacts with respect to socioeconomic resources that were not addressed in the Program FEIR/EA. The Program FEIR/EA recommended measure MM3.7.1 for payment of school fees will be applied to the project.

#### Recommended Schools Measure

Standard fees shall be paid to school district for new non-residential buildings.

### **3.8 SOLID WASTE**

The Program FEIR/EA identified a significant cumulative impact (Class 1) associated with solid waste generation for landfill disposal from build-out of the Specific Plan.

The demolition of existing structures at 6100 Hollister Avenue was analyzed in the Program FEIR/EA. Since the certification of the Program FEIR/EA, the City Construction and Demolition Ordinance (SBMC Ch. 7.18) was established, requiring diversion of at least 75 percent of construction waste and implementing Program FEIR/EA measure 3.8-1 for construction demolition. The proposed project would demolish approximately 12,000 square feet of existing buildings and following recycling would not exceed the County of Santa Barbara construction impact threshold for landfill disposal.

Curbside recycling programs have been established and are now requirements of development and would apply to the project, thereby implementing Program FEIR/EA MM3.8-2 for long-term waste management planning and recycling. The warehouse and office project would generate far less demand for landfill disposal of waste than was previously assumed in the FEIR/EA analysis for light industrial uses on this portion of the Specific Plan area. The proposed project would construct 27,294 square feet of new office space and 127,706 square feet of new warehouse space. Office space is estimated to generate 35.5 tons of solid waste (0.0013 tons per square foot) and warehouse space is estimated to generate 204 tons (0.0016 tons per square foot). The proposed project would also be required to participate in the City's curbside recycling program, which is estimated to divert approximately 50% of its solid waste. The proposed project's annual generation of solid waste for landfill disposal is 119.75 tons per year, less than the County impact threshold. Impacts to solid waste would be less than significant.

The current proposed project would not result in a significant short-term demolition and construction waste disposal impacts or net long-term project-specific waste disposal impacts (Class 3), and would contribute to Specific Plan cumulative effects identified in the Program FEIR/EA.

#### Revised Recommended Solid Waste Measure:

- During construction, the applicant shall contract with a disposal company that recycles construction and demolition debris consistent with SBMC 7.18.

### 3.9 AIR QUALITY

The Program FEIR/EA identified significant air quality impacts (Class 1) from build-out of the Specific Plan, with partial mitigation to be provided through energy efficient design of projects and transportation demand management. Since that time, air quality and energy regulations and technology improvements have reduced air quality emissions associated with development. The air quality analysis has been updated three times, most recently with an Addendum to the FEIR/EA in August 2007. The 2007 Addendum assessed the impacts to air quality and traffic associated with the construction of a new rental car facility and a 160,000 square foot business park on the current project site, finding it to be less than significant (Class 3).

An updated air quality assessment of the current project proposal construction and operations was conducted using the CalEEMod computer assessment, which reflects lower emissions generation than in prior years due to stricter regulations and technology improvements. Project air quality impacts associated with short-term construction, long-term operations (stationary and mobile sources), greenhouse gas generation, and localized odor effects are identified as less than significant (Class 3).

Measures for control and reduction of construction related dust and equipment emissions would apply to the project consistent with Program EIR/EA measures MM 3.9-1 through 3.9-7 and updated per recommended measures of the Santa Barbara County Air Pollution Control District and City ordinance provisions and standard conditions. The project design also incorporates measures that would promote reduced air pollutant emissions and greenhouse gases from electrical generation and vehicle trips (e.g., solar panels, electric vehicle plug-in stations, parking for hybrid vehicle and car/van pool vehicles, bicycle lanes and on-site bicycle parking and storage). A Program FEIR/EA mitigation measure to provide a transportation demand management plan for project employees would be applied as a condition of project approval.

Cumulative air quality and greenhouse gas impacts associated with citywide growth were found to be less than significant in the General Plan Program EIR, Clean Air Plan SEIR, and Climate Action Plan Addendum to the General Plan Program EIR. The project is within the growth assumptions for these analyses, and applicable policies and regulations for reduction of air pollution and greenhouse gas would be applied to the project. Project air emissions would not constitute a considerable contribution to cumulative air pollutant or greenhouse gas impacts.

#### Revised Recommended Air Quality Measure

**Air Quality and Dust Control.** The following measures shall be shown on grading and building plans and shall be adhered to throughout grading, hauling, and construction activities:

- a. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption. (1997 Mitigation Measure 3.9-1 and 3.9-6)
- b. Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less. (1997 Mitigation Measures 3.9-2 and 3.9-3)
- c. If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin. (1997 Mitigation Measure 3.9-5)

- d. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.
- e. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. (1997 Mitigation Measure 3.9-4)
- f. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading of the structure. (1997 Mitigation Measure 3.9-7)
- g. All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- h. Fleet owners of mobile construction equipment are subject to the California Air Resource Board (CARB) Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at [www.arb.ca.gov/msprog/ordiesel/ordiesel.htm](http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm).
- i. All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.
- j. Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.
- k. Diesel powered equipment should be replaced by electric equipment whenever feasible.
- l. If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.
- m. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- n. All construction equipment shall be maintained in tune per the manufacturer's specifications.
- o. The engine size of construction equipment shall be the minimum practical size.
- p. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

### **3.10 HAZARDOUS MATERIALS/PUBLIC SAFETY**

The 1997 Specific Plan FEIR/EA identified a Class 2 impact from the potential disturbance of hydrocarbon-contaminated soils, with mitigation to remediate soils per regulations.

The previous contamination on the project site has since been cleaned by the Airport Department in accordance with remediation regulations to a sufficient level for the proposed use of the site per Program FEIR/EA measure MM3.10-2 and current regulations. The County of Santa Barbara Public Health Department approved the remediation and closed the contamination case on February 26, 2016, and the site does not now contain any known contaminants. Any asbestos or other hazardous materials identified during demolition of existing structures on the site would be subject to regulations for worker safety and proper disposal. The project site does not generate substantial hazardous materials and would be subject to regulations for storage and transport of any materials classified as

hazardous. The proposed project would not generate any new impacts to the environment pertaining to hazardous materials not already addressed in the 1997 FEIR/EA. Project impacts going forward would be less than significant (Class 3).

### **3.11 FLOODPLAINS**

The FEIR/EA identified a less than significant impact (Class 3) associated with portions of the Specific Plan being within 100 year floodplains, with recommended measures for site design, raised floor elevations, and flood conveyance.

The proposed project would be located partially within the 100 year flood plain (1% annual flood risk), and 500 year flood plain (0.2% flood risk). The proposed project has been designed for finished floor to be above base flood elevation in accordance with City floodplain ordinance and building code provisions. Additionally storm water management practices such as on-site retention incorporated as part of the project design would reduce the site's contribution to flooding compared to the prior FEIR/EA analysis. Project impacts associated with flooding would be less than significant (Class 3) and no new impacts not addressed in the Program FEIR/EA would result.

### **3.12 WATER RESOURCES**

The Program FEIR/EA identified water-related impacts associated with Specific Plan build-out to be less than significant (Class 3) for water supply and groundwater resources. Water quality effects during construction and from urban run-off were identified as potentially significant but mitigated (Class 2), with mitigation measures requiring best management practices for construction-related run-off and long-term storm water quality management.

*Water Supply.* The project has a long-term water supply. The site is within the Airport Specific Plan area that falls within the Joint Powers Overlap agreement between the City of Santa Barbara and the Goleta Water District, which allocates the Airport 240 acre-feet per year (AFY) in water supply. The Airport currently uses approximately 120 AFY. The project would be sub-metered on the Airport water supply system and would pay the Airport Department the cost of its share of water usage on the Airport's master meter. Project water use (including indoor and outdoor use) is estimated at 11.86 AFY per current City water demand factors for office and industrial land uses.

The proposed project for warehouse and office uses would use less water than the type of light industrial uses assumed for the site in the prior Program FEIR/EA. Droughts are a cyclical phenomenon in California, and the State and Santa Barbara County have been experiencing a severe drought over the past several years. Drought water conservation regulations are in place throughout the State, including in the cities of Santa Barbara and Goleta and the County of Santa Barbara. All water agencies are actively pursuing supplemental water supplies (such as activation of the City desalination plant) to assure adequate ongoing and long-term water supplies for existing development and a small increment of planned growth assumed within long-term water supply plans, consistent with cumulative analysis in the City General Plan Program EIR. Currently no restrictions for new land use are in place associated with the drought or water supply.

The Goleta Water District has a court-ordered right to pump and treat 2,350 acre feet per year of groundwater from the Goleta Groundwater Basin. As of 2015, the District is no longer receiving surface water. The District estimates that it has 48,000 acre feet of water stored in the Goleta Groundwater Basin, and can provide potable water at current demand for 13.6 years of drought from this groundwater supply.

Project effects on water supply would be less than significant (Class 3), and no new impacts would occur beyond those evaluated in the Program FEIR/EA.

*Hydrology and Water Quality.* The Program FEIR/EA identified sedimentation, degradation of water quality, and the disturbance of sub-surface contamination during earth-moving operations as potentially significant water quality impacts (Class 2) resulting from the implementation of the Specific Plan, with mitigation for best management practices for construction operations and long-term storm water run-off.

Since the Program FEIR /EA analysis, soil contamination on the project site has been remediated; the City has adopted Storm Water Management Plan (SWMP) and ordinance and Building Code provisions establishing more stringent water quality requirements, and the Goleta Slough Management Plan is in place.

Improvements to drainage already in place through implementation of the Specific Plan would reduce project-specific impacts to water quality and drainage to less-than significant levels. The proposed project has incorporated SWMP Tier 3 requirements into the project design (storm water retention and detention basins along the southern portion of property and on Airport property, bio-filtration to address run-off from vehicles, etc.). The project would employ construction best management practices (BMPs) to mitigate potential impacts associated with sedimentation and water quality effects in accordance with City SWMP ordinance and Building Code requirements. These measures would implement and update Program EIR/EA measure MM3.12 for drainage and erosion control plan. Pharmaceutical materials would be required to handled, stored, transported, and disposed of in accordance with regulations. The project site would be subject to applicable Airport National Pollutant Discharge Elimination System (NPDES) permit requirements addressing stormwater runoff.

The proposed project is an in-fill use of an existing industrial site. The proposed project would not substantially alter the analysis in the Specific Plan FEIR/EA and no new significant impacts to water resources are anticipated. Project impacts to water resources would be less than significant (Class 3).

#### Revised Recommended Water Resources Measure

- (1) Drainage and Water Quality. The project (including the new public road) is required to comply with Tier 3 of the Storm Water BMP Guidance Manual, pursuant to Santa Barbara Municipal Code Chapter 22.87 (treatment, rate and volume). The Owner shall submit a hydrology report prepared by a registered civil engineer or licensed architect demonstrating that the new development will comply with the City's Storm Water BMP Guidance Manual.
- (2) Project plans for grading, drainage, stormwater facilities and treatment methods, and project development, shall be subject to review and approval by the City Building Division and Public Works Department. Sufficient engineered design and adequate measures shall be employed to ensure that no unpermitted construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water pollutants (including, but not limited to trash, hydrocarbons, fertilizers, bacteria, etc.), or groundwater pollutants would result from the project.
- (3) For any proprietary treatment devices that are proposed as part of the project's final Storm Water Management Plan, the Owner shall provide an Operations and Maintenance Procedure Plan consistent with the manufacturer's specifications (describing schedules and estimated annual maintenance costs for pollution absorbing filter media replacement, sediment removal, etc.). The Plan shall be reviewed and approved by the Creeks Division for consistency with the Storm Water BMP Guidance Manual and the manufacturer's specifications.

After certificate of occupancy is granted, any proprietary treatment devices installed will be subject to water quality testing by City Staff to ensure they are performing as designed and are operating in compliance with the City's Storm Water MS4 Permit.

### 3.13 ARCHAEOLOGICAL, HISTORICAL, AND CULTURAL RESOURCES

The Program FEIR/EA identified impacts to historic and archaeological resources from Specific Plan build-out to be potentially significant but mitigated (Class 2), with documentation of structures to be demolished, and application of City Master Environmental Assessment procedures for assessment and mitigation of any archaeological or cultural resources.

*Historical:* The proposed project would result in the demolition of the 'dope and spray building' (Building 241) which was identified as eligible as a potential City structure of merit as part of a collective of 12 structures. All of the potentially eligible buildings were photo-documented by a qualified architectural historian pursuant to Program FEIR/EA Mitigation Measure 3.13-2. Of those 12 structures, the three nearest; the parachute building (Building 239), the propeller shop (Building 246), and the A&R maintenance hangar (Building 247) were all demolished pursuant to the Airport Industrial Area Specific Plan Demolition Plan. The dope and spray building has not been designated as a City structure of merit and the required photo documentation was completed. Project impacts to historic resources would be mitigated to a less than significant level (Class 2).

*Archaeological and Cultural.* The project site layout was designed to minimize potential impacts to subsurface archaeological resources. A site-specific Phase 2 archaeology study (Dudek, February 2016) was conducted for the site by a qualified archaeologist and with consultation with Chumash representatives. The study report was approved by the City archaeology advisor and the Historic Landmarks Commission, and confirms the earlier assessment in Program FEIR/EA. The proposed project site preparation would result in disturbances to soils within the CA-SBA-59 archaeology site where resources important to archaeology and to the Barbareño Chumash tribe have been previously identified. No interred human remains have been identified, but could potentially be discovered. Discovery of paleontological resources is unlikely. Impacts to cultural resources are potentially significant, and mitigated to a less than significant level (Class 2) with application of City Master Environmental Assessment procedures for monitoring and assessment and mitigation of any resources discovered as identified in the Program FEIR/EA mitigation measure. No new significant impacts beyond those identified in the Program FEIR/EA would result.

#### Revised Archaeological Resources Mitigation Measures

Mitigation measure 3.13-1 for archaeology is updated based on the project Phase 2 archaeological study to state the following:

Area 1 Phase 3 Procedures: A total of eighteen 1 x 1 meter (or the equivalent within proposed 0.5-meter piling areas) Data Recovery mitigation units shall be excavated within the proposed DR warehouse construction activity areas as defined in Table 4 of the February 2016 Phase II Archaeological Inventory prepared for the project in 20-centimeter arbitrary levels. The unit size and placement of the 18 excavation pits shall be flexible to maximize their ability to recover data to address relevant research questions, consistent with City MEA Guidelines Phase 3 Archaeological Resources Report requirements. A column sample between 0.1 and 0.2 meters square shall be collected from each unit as well to recover detailed subsistence data. Excavations, analyses, and report preparation shall be guided a Phase 3 Research Design and Data Recovery Proposal reviewed and approved by the City of Santa Barbara that addresses issues including subsistence, technology, and paleoenvironmental reconstruction and population growth within CA-SBA-59 and surrounding Goleta Slough prehistoric occupations over time. If distinctive archaeological features such as a house floor or baking pit are found to extend beyond the walls of a 1x1-

meter pit, the excavation shall be expanded to expose the whole feature. If a human burial is encountered within a test pit and the excavation therefore is terminated, an alternative test pit shall be excavated.

Area 2 Monitoring and Phase 3 Procedures: All potential ground disturbances occurring in the proposed parking lot, vegetated drainage swale, perimeter security wall, and storm water vault near the proposed loading dock shall be undertaken in a controlled monitoring excavation directed by a City-qualified archaeologist and local Chumash representative, prior to conventional project grading activities. These excavations shall be undertaken in controlled lifts no greater than 4-inches deep. In the event that black silty-loam soils with cultural materials are encountered, excavation shall be temporarily suspended and a 1 x 1 meter Phase 3 mitigation excavation unit undertaken in this area consistent with the approved City Phase 3 Data Recovery Protocol for one unit spaced every 20 meters (60 feet) or 400 square meters (4,305 square feet). Such 1 x 1 Phase 3 mitigation excavation units shall be located no closer than this distance (i.e., if more areas are found closer than this distance, only those spaced this distance shall be undertaken). If distinctive archaeological features such as a house floor or baking pit are found to extend beyond the walls of a 1x1-meter test pit, the excavation shall be expanded to expose the whole feature. If a human burial is encountered within a test pit and the excavation therefore is terminated, an alternative test pit shall be excavated.

Monitoring and Discovery/Mitigation Procedures: A City-qualified archeologist and a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all ground disturbing activities associated the project within the previously recorded CA-SBA-59 including, but not limited to, grading, excavation, trenching, vegetation or paving removal and ground clearance.

If unexpected concentrations of archaeological resources are encountered or suspected, work shall be halted immediately, and the City Environmental Analyst shall be notified. The archaeologist and the Barbareño Chumash representative shall assess the nature, extent and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, and additional Phase 3 Data Recovery excavations consistent with the approved protocol for mitigation within the Santa Barbara Airport North Side Specific Plan Parcel.

If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. The procedures for identifying a Most Likely Descendant defined in Public Resources Code 5097.98 and disposition of the remains shall be followed. Work in the area may only proceed after the Environmental Analyst grants authorization.

### **3.14 BIOTIC COMMUNITIES**

The Program FEIR/EA identified impacts from Specific Plan build-out as potentially significant but mitigated (Class 2) for cumulative loss of habitat and human disturbance affecting the nearby Goleta Slough, with mitigation for City participation and funding of Goleta Slough Management Plan (GSMP) activities. Potential impacts from loss of upland grassland and scrub habitats were identified as less than significant (Class 3), with no further recommended measures beyond GSMP activities.

Habitat on the proposed project site is identified as “Annual Grassland – Ruderal” with parts of the northwest and northeast portions of the site identified as “Ornamental/Roadside”. Neither habitat is protected or considered critical habitat for any threatened or endangered species. The project site constitutes approximately one tenth of the annual grassland in the Specific Plan area, with ample locations remaining for any migratory wildlife species who frequent this type of habitat. The City continues to participate in and fund GSMP activities.

The project would take out an existing row of 12-15 pine trees that provide limited biological value. This impact would be offset by the project installation of 40 street trees along the new road and

numerous other trees throughout the project site as part of the comprehensive landscape plan to be approved by the Architectural Board of Review.

The project would not generate a new significant impact to biotic communities beyond that analyzed in the 1997 FEIR/EA. The project impact is less than significant (Class 3). A standard recommended measure for prior survey for bird nesting prior to tree removals will be applied to the project.

Recommended Biological Resources Measure:

Nesting Birds. Birds and their eggs nesting on or near the project site are protected under the Migratory Bird Treaty Act and pursuing, hunting, taking, capturing, killing, or attempt to do any of the above is a violation of federal and state regulations. Prior to tree removals, a survey for nesting birds shall be conducted. No trimming or removing brush or trees shall occur if nesting birds are found in the vegetation. All care should be taken not to disturb the nest(s). Removal or trimming may only occur after the young have fledged from the nest(s).

### **3.15 ENDANGERED AND THREATENED SPECIES**

The Program FEIR/EA did not identify impacts to endangered or threatened species from build-out of the Specific Plan. Since then, the federally endangered Tidewater goby (*Eucyclogobius newberryi*) was discovered in the Goleta Slough.

The project site drains to the Slough via the Firestone Channel thereby contributing to cumulative water quality effects of the Goleta Slough watershed. The proposed project is an in-fill use of an existing industrial site and would not generate any new impact to endangered and threatened species in the Airport Industrial Specific Plan Area compared to existing conditions. With drainage improvements already constructed through Specific Plan implementation, compliance with Airport National Pollution Discharge Elimination System (NPDES) permit stormwater provisions, and project design measures and construction best management practices (BMPs) consistent with City Storm Water Management Plan and Building Code regulations, the project would not result in a new significant impact or considerable contribution to cumulative effects to water quality or the endangered Tidewater goby in the Goleta Slough. The project impact would be less than significant (Class 3).

### **3.16 WETLANDS**

The Program FEIR/EA identified a potentially significant impact from Specific Plan development in close proximity to wetlands, mitigated with Specific Plan wetland buffer policies and City participation and funding of the Goleta Slough Management Plan activities (Class 2).

The proposed project site is not within the vicinity of any wetlands. The proposed project is an in-fill use of an existing industrial site and would not generate any new impact to wetlands compared to existing conditions. With drainage improvements already constructed through Specific Plan implementation, compliance with Airport National Pollution Discharge Elimination System (NPDES) permit provisions, and project design measures and construction best management practices (BMPs) consistent with City Storm Water Management Plan and Building Code regulations, the project would not result in a new significant impact or considerable contribution to cumulative effects to wetlands.

### **3.17 ENERGY SUPPLY AND NATURAL RESOURCES**

The Program FEIR/EA did not identify any potentially significant energy related impacts resulting from implementation of the Specific Plan (Class 3). The Specific Plan was anticipated to represent less than 1% of the total available energy supply to the Santa Barbara area.

Since the Program FEIR/EA, stricter energy efficiency regulations have been established for structures, lighting, appliances, etc., and will be applied through the Building Permit process. The proposed project includes a climate controlled warehouse. The project use reduces the amount of office space, a higher energy use, compared to the amount assumed in the Program FEIR/EA analysis. The project design incorporates several energy-conserving measures, including solar panels, electric vehicle plug-in stations, parking for hybrid vehicle and car/van pool vehicles, bicycle lanes and on-site parking and storage, and transportation mitigation requires a transportation demand management program to promote reduction of employee vehicle trips. Proposed project energy impacts would be less than significant (Class 3) and consistent with the prior Program FEIR/EA analysis. The recommended Program EIR/EA measure MM3.9-8 for review of plans by an energy conservation specialist would be implemented with the following updated measure per current provisions.

Recommended Energy Measure:

Green Building Techniques Required. Owner shall design the project to meet Santa Barbara Built Green Three-Star level requirement or equivalent. (1997 Mitigation Measure 3.9-8)

### **3.18 LIGHT EMISSIONS**

The Program FEIR/EA does not identify potentially significant light impacts resulting from implementation of the Specific Plan (Class 3).

The proposed project includes the use of typical exterior ground lighting and would be subject to City ordinance provision for directing and shielding lighting to stay on the site, which would avoid impacts to neighboring properties, travelers, or biological resources. Due to the site location, the project lighting would need to comply with applicable lighting restrictions in the Santa Barbara County Airport Land Use Plan (ALUP) to avoid any safety effects to aviation. The proposed project would not generate any new impact to the environment pertaining to light emissions when compared to the project analyzed in the Program FEIR/EA. Project lighting impacts would be less than significant (Class 3).

### **3.19 DEPARTMENT OF TRANSPORTATION SECTION 4(F)/USE OF PUBLIC LANDS**

[Federal NEPA component]. The Program FEIR/EA did not identify any significant impacts associated with use of public lands from the Specific Plan implementation.

The proposed project would not use federal funds and would not have any new impacts to the environment pertaining to inconsistency with Section 4(f) of the Department of Transportation Act of 1966. The project has no DOT Section 4(f) public lands impact.

### **3.20 GROUND TRANSPORTATION**

The Program Final EIR/EA identified significant (Class 1) cumulative peak-hour traffic impacts and some potentially impacts (Class 2) at specified roadway intersections from build-out of the Specific Plan, with partial mitigation through roadway improvements and transportation demand management measures.

An updated traffic analysis of the project (ATE 2015) evaluated traffic impacts using current baseline traffic conditions, for comparison with impacts and mitigations identified in the Program FEIR/EA and 2005 EIR Addendum for the Citrix Center project proposed but not constructed at the project site. The project would not have a project-specific significant impact to any area intersections, however it would contribute to a cumulative traffic impact at US 101 Northbound Ramps and Fairview Avenue. The applicant and the City of Goleta have agreed to an updated lane striping improvement to provide an additional right turn lane on Fairview Avenue turning onto northbound US 101.

*Project-specific traffic impact.* The 1997 Airport Industrial Area Specific Plan Environmental Impact Report identified a significant, unavoidable impact to the Hollister Avenue and Fairview Avenue intersection with Airport Specific Plan build-out. Although the project is proposed in the City of Santa Barbara, impacts to roadway infrastructure would occur in the City of Goleta. Therefore both the City of Santa Barbara's Volume-to-Capacity (V/C) significance threshold and the City of Goleta's Level of Service (LOS) threshold are considered.

According to the project traffic study prepared by ATE and reviewed by both the City of Santa Barbara and City of Goleta traffic engineers, the proposed project would not have a long term project specific impact because it would not lower the level of service of any existing intersection nor contribute to poor level of service intersections above adopted thresholds.

**Existing + Project Intersection Operations – P.M. Peak Hour**

Intersection	Existing		Existing + Project		Project-Added		Project Impact
	V/C	LOS	V/C	LOS	Trips	V/C	
Hollister Avenue/Los Carneros Road	0.593	A	0.595	A	8	0.002	No
Hollister Avenue/David Love Place	13.3 sec	B	13.1 sec	B	15	N/A	No
Hollister Avenue/Fredrick Lopez Road	0.473	A	0.496	A	44	0.023	No
Calle Real/Fairview Avenue	0.732	C	0.733	C	2	0.001	No
U.S. 101 NB Ramps/Fairview Avenue	0.647	B	0.650	B	6	0.003	No
U.S. 101 SB Ramps/Fairview Avenue	0.634	B	0.644	B	29	0.010	No
Hollister Avenue/Fairview Avenue	0.612	B	0.621	B	44	0.009	No

A.M Peak Hour figures are lower than P.M.

*Project contribution to cumulative traffic impacts.* The proposed project would contribute to a significant cumulative impact to the US 101 Northbound Ramps at Fairview Avenue during the A.M. peak hour. This constitutes a potentially significant impact. The impact would be reduced to a less than considerable contribution with implementation of a mitigation measure agreed-to by the applicant, City of Goleta, and City of Santa Barbara Transportation Division for restriping of northbound approach lanes, and with an FEIR/EA measure for applicant development of an employee Transportation Demand Management plan to promote reduction of vehicle traffic.

**Cumulative + Project Intersection Operations – A.M. Peak Hour**

Intersection	Existing		Existing + Project		Project-Added		Project Impact
	V/C	LOS	V/C	LOS	Trips	V/C	
Hollister Avenue/Los Carneros Road	0.470	B	0.471	B	4	0.001	No
Hollister Avenue/David Love Place	12.2 sec	B	11.6 sec	B	8	N/A	No
Hollister Avenue/Fredrick Lopez Road	0.450	A	0.452	A	21	0.002	No
Calle Real/Fairview Avenue	0.636	B	0.636	B	1	0.000	No
U.S. 101 NB Ramps/Fairview Avenue	0.922	E	0.934	E	21	0.012	Yes

U.S. 101 SB Ramps/Fairview Avenue	0.714	C	0.721	C	14	0.007	No
Hollister Avenue/Fairview Avenue	0.562	A	0.565	A	21	0.003	No

Cumulative P.M. Peak Hour figures are lower than A.M.

*Short-Term Construction Traffic.* The proposed project is estimated to temporarily generate 35 daily construction-related vehicle trips during the course of a 53 week construction period (19 associated with demolition and site preparation, 16 with construction, paving, and painting), which when distributed would not substantially impact peak-hour levels of service at area intersections. Program FEIR/EA mitigation 3.20-7 and current standard City procedures provide for City approval of a construction truck route plan to minimize peak-hour traffic impacts of project construction. Project impacts to short-term peak-hour traffic would be less than significant.

Mitigation Measures

Transportation mitigation measures are amended to read as follows:

MM 3.20-1. A transportation demand management (TDM) plan shall be prepared for the development targeting employees to include provisions for bicycle lockers and showers, lunchrooms, preferential parking for carpools, free bus passes, etc. The TDM plan shall be developed according to the existing City of Santa Barbara program subject to the approval of the Public Works Director.

MM 3.20-5. In coordination with the City of Goleta Public Works Department, the following improvements will be made to the Fairview Avenue/Northbound 101 intersection: Center median shall be replaced and northbound approach lanes will be restriped to provide narrower left-turn lanes to allow the approach to operate with a designated right-turn lane for vehicles entering the freeway.

MM 3.20-7. Pre-Construction Conference. Not less than 10 days or more than 20 days prior to commencement of construction, a conference to review site conditions, construction schedule, construction conditions, and environmental monitoring requirements, shall be held by the General Contractor. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, Community Development Department Building and Planning Divisions, the Property Owner, (Archaeologist, Architect, Landscape Architect, Project Engineer, Project Environmental Coordinator), Contractor, each Subcontractor, and City of Goleta Public Works Department representative.

- a. Haul Routes Require Separate Permit. Apply for a Public Works permit to establish the haul route(s) for all construction-related trucks with a gross vehicle weight rating of three tons or more entering or exiting the site.
- b. Construction-Related Truck Trips. Construction-related truck trips for trucks with a gross vehicle weight rating of three tons or more shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) in order to help reduce truck traffic on adjacent streets and roadways.
- c. Construction Storage/Staging. Construction vehicle/ equipment/ materials storage and staging shall be done on-site. No parking or storage shall be permitted within the public right-of-way, unless specifically permitted by the Public Works Director with a Public Works permit.  
 Construction Parking. During construction, free parking spaces for construction workers shall be provided on-site or an off-site location that is not located in the public right-of-way subject to the approval of the Public Works Director

**Cumulative + Project + Mitigation Intersection Operations – A.M. Peak Hour**

Intersection	Existing		Existing + Project		Project-Added		Project Impact
	V/C	LOS	V/C	LOS	Trips	V/C	
US 101 NB Ramps/Fairview Avenue	0.852	D	0.864	D	21	0.012	No

With the above mitigation incorporated (as revisions to mitigation measures 3.20-1 and 3.20-5) the residual impact is less than significant (Class 2). The project would also provide substantial improvements to circulation in the area with the new Wallace Becknell Road, and public roadway right-of-way improvements to Frederic Lopez Road, Francis Botello Road, and Hollister Avenue.

**3.21 OTHER CEQA CONCERNS**

The Program FEIR/EA concluded that the short-term use of environmental resources as a result of Specific Plan build-out would not result in significant long-term adverse impact to the environment. Similarly, the current project consumption of resources would not be significant, and the project’s long term contribution to cumulative traffic effects would be mitigated.

Similar to the Specific Plan as a whole, the proposed project would not constitute an adverse but less-than significant impact through the consumption of irreversible and irretrievable commitments of resources.

Finally the proposed project would contribute to growth inducement consistent with the Program FEIR/EA findings. The project increases non-residential space and would be expected to result in back-fill projects within vacated office and warehousing space in Goleta, with the potential for additional employment with associated housing and services demands. The project would generate short-term employment associated with construction activities.

The proposed project would contribute to the impacts addressed above, but would not increase or intensify them beyond that which was analyzed in the Program FEIR/EA.

**OTHER IMPACTS**

The following summarizes analysis of the current project for other environmental topics that were not included in the Program FEIR/EA.

**Visual Resources. Views.** Development at any height on the vacant site would partially block existing mountain views by drivers, pedestrians, and bicyclists from limited locations along Hollister Avenue. The maximum height of structures would be 40 feet (warehouse) and 32 feet (offices), and the project would be sited 400 feet back from from Hollister Avenue to minimize effects on the local visual corridor. The project would incorporate design components per City of Goleta visual guidelines for the Hollister corridor. The project impact on views would be adverse but less than significant. *Scenic Highways.* State Route (SR) 154 (Chumash Highway/San Marcos Pass Road) is the nearest designated scenic highway, and the Airport area is visible from SR-154 at a distance of several miles. The project would blend into the existing urban development as an in-fill project and would not present a view impact to scenic highways. *On-Site Visual Character.* The proposed project would upgrade the visual character and quality of the site compatible with the surrounding area through design of the development and landscaping consistent with visual design guidelines and approval of the Architectural Board of Review. Impacts to visual character and quality would be less than significant. *Grading and Topography.* The project site is relatively flat with 2-9% slopes. Grading is proposed in order to raise the building foundation above base flood

elevation. A gradual grade is proposed that would not result in steep slopes or large topographic changes. Project grading would not result in visual impacts.

**Geology and Soils.** The proposed foundation for the building would use a stone column/geo-pier system that would penetrate approximately 25 feet deep on an 8' x 8' grid pattern below the building pad. Approximately four feet of fill material would be placed above the grid to elevate floors above the base flood elevation. *Geologic Conditions.* Based on site geotechnical engineering Studies (Fugro 1998, 2002, May 2015) the site is subject to differing geologic and soil conditions across the site, including shallow groundwater, liquefaction, and compressible soils. With detailed recommendations for site preparation and structural design, and compliance with grading and building code requirements, the project would not result in significant impacts *Seismic Conditions.* The project has been designed to incorporate foundation design and resistance to lateral loads consistent with the project geotechnical report and CA building code requirements for seismic safety. *Stability/ Erosion.* The project is located about 1½ miles inland from the ocean, and the site would be raised to provide finish floor elevation above floodplain elevation. The project site is generally flat and grading and construction would be subject to compliance with grading and building code requirements. No substantial effects are expected due to site stability, landslide, soil erosion, or seacliff retreat.

**Hazards and Public Safety Issues.** *Hazardous Materials Use.* The project would establish a large warehouse for pharmaceutical storage and distribution. The operations would be subject to proper licensing and consistency with federal security, storage, and transport regulations such that no significant public safety or environmental impact would result. *Aircraft.* The project site is within Safety Area III/Traffic Pattern Area of the Santa Barbara County Airport Land Use Plan, and warehouse and office uses are expressly allowed uses consistent with Safety Area III. No significant impact associated with aviation would result. *Emergency Evacuation and Response.* The City and other agencies have established emergency plans and routes. The proposed project structures and uses do not have any aspects that would impede or impair emergency evacuation or response. *Public Safety Risks.* The project site is near major roadways, Airport, rail lines, industrial processes, and utility lines but not in adjacent proximity. The project location and use do not pose a substantial safety risk with respect to accidents or upset. *Fire Hazard.* The project site is not located within a high fire hazard area. Project fire hazard impacts would be less than significant.

**Public Services and Utilities.** *Wastewater.* The project would have a minor demand for wastewater collection and treatment and could be served by the Goleta Sanitary District within its capacity of the existing GSD wastewater treatment plant. *Storm Drains.* The project would discharge into the Airport Industrial Areas storm drain system, which has capacity to convey flows anticipated from the project site as determined in the project drainage report. *Police, Fire, Public Facilities.* Adequate police protection, fire protection, recreational, and other public facilities and services exist to serve the project, per the General Plan Program EIR.

## PLANS AND POLICIES ANALYSIS

The State CEQA Guidelines provide that an EIR include a discussion of any potential inconsistencies of the project with applicable environmental policies. The Program FEIR/EA provided analysis of Specific Plan build-out with applicable policies of the City Charter, General Plan and Local Coastal Plan. The analysis also provided discussion of regional plan policies (County Local Coastal Plan, Clean Air Plan, Congestion Management Plan, Hazardous Waste Management Plan, County Airport Land Use Plan), and State policies (CA Coastal Act). In approving the Specific Plan, the City Council made findings of consistency with applicable policies.

Since the adoption of the Airport Industrial Area Specific Plan, several new plans and policies have been adopted, including the Santa Barbara General Plan (2011), Non-Residential Growth Management Program (SBMC §28.85), and the Climate Action Plan (2012). In the larger South Coast region of Santa Barbara, new plans adopted include the Goleta General Plan (2009), Regional Transportation Plan and Sustainable Communities Strategy (2013), Clean Air Plan update (2015).

#### City Policies

- *Land Use, Zoning, and Growth/Traffic Management Policies:* The proposed project is an allowed use under Specific Plan and Zoning designations; could meet zoning requirements for setbacks, building height, parking, landscape area; received City Council designation as a Community Benefit project and allocation of non-residential square footage from several categories under the City Non-Residential Growth Management Ordinance; and would provide for roadway improvements per Traffic Management Strategy. *Potentially consistent.*
- *Airport Industrial Area Specific Plan.* The project would upgrade the visual quality of the site and buildings in a manner compatible with surrounding development, as identified by Architectural Board of Review preliminary review comments (Policy VQ1). The project would improve area circulation and transportation by constructing a public road with bike lanes, would provide sufficient vehicle parking, and would incorporate on-site components to promote alternative transportation modes including bicycle parking, storage, and lockers, and an employee transportation demand management plan (VC1, P1, BP1). The project would provide for Tier 3 Storm Water Management system including a detention basin and infiltration basin with vegetated swales, bio filtration units, and storm drains (Policy SD1). *Potentially consistent.*
- *Environmental Resources Element and Climate Action Plan.* The project incorporates green and sustainable design features per the direction of energy conservation, air quality, and climate change policies. Project features would include photovoltaic solar panels; energy efficient light fixtures exceeding CalGreen standards; six electric vehicle charging stations; sixteen parking spaces for low-emitting fuel-efficient and carpool/van pool vehicles. *Potentially consistent.*

#### Regional Plans

- *City of Goleta:* The project includes components identified in General Plan visual design guidelines for development along the Hollister corridor, including setting the development far back from Hollister Avenue, undergrounding utilities, and use of architectural detail, natural features, landscape screening, and tree planting. The project was reviewed by both the City of Santa Barbara Architectural Board of Review and the City of Goleta Ad-Hoc Committee on Airport Property Development with favorable comments as to size and aesthetics. Representatives of the City of Goleta felt the project was complementary to development in Goleta and would not compete with businesses in Old Town Goleta.
- *Clean Air Plan:* The project is within City growth and vehicle traffic assumption used in the latest Clean Air Plan adopted in 2015, and applicable energy and transportation measures standard construction measures are included in the project for reducing air pollution and greenhouse gases.
- *RTP/SCS:* The project is within growth assumptions used in the Regional Transportation Plan/Sustainable Communities Strategy, and applicable recommended energy and

transportation measures identified in the Program EIR are applied to the project for reducing greenhouse gas emissions.

## 5.0 CEQA FINDING AND DETERMINATION

Based on the above Addendum review of the current project, and in accordance with State CEQA Guidelines Section 15162, no subsequent Negative Declaration or Environmental Impact Report is required for the current project because new information and changes in environmental circumstances and criteria, project description, impacts, and mitigations are not substantial and do not involve new significant impacts or a substantial increase in the severity of impacts identified previously in the Program FEIR/EA for the Airport Industrial/Commercial Specific Plan and prior EIR Supplement and Addenda.

In accordance with Guidelines Section 15164, an Addendum to the certified Program FEIR/EA is the appropriate CEQA environmental document to identify and document minor changes to the prior Program FEIR/EA analysis to make the document adequate for the current project. This FEIR/EA Addendum identifies the current project and minor changes to the project impact analysis. This addendum, together with the Program EIR/EA for the Airport Industrial/Commercial Specific Plan and prior EIR Supplement and Addenda, constitutes adequate environmental documentation in compliance with CEQA for the current project.

Prepared by: Barbara R. Shelton Date: March 9, 2016  
Barbara Shelton, Project Planner/Environmental Analyst

Reviewed by: Beatriz G. Galarate Date: March 9, 2016  
Beatriz Galarate, Senior Planner

### Exhibits

A. Project Exhibit

B. Mitigation Monitoring and Reporting Program

### References:

City of Santa Barbara Program FEIR/EA for Airport Industrial/Commercial Specific Plan (1997), and EIR Supplement (1997) and Addenda (2005, 2007)

Program FEIR for General Plan Update (2011)

City Master Environmental Assessment maps and guidelines (1981, 2002, 2009)

City Trash and Recycling Guide for New Construction and Remodel; County of Santa Barbara solid waste thresholds

Air Pollution Control District air pollutant thresholds

City of Santa Barbara General Plan Elements and Maps

Project Site Plan, Landscape Plan, and Elevations

Project Technical Reports

Geotechnical Engineering Studies (Fugro 1998, 2006, 2015)

Phase I and II Site Assessments (Rincon 2006, 2014, 2015)

Archaeological Phase 1 and 2 Studies (SAIC 1998, Dudek 2016)

Drainage and Storm Water Quality Analysis (Stantac, 2015)

Erosion Control Plan (Project plan sheet C-07)

Traffic, Circulation and Parking Study (ATE 2015)

CalEEMod air quality analysis





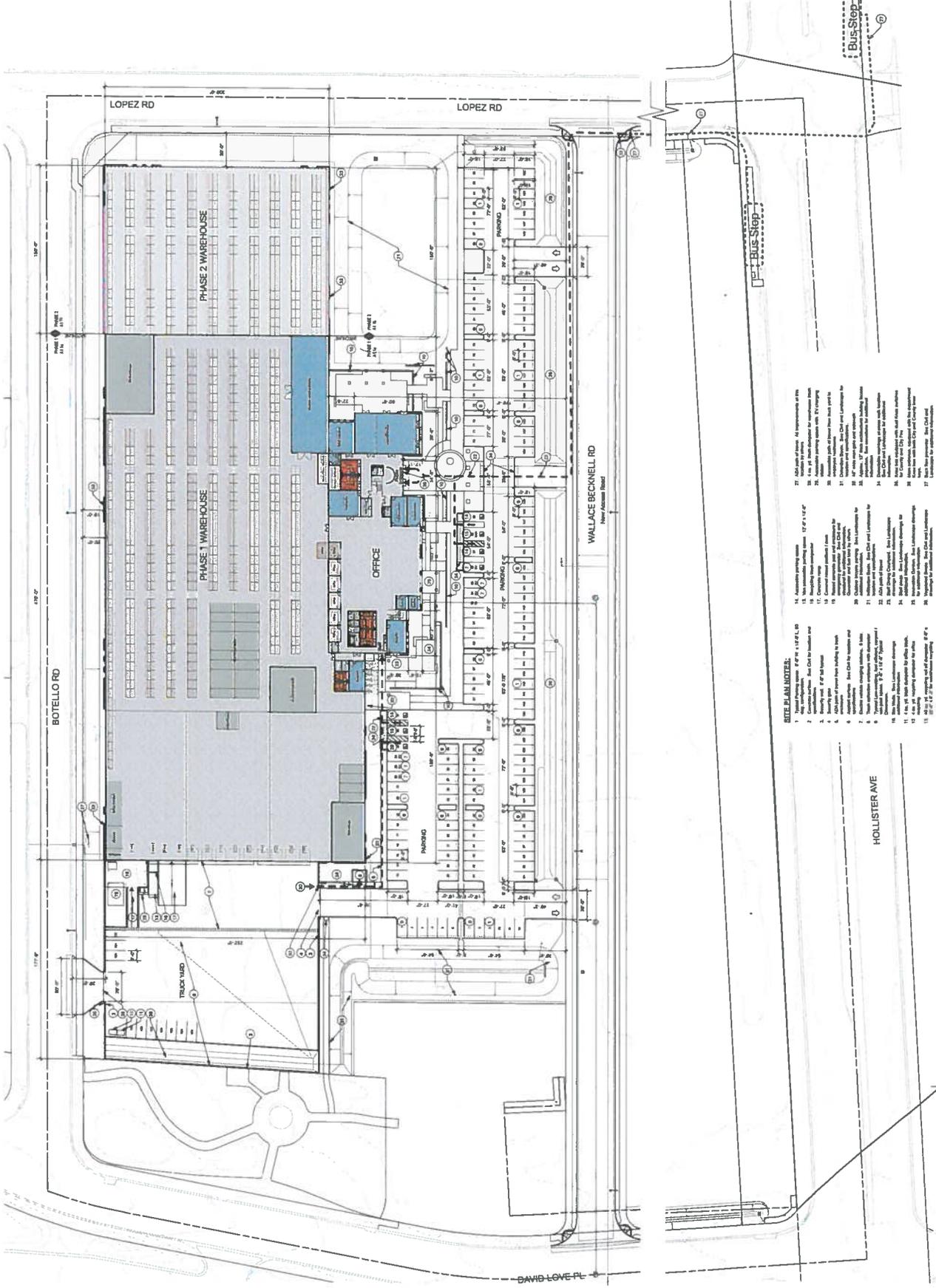
NOT FOR CONSTRUCTION

Direct Relief  
Headquarters and  
Distribution Center  
San Jose, California, CA

NO.	DESCRIPTION	DATE
1	Initial Design	11/20/2014
2	Final Design	11/20/2014
3	Construction	11/20/2014
4	As-Built	11/20/2014
5	Final Design	11/20/2014
6	Final Design	11/20/2014
7	Final Design	11/20/2014
8	Final Design	11/20/2014
9	Final Design	11/20/2014
10	Final Design	11/20/2014
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43	Final Design	11/20/2014
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47	Final Design	11/20/2014
48	Final Design	11/20/2014
49	Final Design	11/20/2014
50	Final Design	11/20/2014

Site Plan  
Phase 1 and Phase 2

A1.0



- SEE ALL NOTES:**
1. See Notes 1-10 for details.
  2. See Notes 11-20 for details.
  3. See Notes 21-30 for details.
  4. See Notes 31-40 for details.
  5. See Notes 41-50 for details.
  6. See Notes 51-60 for details.
  7. See Notes 61-70 for details.
  8. See Notes 71-80 for details.
  9. See Notes 81-90 for details.
  10. See Notes 91-100 for details.
  11. See Notes 101-110 for details.
  12. See Notes 111-120 for details.
  13. See Notes 121-130 for details.
  14. See Notes 131-140 for details.
  15. See Notes 141-150 for details.
  16. See Notes 151-160 for details.
  17. See Notes 161-170 for details.
  18. See Notes 171-180 for details.
  19. See Notes 181-190 for details.
  20. See Notes 191-200 for details.
  21. See Notes 201-210 for details.
  22. See Notes 211-220 for details.
  23. See Notes 221-230 for details.
  24. See Notes 231-240 for details.
  25. See Notes 241-250 for details.
  26. See Notes 251-260 for details.
  27. See Notes 261-270 for details.
  28. See Notes 271-280 for details.
  29. See Notes 281-290 for details.
  30. See Notes 291-300 for details.
  31. See Notes 301-310 for details.
  32. See Notes 311-320 for details.
  33. See Notes 321-330 for details.
  34. See Notes 331-340 for details.
  35. See Notes 341-350 for details.
  36. See Notes 351-360 for details.
  37. See Notes 361-370 for details.
  38. See Notes 371-380 for details.
  39. See Notes 381-390 for details.
  40. See Notes 391-400 for details.
  41. See Notes 401-410 for details.
  42. See Notes 411-420 for details.
  43. See Notes 421-430 for details.
  44. See Notes 431-440 for details.
  45. See Notes 441-450 for details.
  46. See Notes 451-460 for details.
  47. See Notes 461-470 for details.
  48. See Notes 471-480 for details.
  49. See Notes 481-490 for details.
  50. See Notes 491-500 for details.
  51. See Notes 501-510 for details.
  52. See Notes 511-520 for details.
  53. See Notes 521-530 for details.
  54. See Notes 531-540 for details.
  55. See Notes 541-550 for details.
  56. See Notes 551-560 for details.
  57. See Notes 561-570 for details.
  58. See Notes 571-580 for details.
  59. See Notes 581-590 for details.
  60. See Notes 591-600 for details.
  61. See Notes 601-610 for details.
  62. See Notes 611-620 for details.
  63. See Notes 621-630 for details.
  64. See Notes 631-640 for details.
  65. See Notes 641-650 for details.
  66. See Notes 651-660 for details.
  67. See Notes 661-670 for details.
  68. See Notes 671-680 for details.
  69. See Notes 681-690 for details.
  70. See Notes 691-700 for details.
  71. See Notes 701-710 for details.
  72. See Notes 711-720 for details.
  73. See Notes 721-730 for details.
  74. See Notes 731-740 for details.
  75. See Notes 741-750 for details.
  76. See Notes 751-760 for details.
  77. See Notes 761-770 for details.
  78. See Notes 771-780 for details.
  79. See Notes 781-790 for details.
  80. See Notes 791-800 for details.
  81. See Notes 801-810 for details.
  82. See Notes 811-820 for details.
  83. See Notes 821-830 for details.
  84. See Notes 831-840 for details.
  85. See Notes 841-850 for details.
  86. See Notes 851-860 for details.
  87. See Notes 861-870 for details.
  88. See Notes 871-880 for details.
  89. See Notes 881-890 for details.
  90. See Notes 891-900 for details.
  91. See Notes 901-910 for details.
  92. See Notes 911-920 for details.
  93. See Notes 921-930 for details.
  94. See Notes 931-940 for details.
  95. See Notes 941-950 for details.
  96. See Notes 951-960 for details.
  97. See Notes 961-970 for details.
  98. See Notes 971-980 for details.
  99. See Notes 981-990 for details.
  100. See Notes 991-1000 for details.

SITE PLAN 010  
1/11/15

EXHIBIT A







**Direct Relief (MST2014-00619)**

**MITIGATION MONITORING AND REPORTING PROGRAM**

March 9, 2016

**PROJECT LOCATION**

6100 Hollister Avenue (6100 Wallace Becknell Road)

**PROJECT DESCRIPTION**

The project consists of a proposal to construct a new 155,000 square foot (net) facility for Direct Relief, a nonprofit organization. The proposed Direct Relief Headquarters and Distribution Center includes a 127,706 square foot (net) storage and distribution warehouse with an attached two-story 27,294 square-foot (net) administrative office building, a secure truck yard loading area, and 162 parking spaces. The project also includes construction of a new public road including bike lanes, sidewalks and parkway. The existing eight buildings totaling 12,037 square feet would be demolished.

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

**PURPOSE**

The purpose of the Direct Relief Mitigation Monitoring and Reporting Program (MMRP) is to ensure compliance with all mitigation measures identified in the Initial Study to mitigate or avoid potentially significant adverse environmental impacts resulting from the proposed project. The implementation of this MMRP shall be accomplished by City staff and the project developer's consultants and representatives. The program shall apply to the following phases of the project:

- Plan and specification preparation
- Pre-construction conference
- Construction of the site improvements
- Post Construction

**I. RESPONSIBILITIES AND DUTIES**

A qualified representative of the developer, approved by the City Planning Division and paid for by the developer, shall be designated as the Project Environmental Coordinator (PEC). The PEC shall be responsible for assuring full compliance with the provisions of this mitigation monitoring and reporting program to the City. The PEC shall have authority over all other monitors/specialists, the contractor, and all construction personnel for those actions that relate to the items listed in this program.

It is the responsibility of the contractor to comply with all mitigation measures listed in

the attached MMRP matrix. Any problems or concerns between monitors and construction personnel shall be addressed by the PEC and the contractor. The contractor shall prepare a construction schedule subject to the review and approval of the PEC. The contractor shall inform the PEC of any major revisions to the construction schedule at least 48 hours in advance. The PEC and contractor shall meet on a weekly basis in order to assess compliance and review future construction activities.

A. PRE-CONSTRUCTION BRIEFING

The PEC shall prepare a pre-construction project briefing report. The report shall include a list of all mitigation measures and a plot plan delineating all sensitive areas to be avoided. This report shall be provided to all construction personnel.

The pre-construction briefing shall be conducted by the PEC. The briefing shall be attended by the PEC, construction manager, necessary consultants, Planning Division Case Planner, Public Works representative and all contractors and subcontractors associated with the project. Multiple pre-construction briefings shall be conducted as the work progresses and a change in contractor occurs.

The MMRP shall be presented to those in attendance. The briefing presentation shall include project background, the purpose of the MMRP, duties and responsibilities of each participant, communication procedures, monitoring criteria, compliance criteria, filling out of reports, and duties and responsibilities of the PEC and project consultants.

It shall be emphasized at this briefing that the PEC and project consultants have the authority to stop construction and redirect construction equipment in order to comply with all mitigation measures.

Once construction commences, field meetings between the PEC and project consultants, and contractors shall be held on an as-needed basis in order to create feasible mitigation measures for unanticipated impacts, assess potential effects, and resolve conflicts.

II. IMPLEMENTATION PROCEDURES

There are three types of activities which require monitoring. The first type pertains to the review of the Conditions of Approval and Construction Plans and Specifications. The second type relates to construction activities and the third to ongoing monitoring activities during operation of the project.

A. MONITORING PROCEDURES

The PEC and required consultant(s) shall monitor all field activities. The authority and responsibilities of the PEC and consultant(s) are described in the previous section.

B. REPORTING PROCEDURES

The following three (3) types of reports shall be prepared:

1. Schedule

The PEC and contractor shall prepare a monthly construction schedule to be submitted to the City prior to or at the pre-construction briefing.

2. General Progress Reports

The PEC shall be responsible for preparing written progress reports submitted to the City. These reports would be expected on a quarterly basis during demolition, grading, excavation and construction activities. The reports would document field activities and compliance with project mitigation measures, such as for dust control and sound reduction.

3. Final Report

A final report shall be submitted to the Planning Division when all monitoring (other than long term operational) has been completed and shall include the following:

- a. A brief summary of all monitoring activities.
- b. The date(s) the monitoring occurred.
- c. An identification of any violations and the manner in which they were dealt with.
- d. Any technical reports required, such as noise measurements.
- e. A list of all project mitigation monitors.

C. MMRP MATRIX

The following MMRP Matrix describes each project mitigation measures and recommended measures, monitoring activities and the responsibilities of the various parties, along with the timing and frequency of monitoring and reporting activities. For complete language of each condition, the matrix should be used in conjunction with the mitigation measures described in full in project conditions.

The MMRP Matrix is intended to be used by all parties involved in monitoring the project mitigation measures, as well as project contractors and others working in the field. The Matrix should be used as a compliance checklist to aid in compliance verification and monitoring requirements. A copy of the MMRP matrix shall be kept in the project file as verification that compliance with all mitigation measures has occurred.



MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

MITIGATION MEASURE	PARTY RESPONSIBLE FOR IMPLEMENTATION	VERIFICATION (PROJECT ENVIRONMENTAL COORDINATOR- PEC AND CITY OF SANTA BARBARA)		
		DATE	ACCOMPLISHED	COMMENTS
<b>Required Mitigation Measures to Reduce Potentially Significant Impacts to Less than Significant Levels</b>				
<p><b>Cultural Resources.</b> MM 3.13-1 (CR-1) Area 1 Phase 3 Procedures. A total of eighteen 1 x 1 meter (or the equivalent within proposed 0.5-meter piling areas) Data Recovery mitigation units shall be excavated within Impact Area 1 as defined in the February 2016 Phase II Archaeological Inventory prepared for the project in 20-centimeter arbitrary levels. The unit size and placement of the 18 excavation pits shall be flexible to maximize their ability to recover data to address relevant research questions, consistent with City MEA Guidelines Cultural Resource Guidelines Phase 3 Archaeological Resources Report Requirements. A column sample between 0.1 and 0.2 meters square shall be collected from each unit as well to recover detailed subsistence data. Excavations, analyses, and report preparation shall be guided a Phase 3 Research Design and Data Recovery Proposal reviewed and approved by the City of Santa Barbara that addresses issues including subsistence, technology, and paleoenvironmental reconstruction and population growth within CA-SBA-59 and surrounding Goleta Slough prehistoric occupations over time.</p> <p>If distinctive archaeological features such as a house floor or baking pit are found to extend beyond the walls of a 1x1-meter pit, the excavation shall be expanded to expose the whole feature. If a human burial is encountered within a test pit and the excavation therefore is terminated, an alternative test pit shall be excavated. (1997 Mitigation Measure 3.13-1 and 2016 Mitigation Measure CR-1)</p>	Applicant; Contractor; Project Environmental Coordinator (PEC)			
<p><b>Cultural Resources.</b> MM 3.13-2 (CR-2) All potential ground disturbances occurring within Impact Area 1 as defined in the February 2016 Phase II Archaeological Inventory prepared for the project, vegetated drainage swale, perimeter security wall, and storm water vault near the proposed loading dock shall be undertaken in a controlled monitoring excavation directed by a City-qualified archaeologist and local Chumash representative, prior to conventional project grading activities. These</p>	Applicant; Contractor; PEC			

DIRECT RELIEF (MST#2014-00619)  
 MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

MITIGATION MEASURE	PARTY RESPONSIBLE FOR IMPLEMENTATION	VERIFICATION (PROJECT ENVIRONMENTAL COORDINATOR- PEC AND CITY OF SANTA BARBARA)		
		DATE	ACCOMPLISHED	COMMENTS
<p>excavations shall be undertaken in controlled lifts no greater than 4-inches deep. In the event that black silty-loam soils with cultural materials are encountered, excavation shall be temporarily suspended and a 1 X 1 meter Phase 3 mitigation excavation unit undertaken in this area consistent with the approved City Phase 3 Data Recovery Protocol for one unit spaced every 20 meters (60 feet) or 400 square meters (4,305 square feet). Such 1 X 1 Phase 3 mitigation excavation units shall be located no closer than this distance (i.e., if more areas are found closer than this distance, only those spaced this distance shall be undertaken).</p> <p>If distinctive archaeological features such as a house floor or baking pit are found to extend beyond the walls of a 1x1-meter test pit, the excavation shall be expanded to expose the whole feature. If a human burial is encountered within a test pit and the excavation therefore is terminated, an alternative test pit shall be excavated.</p>				
<p><b>Cultural Resources.</b> MM 3.13-1 (CR-3) A City-qualified archeologist and a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all ground disturbing activities associated the project within the previously recorded CA-SBA-59 including, but not limited to, grading, excavation, trenching, vegetation or paving removal and ground clearance.</p> <p>If unexpected concentrations of archaeological resources are encountered or suspected, work shall be halted immediately, and the City Environmental Analyst shall be notified. The archeologist and the a Barbareño Chumash representative shall assess the nature, extent and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, and additional Phase 3 Data Recovery excavations consistent with the approved protocol for mitigation within the Santa Barbara Airport North Side Specific Plan Parcel.</p>	Applicant; Contractor; PEC			

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<p>If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. The procedures for identifying a Most Likely Descendant defined in Public Resources Code 5097.98 and disposition of the remains shall be followed. Work in the area may only proceed after the Environmental Analyst grants authorization.</p>				
<p><b>Transportation.</b> MM 3.9-9 Transportation Demand Management Plan. A transportation demand management (TDM) plan shall be prepared for the development targeting employees to include provisions for bicycle lockers and showers, lunchrooms, preferential parking for carpools, free bus passes, etc. The TDM plan shall be developed according to the existing City of Santa Barbara program subject to the approval of the Public Works Director. (1997 Mitigation Measure 3.20-1 and 3.9-9; 2016 Mitigation Measure T-1)</p>	Applicant; Contractor; PEC			
<p><b>Transportation.</b> MM 3.20-5 and 2016 T-2. Goleta Public Improvements. In coordination with the City of Goleta Public Works Department, the following improvements will be made to the Fairview Avenue/Northbound 101 intersection: Center median shall be replaced and northbound approach lanes will be restriped to provide narrower left-turn lanes to allow the approach to operate with a designated right-turn lane for vehicles entering the freeway.</p>	Applicant; Contractor; PEC			
<p><b>Transportation.</b> MM 3.20-7. Pre-Construction Conference. Not less than 10 days or more than 20 days prior to commencement of construction, a conference to review site conditions, construction schedule, construction conditions, and environmental monitoring requirements, shall be held by the General Contractor. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, Community Development Department Building and Planning Divisions,</p>	Applicant; Contractor; PEC			

MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

MITIGATION MEASURE	PARTY RESPONSIBLE FOR IMPLEMENTATION	VERIFICATION (PROJECT ENVIRONMENTAL COORDINATOR- PEC AND CITY OF SANTA BARBARA)		
		DATE	ACCOMPLISHED	COMMENTS
<p>the Property Owner, (Archaeologist, Architect, Landscape Architect, Project Engineer, Project Environmental Coordinator), Contractor, each Subcontractor, and City of Goleta Public Works Department representative. (1997 Mitigation Measure 3.20-7)</p> <p>a. Haul Routes Require Separate Permit. Apply for a Public Works permit to establish the haul route(s) for all construction-related trucks with a gross vehicle weight rating of three tons or more entering or exiting the site. (1997 Mitigation Measure)</p> <p>b. Construction-Related Truck Trips. Construction-related truck trips for trucks with a gross vehicle weight rating of three tons or more shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) in order to help reduce truck traffic on adjacent streets and roadways.</p> <p>c. Construction Storage/Staging. Construction vehicle/equipment/ materials storage and staging shall be done on-site. No parking or storage shall be permitted within the public right-of-way, unless specifically permitted by the Public Works Director with a Public Works permit.</p> <p>Construction Parking. During construction, free parking spaces for construction workers shall be provided on-site or an off-site location that is not located in the public right-of-way subject to the approval of the Public Works Director</p>				
<b>Recommended Measures Applied as Conditions of Approval</b>				
<p><b>Construction Noise.</b> MM N-1 2016. Neighborhood Notification Prior to Construction. At least twenty (20) days prior to commencement of construction, the contractor shall provide written notice to all property owners, businesses, and residents within 300 feet of the project area. The notice shall contain a description of the project, the construction schedule, including days and hours of construction, the name and phone number of the (Project Environmental Coordinator (PEC) and Contractor(s)), site rules and Conditions of Approval pertaining to construction activities, and any additional</p>				

MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

MITIGATION MEASURE	PARTY RESPONSIBLE FOR IMPLEMENTATION	VERIFICATION (PROJECT ENVIRONMENTAL COORDINATOR- PEC AND CITY OF SANTA BARBARA)		
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<p>information that will assist Building Inspectors, Police Officers and the public in addressing problems that may arise during construction.</p> <p>Pre-Construction Conference. Not less than 10 days or more than 20 days prior to commencement of construction, a conference to review site conditions, construction schedule, construction conditions, and environmental monitoring requirements, shall be held by the General Contractor. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, Community Development Department Building and Planning Divisions, the Property Owner, (Archaeologist, Architect, Landscape Architect, Project Engineer, Project Environmental Coordinator), Contractor, each Subcontractor, and City of Goleta Public Works Department representative. (1997 Mitigation Measure 3.20-7)</p> <p><b>Construction Contact Sign.</b> Immediately after Building permit issuance, signage shall be posted at the points of entry to the site that list the contractor(s) (and Project Environmental Coordinator's (PEC's) name, contractor(s) (and PEC's) telephone number(s), construction work hours, site rules, and construction-related conditions, to assist Building Inspectors and Police Officers in the enforcement of the conditions of approval. The font size shall be a minimum of 0.5 inches in height. Said sign shall not exceed six feet in height from the ground if it is free-standing or placed on a fence. It shall not exceed 24 square feet if in a multi-family or commercial zone or six square feet if in a single family zone.</p> <p>Construction Hours. Construction (high noise generation activities) shall only be permitted Monday through Friday between the hours of 7:00 a.m. and 5:00 p.m. and Saturdays between the hours of 9:00 a.m. and 4:00 p.m., excluding the following holidays: New Year's Day January 1st*, Martin Luther King, Jr. Day 3rd Monday in January, Presidents' Day 3rd Monday in February, César Chávez</p>				

MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

MITIGATION MEASURE		PARTY RESPONSIBLE FOR IMPLEMENTATION	VERIFICATION (PROJECT ENVIRONMENTAL COORDINATOR- PEC AND CITY OF SANTA BARBARA)		
			DATE	ACCOMPLISHED	COMMENTS
<p>Day March 31st*, Memorial Day Last Monday in May, Independence Day July 4th*, Labor Day 1st Monday in September, Thanksgiving Day 4th Thursday in November, Friday following Thanksgiving Day, Christmas Day</p> <p>*When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday, respectively, shall be observed as a legal holiday.</p> <p>When, based on required construction type or other appropriate reasons, it is necessary to do work outside the allowed construction hours, contractor shall contact the City to request a waiver from the above construction hours, using the procedure outlined in Santa Barbara Municipal Code §9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out said construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number.</p>					
<p><b>Schools.</b> MM 3.7-1: Standard fees shall be paid to school districts for new non-residential buildings.</p>		Applicant; PEC			
<p><b>Solid Waste.</b> MM 3.8-1, 2016 PU-1. During construction, the applicant shall contract with a disposal company that recycles construction and demolition debris consistent with SBMC §7.18.</p>		Applicant; Contractor; PEC			
<p><b>Air Quality.</b> MM3.9-1 and 3.9-6. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.</p>		Applicant; Contractor; PEC			
<p><b>Air Quality.</b> MM 3.9-2 &amp; 3.9-3 Minimize amount of disturbed area and reduce on site vehicle speeds to 15</p>		Applicant; Contractor; PEC			

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miles per hour or less.				
<b>Air Quality.</b> MM 3.9-4 After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.	Applicant; Contractor; PEC			
<b>Air Quality.</b> MM3.9-5. Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust emissions.	Applicant; Contractor; PEC			
<b>Air Quality.</b> MM3.9-7 The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading of the structure.	Applicant; Contractor; PEC			
<b>Energy.</b> MM 3.9-8, 2016 E-1 Green Building Techniques Required. Owner shall design the project to meet Santa Barbara Built Green Three-Star level requirement or equivalent. (1997 Mitigation Measure 3.9-8)	Applicant			
<b>Water Resources.</b> MM 3.12-1; 2016 WR-1. Drainage and Water Quality. The project (including the new public road) is required to comply with Tier 3 of the Storm Water BMP Guidance Manual, pursuant to Santa Barbara Municipal Code Chapter 22.87 (treatment, rate and volume). The Owner shall submit a hydrology report prepared by a registered civil engineer or licensed architect demonstrating that the new development will comply with the City's Storm Water BMP Guidance Manual. Project plans for grading, drainage, stormwater facilities and treatment methods, and project development, shall be subject to review and approval by the City Building Division and Public Works Department. Sufficient engineered design and adequate measures shall be employed to ensure that no unpermitted construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water pollutants	Contractor			

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(including, but not limited to trash, hydrocarbons, fertilizers, bacteria, etc.), or groundwater pollutants would result from the project. a. For any proprietary treatment devices that are proposed as part of the project's final Storm Water Management Plan, the Owner shall provide an Operations and Maintenance Procedure Plan consistent with the manufacturer's specifications (describing schedules and estimated annual maintenance costs for pollution absorbing filter media replacement, sediment removal, etc.). The Plan shall be reviewed and approved by the Creeks Division for consistency with the Storm Water BMP Guidance Manual and the manufacturer's specifications. b. After certificate of occupancy is granted, any proprietary treatment devices installed will be subject to water quality testing by City Staff to ensure they are performing as designed and are operating in compliance with the City's Storm Water MS4 Permit.				