



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: September 29, 2016
AGENDA DATE: October 6, 2016
PROJECT ADDRESS: 6100 Hollister Avenue (MST2016-00044)
TO: Planning Commission
FROM: Planning Division, (805) 564-5470, extension 4549
 Beatriz Gularte, Senior Planner *BEG*
 Andrew Bermond, AICP, Project Planner *ARB*

I. PROJECT DESCRIPTION

The project consists of the construction of 50,046 square feet of light industrial park that includes 42,004 square feet of light industrial and 8,042 square feet of retail on Santa Barbara Airport property. The project would be composed of seven light industrial buildings and two 4,021 square foot retail buildings at the east and west ends of the site. Each of the nine buildings would be approximately 20 feet tall and would each be divisible into at least 2 lease spaces to provide flexible lease space.

The project includes 153 parking spaces, 132 of which are required for the development. The project would also demolish a 6,240 square-foot single story building. The project includes approximately 100,000 square feet of landscaped area including a bioswale and 8,200 net cubic yards of fill.

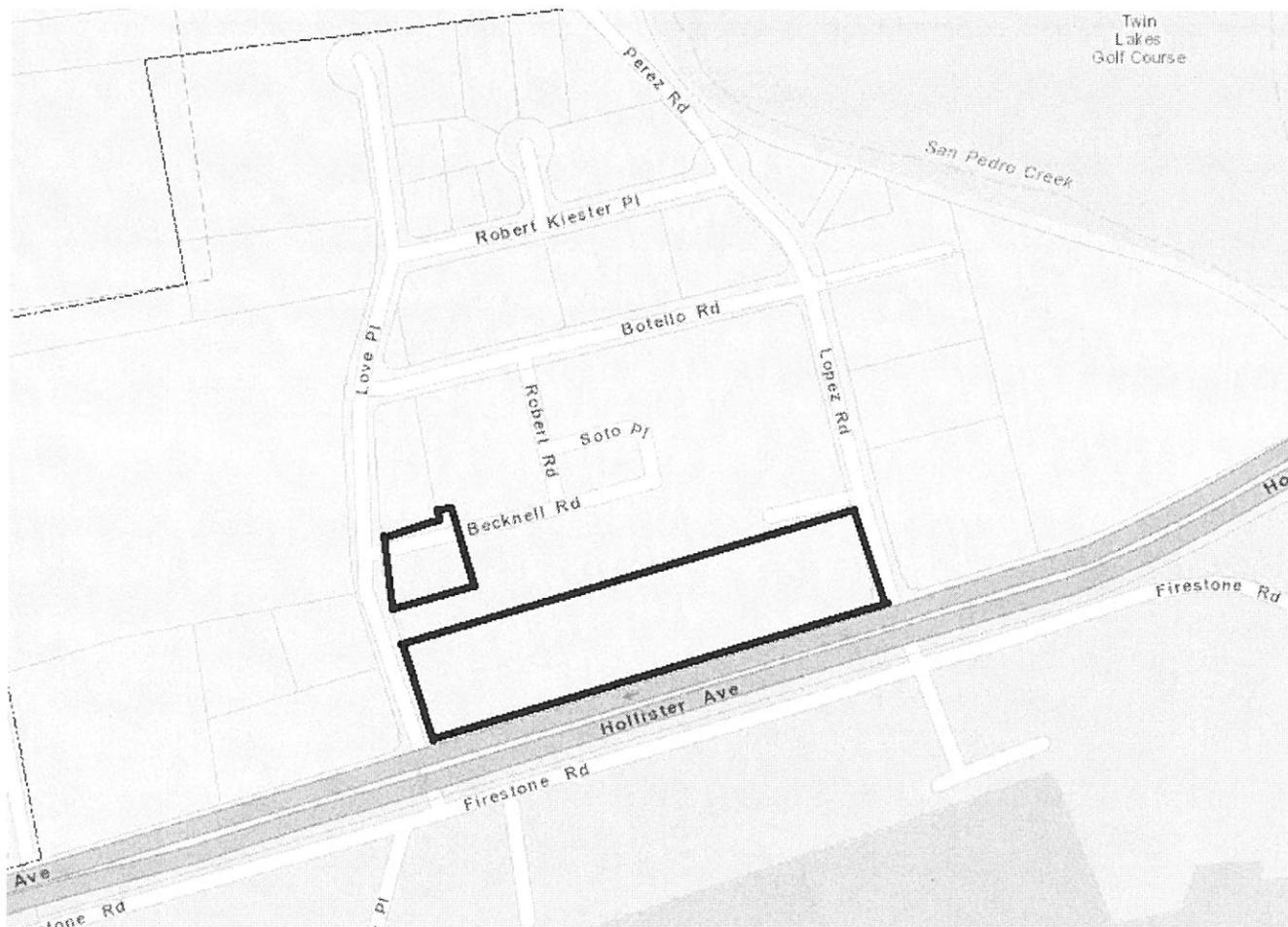
II. REQUIRED APPLICATION

The discretionary application required for this project is a Development Plan to allow the construction of 50,046 square feet of nonresidential development (SBMC Chapter 28.85) of which 7,026 square feet is net new square footage.

APPLICATION DEEMED COMPLETE: August 3, 2016
DATE ACTION REQUIRED: November 1, 2016

III. RECOMMENDATION

If approved as proposed, the project would conform to the City's Zoning and Building Ordinances and policies of the General Plan and Airport Industrial Area Specific 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 VIII of this report, and subject to the conditions of approval in Exhibit A.



6100 Hollister Avenue Vicinity Map

IV. BACKGROUND

The proposed project site is part of Sub-Area #2 and #3 of the 1998 Airport Industrial Area Specific Plan (SP-6). The vision for this area of the Specific Plan is to develop light industrial and local-serving commercial space. The intent of this development is to address a deficiency in small-scale industrial space on the South Coast without competing with lease space in Old Town Goleta. Large-scale development projects were proposed in the early 2000s, each of which was not constructed due to financial concerns.

In 2014 the City entered into a purchase and sale agreement for 7.99 acres of the property at 6100 Hollister Avenue (now addressed as 6100 Wallace Becknell Road) which required a subdivision of the property into 3 legal lots. The sale of property to Direct Relief provides the Airport Department with funding to construct the light industrial space on the remaining two lots. The future Wallace Becknell Road is scheduled to be constructed as part of the Direct Relief project.

Airport staff presented the proposed design concept to the City of Goleta Ad-Hoc Committee on Airport Development on February 24, 2016, and presented to Santa Barbara City Council on March 15, 2016, with favorable comments from both.

V. **SITE INFORMATION AND PROJECT STATISTICS**

A. **SITE INFORMATION**

Applicant:	Leif Reynolds, Project Engineer, City of Santa Barbara		
Property Owner:	City of Santa Barbara (Hazel Johns, Airport Director)		
Site Information			
Parcel Number:	073-080-065	Lot Area:	194,437 sq. ft./4.46 acres
General Plan:	Airport	Zoning:	Airport Industrial Zone (A-I-1/A-I-2), Airport Industrial Area Specific Plan Zone (SP-6)
Existing Use:	Light Industrial/Vacant	Topography:	0.4-2.5% slope
Adjacent Land Uses			
	North –Office/Warehouse Construction		East – Vacant/Parking
	South – Airport		West – Vacant

VI. **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 Chapter 28.85). The project is proposing 50,046 square feet on nonresidential square footage. Of this amount only 7,026 square feet is net new square footage due to previous and proposed demolished square footage.

Nonresidential Floor Area Allocation. Seven buildings totaling 67,200 square feet of non-residential floor area constructed prior to December 6, 1989 were demolished at 6100 Hollister Avenue between 2003 and 2013. In 2014, the City included 30,420 square feet of that demolition credit in its Purchase and Sale Agreement with Direct Relief. Thus, the project site has a remaining demolished floor area credit of 36,780 square feet for the subject project. The proposed project would also demolish a 6,240-square foot building for a total of 43,020 of demolished square foot credit.

The remaining 7,026 square feet is available from the Vacant Property category. Land at the Airport designated as required open space or airport operations is entitled to a non-residential lot area ratio of 0.25 and can be allocated by the Airport to any Airport-owned property (SBMC §29.30.090). The Airport Industrial Area Specific Plan estimates the Airport’s Vacant Property allocation as 100,000 square feet. Therefore, non-residential floor area is available to the project for the proposed light industrial park with the issuance of a Development Plan.

Standard for Review of the Development Plan. Compliance with the following summarized findings is required prior to approval of the Development Plan.

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 the Airport Area.

A. ZONING ORDINANCE CONSISTENCY

Standard	Requirement/ Allowance	Existing	Proposed
Setbacks			
-Hollister Front	20'	20'	50'
-Becknell Front	10'	N/A	10'
-Interior	0'	N/A	10'
Building Height	45'	15'	20'
Auto Parking	122 spaces	40	134 spaces
Bicycle Parking	18 spaces	0 spaces	18 spaces
Lot Coverage			
-Building	N/A	6,240 sf 3%	50,046 sf 26%
-Paving/Driveway	N/A	117,101 sf 60%	79,841 sf 41%
-Landscaping	N/A	71,096 sf 37%	64,550 sf 33%

1. AIRPORT INDUSTRIAL ZONE (A-I-1/A-I-2) CONSISTENCY

The proposed project site is in the Airport Industrial Zone, principally within the designation A-I-2, however, the development site north of future Wallace Becknell Road is designated A-I-1. The intent of this zone is to provide area for light industrial and manufacturing uses, such as research and development consistent with the Airport Industrial Area Specific Plan.

The A-I-2 Zone allows any use in the A-I-1 Zone and also allows office, professional service, and restaurant uses. The proposed project would construct 6 light industrial buildings and 2 retail buildings (with an anticipated coffee-shop use) in the A-I-2 Zone.. These uses are consistent with the A-I-2 designation.

The A-I-1 Zone allows a variety of light industrial and manufacturing uses. The proposed project would construct one light industrial building in the A-I-1 Zone.

B. CONSISTENCY WITH THE PRINCIPLES OF SOUND COMMUNITY PLANNING

1. GENERAL PLAN CONSISTENCY

The proposed project is located in the Airport neighborhood. The project site has a General Plan land use designation of Airport. This project vicinity is a mix of light industrial and aviation-dependent uses as well as the Direct Relief project recently approved. The proposed project would be consistent with the adjacent uses. The following is a discussion of the project's compatibility with the relevant General Plan elements:

a. Land Use Element

The Land Use Element has several policies applicable to the proposed project. Policy LG2 provides for the Non-Residential Growth Management Program. Compliance with this program is discussed in Section VI of the Staff Report.

Policy LG11 encourages a healthy urban environment by proposing consideration of health in land use and circulation decisions. The proposed project would generate an increase in automobile traffic, however the Airport Industrial Area Specific Plan requires new development to include a Transportation Demand Management (TDM) Program. The TDM includes a requirement for bicycle accommodation, employee bus pass program, and other measures that promote walking and bicycling to work.

Class II bike paths are striped along Hollister and Fairview Avenues. Bus stops are currently available at both Frederick Lopez Road and David Love Place intersections with Hollister Avenue. These bus stops will be improved by Direct Relief as a condition of that development.

b. Environmental Resources Element

City Environmental Resources Element policies provide that important environmental resources of the City be preserved and protected, including archaeological, visual, biological, and open space resources; specimen and street trees; air and water quality; and minimizing potential drainage, erosion and flooding hazards.

The project proposes to construct solar panels on the roof consistent with Policies ER5 and ER6 providing for energy efficient buildings and on-site renewable energy generation.

c. Storm Water Management Program (SWMP)

Policy ER20 incorporates the City Storm Water Management Program into the General Plan. The proposed project is subject to the "Tier 3" on-site storm water treatment requirements in the Storm Water Management Program. Storm water run-off is proposed to flow into bioswales in the front setbacks on Fredrick Lopez Road, David Love Place, and Hollister Avenue. This bioswale system has been designed to accommodate untreated run-off from the Direct Relief construction of Wallace Becknell Road. This bioswale system was reviewed by the Creeks Division and deemed compliant with the Storm Water Management Program requirements.

2. AIRPORT INDUSTRIAL AREA SPECIFIC PLAN CONSISTENCY

The project site is located in Sub-Area #2 and #3 of the Airport Industrial Specific Plan Area (SP-6). Sub-Area #2 is intended to accommodate up to 122,000 square feet of new commercial and industrial development. The parcel north of Wallace Becknell Road is in Sub-Area #3. Sub-Area #3 is intended to accommodate 170,000 square feet of new light industrial development with limited on-site sales. The project area is designated as "Commercial or Light Industrial" use on the Specific Plan land use map. The following is a discussion of the project's compatibility with the relevant Specific Plan policies:

a. Vision

Policy V5 of the Airport Industrial Area Specific Plan encourages the development of research and development, light industrial, small incubator and community serving commercial uses. The policy also prioritizes commercial uses that would provide support service to the immediate Specific Plan area and not compete with Old Town Goleta businesses. The proposed project would principally construct light industrial space with two 4,021 square-foot buildings intended to provide coffee shop or similar uses for the area and reduce vehicle trips to and from the Specific Plan area. Therefore, the proposed project is consistent with Policy V5 of the Specific Plan.

Policy V12 encourages environmentally sound development in the Specific Plan area. The proposed project is designed to meet Leadership in Energy and Environmental Design (LEED) 2009 Silver Certification criteria pursuant to City Council's green building policy. Because this certification program focuses on minimizing environmental impacts associated with new construction, the proposed project would be consistent with Policy V12.

b. Cultural Resources

Policy CR2 of the Specific Plan requires that applications for new construction include a Phase 1 Archeological Report. A Phase I Archeological Resources Report was prepared pursuant to the Master Archaeological Resources Assessment (MARA) for the Airport. The Phase I concluded that archaeological resources are not anticipated at the project site, however due to archaeological sensitivity in the area, additional test pits were requested by staff. The revised Phase I Report was reviewed and approved by the Historic Landmarks Commission on September 7, 2016.

c. Flooding

Policy F1 requires equal conveyance for projects within the 100-year floodway. The proposed project site is not within any Federal Emergency Management Agency designated floodway. The proposed project would include 8,200 net cubic yards of fill soil to raise the proposed structures out of the floodplain. Therefore, the proposed project is consistent with the Specific Plan pertaining to flooding.

d. Vehicular Circulation

Policy VC2 of the Airport Industrial Specific Plan requires each project that contributes additional trips to contribute to circulation system improvements. The proposed project incorporates recommended transportation improvements as discussed in more detail in Section VI.D of the Staff Report. Therefore this project is consistent with Policy VC2.

e. Pedestrian and Bicycle Circulation

Policies P1 and BP1 of the Airport Industrial Area Specific Plan encourages projects to provide sufficient parking while encouraging the use of alternate modes of transportation including safe and convenient walking and bicycling opportunities. The proposed project would provide sidewalks along all public streets including connections to the proposed paseos to the Hollister Avenue sidewalks. With the inclusion of the Conditions of Approval the project would implement a Transportation Demand Management (TDM)

Program to encourage multi-modal commuting for employees through providing bus passes, vanpool, and guaranteed ride home, programs as well as the inclusion of bicycle storage and shower facilities for bicycle commuters.

C. DESIGN REVIEW AND PROJECT COMPATABILITY ANALYSIS

This project was reviewed by the Architectural Board of Review (ABR) on February 29, 2016 (Exhibit D). At that meeting the ABR forwarded the project to Planning Commission making the following Project Compatibility Criteria findings:

- 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.** The design of the proposed development is appropriately sensitive to adjacent City Landmark/designated historic resources, historic sites or natural features and mitigation measures are adequate to reduce adverse impacts.
- 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.

D. TRAFFIC MANAGEMENT STRATEGY

The proposed project site is in the Airport Area of the City's Traffic Management Strategy. Because of traffic concerns in this area, the Traffic Management Strategy and the Non-Residential Growth Management Program (GMP) commits the City to coordinate with the City of Goleta on any traffic analysis. Airport and Transportation staff met with Goleta Public Works staff to discuss traffic study methods, assumptions, and use of the Goleta Traffic Model prior to conducting a traffic study.

A Traffic, Circulation, and Parking Study was prepared in consultation with the Transportation Division and the City of Goleta, Public Works Department (Exhibit E). The traffic study applied both the City of Goleta and the City of Santa Barbara significance thresholds to determine if the project could present a significant impact or contribute to a cumulative impact. While no new significant impacts were identified, the traffic study found that the intersection of David Love Place and Hollister Avenue would meet signalization warrants due to an increase in the number of vehicles turning left from southbound David Love Place to eastbound Hollister Avenue.

Through the Development Application Review Team (DART) process, the traffic study was reviewed by City of Goleta staff. Their comments were incorporated in the version dated August 19, 2016. The traffic study recommended a mid-block U-turn pocket in the Hollister Avenue median between David Love Place and La Patera Lane to avoid 1,000 foot signal spacing on Hollister Avenue which would have the potential to disrupt traffic flow. While the majority of the new trips to this intersection would come from the proposed auto dealership on the west side of David Love Place, the Airport Department has committed to constructing the roadway improvements in anticipation of future development at 6210 Hollister Avenue (proposed auto dealerships) as a part of the 6100 Hollister Avenue development.

VII. ENVIRONMENTAL REVIEW

The proposed project is within the scope of the 1998 Airport Industrial Area Specific Plan and the Program Environmental Impact Report (EIR) analysis for the Specific Plan. The project and designations are consistent with the development density designated and analyzed by the Program EIR. Potential minor project environmental effects are addressed with existing development standards and regulations (e.g., design review, construction regulations, Storm Water Management Program Tier 3 provisions, noise regulations and conditions, etc.). Based on City Staff analysis, no further environmental document is required for this project pursuant to the California Environmental Quality Act (Public Resources Code §21083.3 and Code of Regulations §15183- Projects Consistent with the General Plan). City Council environmental findings adopted for the Airport Industrial Area Specific Plan remain applicable for this project. A decision-maker finding that the project qualifies for the §15183 CEQA determination is required.

VIII. FINDINGS

The Planning Commission finds the following:

A. ENVIRONMENTAL REVIEW (CEQA GUIDELINES §15183)

1. The project qualifies for an exemption from further environmental review under CEQA Guidelines Section 15183, Projects Consistent with a Community Plan or Zoning, based on the CEQA certificate of determination on file for this project.

B. DEVELOPMENT PLAN (SBMC §28.85.040)

1. The project complies with the Non-residential Growth Management Program Requirements by reconstructing demolished non-residential floor area and focusing vacant land development allocation within the urban network;
2. The project is consistent with the principles of sound community planning because it is consistent with applicable plans and policies that allow light industrial and commercial development in this location and would not adversely affect the character of the neighborhood or regional traffic and would provide eating establishments for Airport Industrial Area employees;
3. The project will not have a significant adverse impact upon the community's aesthetics or character in that the size, bulk, and scale of the development will be compatible with the neighborhood based on the Project Compatibility Analysis criteria found in SBMC

Sections 22.22.145 or 22.68.045 as found by the Architectural Board of Review on February 29, 2016; and

4. The proposed development is consistent with the policies of the City of Santa Barbara Traffic Management Strategy (as approved by City Resolution No. 13-010 dated as of March 12, 2013) because Airport area impacts were considered in coordination with the City of Goleta and necessary improvements were incorporated into the project.

Exhibits:

- A. Conditions of Approval
- B. Site Plan
- C. Applicant's letter, dated July 8, 2016
- D. ABR Minutes of February 29, 2016
- E. Traffic, Circulation, and Parking Study dated July 8, 2016
- F. Applicable Policies

PLANNING COMMISSION CONDITIONS OF APPROVAL

6100 HOLLISTER AVENUE
DEVELOPMENT PLAN
OCTOBER 6, 2016

I. In consideration of the project approval granted by the Planning Commission and for the benefit of the City of Santa Barbara as owner 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 required design review approvals.
2. Pay Land Development Team Recovery Fee (30% of all planning fees, as calculated by staff) at time of building permit application.
3. 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."
4. Permits.
 - a. Submit an application for and obtain a Building Permit (BLD) for construction of approved development and complete said development.
 - b. Submit an application for and obtain a Public Works Permit (PBW) for all required public improvements and complete said improvements.

Details on implementation of these steps are provided throughout the conditions of approval.

B. **Written Agreement.** The Airport Department 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, and shall include the following:

1. **Approved Development.** The development of the Real Property approved by the Planning Commission on October 6, 2016 is limited to a 50,046 square foot light industrial park composed of 9 buildings including two 4,021 square foot retail buildings on vacant Santa Barbara Airport property 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 Airport Department 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. **Recreational Vehicle Storage Prohibition.** No recreational vehicles, boats, or trailers shall be stored on the Real Property.
4. **Landscape Plan Compliance.** The Airport Department 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

EXHIBIT A

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 Airport Department is responsible for its immediate replacement.

5. **Storm Water Pollution Control and Drainage Systems Maintenance.** The Airport Department 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 Airport Department 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 Airport Department 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 Airport Department 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.
6. **Transportation Demand Management.** The following alternative mode incentives shall be incorporated into the project to reduce traffic impacts caused by the project. The Airport Department shall be responsible for ensuring that all tenants comply with the provisions of the approved Transportation Demand Management (TDM) Plan.
 - a. **TDM Administrator.** The Airport Department shall appoint a TDM Administrator responsible for the alternative mode incentives. The TDM Administrator shall contract with Traffic Solutions or successor agency for training and assistance in administrating their program. (The TDM Administrator shall provide an annual report to the Community Development Director and the Public Works Director illustrating the number of users, describing the marketing techniques and program results, including successes and failures.)
 - b. **Carpool Parking Spaces.** A minimum of 7 preferential parking spaces for carpools shall be designated by "Carpool Permit Parking Only" signs. Carpool permits shall be issued to those employees who arrive at the Real Property with two (2) or more persons in the car, four (4) or more times per

- week, except for part-time employees who are eligible if they carpool every day that they work.
- c. **Shared Vehicle Spaces.** A minimum of one preferential parking space for vehicles shared by the occupants of the project shall be designated.
 - d. **Bus Passes.** The Airport Department and/or tenants shall contact the Metropolitan Transit District (MTD) to purchase bus passes or the equivalent for their employees. These passes shall be provided free of charge to employees who request them for travel to and from work. Notice of the free passes shall be provided to existing employees and new employees when they are hired. A copy of any agreements/correspondence with MTD shall be provided to the Public Works Director prior to issuance of the Certificate of Occupancy for the project.
 - e. **Bus Routes and Schedules Posted.** Notice of MTD bus routes and schedules shall be placed and maintained up-to-date in a central (public) location accessible to employees.
 - f. **Shower and Locker Facilities.** Male and female employee shower and locker facilities shall be provided and maintained as approved by the Public Works Director. The showers shall be available for use before and during work hours. Notice of these facilities shall be provided when employees are hired.
 - g. **Ride-Sharing Program.** Employees shall be made aware of the Ride-Sharing Program or similar successor programs administered by Traffic Solutions or successor agency. The Airport Department and/or all tenants shall have all employees registered semi-annually in the Ride-Sharing Program and shall make every effort to encourage participation in the program.
 - h. **Guaranteed Ride Home.** In the event of an emergency or work requirement that interferes with the normal transportation arrangement of any employee using mass transportation, a carpool, or a vanpool to get to work, the tenants shall provide cab fare, a company car, or other means to guarantee a free ride home.
7. **Recyclable Material Use and Collection for Restaurants.** Restaurant operators shall encourage guests to recycle by using recyclable materials, and providing sufficient and appropriate receptacles, such as recycling containers. Recyclable material (and green waste) collection and pick-up areas shall be provided on-site for the restaurant operations. A minimum of 50 percent of the area devoted to holding trash for the project shall be used for recycling purposes.
 8. **BMP Training.** Training on the implementation of Best Management Practices (BMPs) shall be provided to every employee in order to prevent or reduce the discharge of pollutants to storm water from buildings and ground maintenance. The training shall include using good housekeeping practices, preventive maintenance

and spill prevention and control at outdoor loading/ unloading areas in order to keep debris from entering the storm water collection system.

9. **Common Area Maintenance.** All common/shared areas/improvements shall be kept open, available and maintained in the manner in which it was designed and permitted.
 10. **Areas Available for Parking.** All parking areas and access thereto shall be kept open and available in the manner in which it was designed and permitted.
- C. **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. **Landscape Screening.** Landscaping with low water use plants and/or a solid screen wall or fence shall be provided to buffer the parking area from Hollister Avenue.
 2. **Pedestrian Pathway.** To improve pedestrian friendliness, a separate pedestrian pathway shall be provided from the sidewalk using a different paving material.
 3. **Green Building Techniques Required.** The Airport Department shall design the project to meet Santa Barbara Built Green Three-Star level requirement or equivalent.
 4. **Project Directory.** A project directory (including map and parking directional signs) listing all units on-site shall be indicated on the project plans. This directory shall be lit sufficiently for readability for site visitors and placed in a location or locations acceptable to the Fire Department, shall meet current accessibility requirements, and is subject to Design Review Approval.
 5. **Trash Enclosure Provision.** A trash enclosure with adequate area for recycling containers (an area that allows for a minimum of 50 percent of the total capacity for recycling containers) shall be provided on the Real Property and screened from view from surrounding properties and the street.

Dumpsters and containers with a capacity of 1.5 cubic yards or more shall not be placed within five (5) feet of combustible walls, openings, or roofs, unless protected with fire sprinklers.
- D. **Requirements Prior to Permit Issuance.** The Airport Department 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 condition D.1.c "Hollister Avenue and Wallace Becknell Road

Public Improvements” shall be submitted to the Public Works Department for review and approval. Upon acceptance of completed public improvement plans, a Building permit may be issued.

- b. **Can and Will Serve Letters.** Obtain a "can and will serve" letter from Goleta Water District and Goleta Sanitary District.
- c. **Hollister Avenue and Wallace Becknell Road Public Improvements.** The Airport Department shall submit C-1 public improvement or Public Works plans for construction of improvements along the property frontage on Hollister Avenue and Wallace Becknell Road. 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: center median improvements, sidewalk, driveway apron modified to meet Title 24 requirements including curb and gutter, asphalt concrete or concrete pavement on aggregate base or 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, connection to and/or relocation or extension of water and sewer mains and utilities, installation of new residential/commercial fire hydrants, public drainage improvements with supporting drainage calculations and/or hydrology report for installation of drainage pipe or connection to existing City storm drain, supply and install City standard street lights, coordinate with Public Works staff and Edison to retire light standard from existing utility pole, 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 signs, storm drain stenciling, and provide adequate positive drainage from site. Any work in the public right-of-way requires a Public Works Permit.
- d. **Haul Routes Require Separate Permit.** Apply for a Public Works permit to establish the haul routes for all construction-related trucks with a gross vehicle weight rating of three tons or more entering or exiting the site.
- e. **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.

- f. **Bicycle Parking.** In addition to the general requirements for bicycle parking spaces, 21 bicycle parking spaces shall be provided. Their size and location shall be approved by the Public Works Director.

2. **Community Development Department.**

- a. **Drainage and Water Quality.** The project 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 Airport Department shall submit worksheets from the Storm Water BMP Guidance Manual for Post Construction Practices 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.

- b. **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 Phase 1 Archaeological Resources Report prepared for this site by Applied Earthworks. 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 D.2.c "Requirement for Archaeological Resources" below.

- c. **Requirement for Archaeological Resources.** The following information shall be printed on the grading plans:

If archaeological resources are encountered or suspected, work shall be halted or redirected immediately and the Planning Division shall be notified. The archaeologist 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, consultation and/or

monitoring with a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List, etc.

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. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Planning Division grants authorization.

If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Planning Division grants authorization.

- d. **Contractor and Subcontractor Notification.** The Airport Department 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.
- e. **Letter of Commitment for Neighborhood Notification Prior to Construction.** The Airport Department shall submit to the Planning Division a letter of commitment to provide the written notice specified in condition E.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 persons who compiled the mailing list shall be submitted to the Planning Division.
- f. **Letter of Commitment for Pre-Construction Conference.** The Airport Department shall submit to the Planning Division a letter of commitment to hold the Pre-Construction Conference identified in condition E.2 “Pre-Construction Conference” prior to disturbing any part of the project site for any reason.
- g. **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 C “Design Review,” and all elements/specifications shall be implemented on-site.
- h. **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:

Airport Director		Date
Contractor	Date	License No.
Architect	Date	License No.
Engineer	Date	License No.

E. **Construction Implementation Requirements.** All of these construction requirements shall be carried out in the field by the Airport Department 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 Contractors, 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, 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 Airport Department, Archaeologist, Architect, Landscape Architect, Geologist, Project Engineer, Contractor and each Subcontractor.
3. **Construction Contact Sign.** Immediately after Building permit issuance, signage shall be posted at the points of entry to the site that list the contractors name, contractors telephone numbers, 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 (including preparation for construction work) 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
George Washington's Birthday	3rd Monday in February
Cesar E. Chavez Day	March 31
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 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.
6. **Construction Parking.** During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Public Works Director.
7. **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.

b. Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.

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.

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.

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.

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.

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.

8. **Unanticipated Archaeological Resources Contractor Notification.** Standard discovery measures shall be implemented per the City master Environmental Assessment throughout grading and construction: Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts. If such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and the Airport Department shall retain an archaeologist from the most current City Qualified Archaeologists List. The latter shall be employed to assess the nature, extent and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City qualified Barbareño Chumash Site Monitors List, etc.

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. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

A final report on the results of the archaeological monitoring shall be submitted by the City-approved archaeologist to the Environmental Analyst within 180 days of completion of the monitoring and prior to any certificate of occupancy for the project.

- F. **Prior to Certificate of Occupancy.** Prior to issuance of the Certificate of Occupancy, the Airport Department 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. **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.
- G. **General Conditions.**
1. **Prior Conditions.** These conditions are in addition to the conditions identified in Staff Hearing Officer Resolution 018-16.
 2. **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.
 3. **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.

4. **Site Maintenance.** The existing site/structures shall be maintained and secured. Any landscaping shall be watered and maintained until demolition occurs.

II. 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.

Santa Barbara Airport - Parcel 22



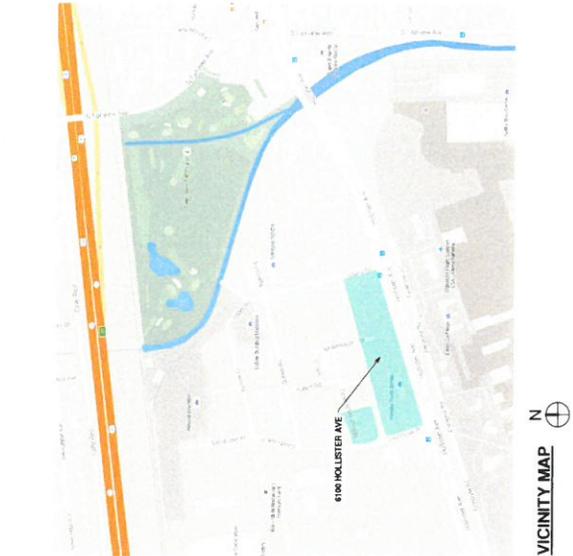
401 Chapel Street, Suite 105
Santa Barbara, CA 93101
phone: 805.969.0740
www.kupiecarchitects.com

Santa Barbara Airport Parcel 22
6100 Hollister Ave
Santa Barbara, CA
93117



EXHIBIT B

Revision Schedule	Date
# Description	2016.8.10
3 PC1	



PROJECT DIRECTORY

OWNER: SANTA BARBARA AIRPORT
691 FRESHSTONE ROAD
SANTA BARBARA, CA 93117

ARCHITECT: KUPIEC ARCHITECTS PC
544 CHAPMAN STREET
SANTA BARBARA, CA 93101
1929 9740
EMAIL: jkupiec@kupiecarchitects.com

GENERAL CONTRACTOR: N/A

CIVIL: EICHMERS & ASSOC., INC.
201 N. CALLE CESAR CHAVEZ ST. 100
SANTA BARBARA, CA 93103
1835 482 2284
EMAIL: meinhart@eai.com

STRUCTURAL ENGINEER: VAN SANSER STRUCTURAL CONSULTANTS
2000 DELA VINA
SANTA BARBARA, CA 93105
EMAIL: DVANSANTE@VSSC.BZ

LANDSCAPE ARCHITECT: ACOUSTIC STUDIO
202 EAST COAST STREET
SANTA BARBARA, CA 93101
1835 962 9055
EMAIL: and@acousticiudio.com

ADDITIONAL NOTES

1. All mechanical and electrical systems shall be submitted under a separate permit.

2. A fire sprinkler system shall be required for each automatic fire suppressor system in accordance with the California Fire Code. All fire sprinkler systems shall be submitted under a separate permit.

PROPOSED BUILDING SQ. FT.	PROPOSED BUILDING SQ. FT.
TOTAL GROSS SQ. FT. - 96,345 TOTAL	TOTAL GROSS SQ. FT. - 96,345 TOTAL
TOTAL NET SQ. FT. - 47,116 TOTAL	TOTAL NET SQ. FT. - 47,116 TOTAL
GROUP A	2376 GROSS SQ. FT. EACH - 9,564 TOTAL SQ. FT.
GROUP B	2278 NET SQ. FT. EACH - 8,864 TOTAL SQ. FT.
GROUP C	2298 NET SQ. FT. EACH - 14,020 TOTAL SQ. FT.
GROUP D	2500 GROSS SQ. FT. EACH - 15,000 TOTAL SQ. FT.
GROUP E	2272 NET SQ. FT. EACH - 14,232 TOTAL SQ. FT.
GROUP F	2372 NET SQ. FT. EACH - 7,116 TOTAL SQ. FT.
RETAIL A	UNIT 1 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL B	UNIT 2 GROSS SQ. FT. 1900 NEW SQ. FT.
RETAIL C	UNIT 3 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL D	UNIT 4 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL E	UNIT 5 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL F	UNIT 6 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL G	UNIT 7 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL H	UNIT 8 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL I	UNIT 9 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL J	UNIT 10 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL K	UNIT 11 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL L	UNIT 12 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL M	UNIT 13 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL N	UNIT 14 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL O	UNIT 15 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL P	UNIT 16 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL Q	UNIT 17 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL R	UNIT 18 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL S	UNIT 19 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL T	UNIT 20 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL U	UNIT 21 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL V	UNIT 22 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL W	UNIT 23 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL X	UNIT 24 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL Y	UNIT 25 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL Z	UNIT 26 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AA	UNIT 27 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AB	UNIT 28 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AC	UNIT 29 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AD	UNIT 30 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AE	UNIT 31 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AF	UNIT 32 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AG	UNIT 33 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AH	UNIT 34 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AI	UNIT 35 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AJ	UNIT 36 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AK	UNIT 37 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AL	UNIT 38 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AM	UNIT 39 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AN	UNIT 40 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AO	UNIT 41 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AP	UNIT 42 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AQ	UNIT 43 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AR	UNIT 44 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AS	UNIT 45 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AT	UNIT 46 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AU	UNIT 47 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AV	UNIT 48 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AW	UNIT 49 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AX	UNIT 50 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AY	UNIT 51 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL AZ	UNIT 52 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BA	UNIT 53 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BB	UNIT 54 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BC	UNIT 55 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BD	UNIT 56 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BE	UNIT 57 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BF	UNIT 58 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BG	UNIT 59 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BH	UNIT 60 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BI	UNIT 61 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BJ	UNIT 62 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BK	UNIT 63 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BL	UNIT 64 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BM	UNIT 65 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BN	UNIT 66 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BO	UNIT 67 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BP	UNIT 68 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BQ	UNIT 69 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BR	UNIT 70 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BS	UNIT 71 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BT	UNIT 72 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BU	UNIT 73 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 74 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 75 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 76 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 77 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 78 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 79 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 80 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 81 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 82 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 83 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 84 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 85 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 86 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 87 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 88 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 89 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 90 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 91 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 92 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 93 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 94 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 95 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 96 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 97 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 98 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 99 GROSS SQ. FT. 1880 NEW SQ. FT.
RETAIL BV	UNIT 100 GROSS SQ. FT. 1880 NEW SQ. FT.

ZONING DESIGNATION: A-11A-25P-6

GENERAL PLAN DESIGNATION: AIRPORT

CONSTRUCTION TYPE: OCCUPANCY GROUP: GROUP F, GROUP M

LOT SIZE SQ. FT.: EXISTING: 60,320 SQ. FT. PROPOSED: 104,437 SQ. FT.

ADDITIONAL SLOPE OF: Max 2.5% Min 0.4%

GRAVING: 100% FILL UNDER MAIN BLDG CUT: 50 cu yds FILL: 5000 cu yds

PARKING: 14 INDUSTRIAL - 3968 NET SQ. FT. - 40 PARKING SPACES 4 RETAIL - 7,550 GROSS SQ. FT. - 42 PARKING SPACES 132 REQUIRED SPACES 143 TOTAL SPACES PROVIDED

DRAWING INDEX

G-01 COVER SHEET
G-02 SITE PHOTOGRAPHS
G-03 SITE PHOTOGRAPHS
G-04 SITE PHOTOGRAPHS

C-1 PRELIMINARY SITE PLAN - PHASE 1 AND 2
C-2 PRELIMINARY SITE PLAN - PHASE 1 AND 2
C-3 PRELIMINARY PARKING SPACE LAYOUT PLAN - PHASE 1
C-4 PRELIMINARY PARKING SPACE LAYOUT PLAN - PHASE 1

A-10 SITE PLAN - PHASE 1 AND 2
A-11 SITE PLAN - PHASE 1 AND 2 ELEVATIONS (LIGHT INDUSTRIAL)
A-12 ENLARGED FLOOR PLAN AND ELEVATIONS (RETAIL)
A-13 ENLARGED FLOOR PLAN AND ELEVATIONS (RETAIL)
A-20 RENDERINGS (LIGHT INDUSTRIAL)
A-21 RENDERINGS (LIGHT INDUSTRIAL)
A-22 RENDERINGS (RETAIL)
A-23 RENDERINGS (RETAIL)

L-1 PRELIMINARY LANDSCAPE PLAN - AND 2
L-2 PRELIMINARY LANDSCAPE PLAN - AND 2

APPLICABLE CODES: 2013 CALIFORNIA BUILDING CODE (CBC)
2013 CALIFORNIA MECHANICAL CODE (CMC)
2013 CALIFORNIA ELECTRICAL CODE (CEC)
2013 CALIFORNIA STATE FIRE CODE (SFC)
2013 CALIFORNIA GREEN BUILDING STANDARDS CODE (CGSBC)
2013 CALIFORNIA ENERGY CODE
2013 CALIFORNIA FIRE SAFETY CODE

SCOPE OF WORK: 1. Provide site plan, 10' x 10' grid, 1/4" = 1' scale (1/4" = 1' scale) including approximately 143 parking spaces on Santa Barbara parcel. 2. Provide site plan, 10' x 10' grid, 1/4" = 1' scale (1/4" = 1' scale) including approximately 143 parking spaces on Santa Barbara parcel. 3. Provide site plan, 10' x 10' grid, 1/4" = 1' scale (1/4" = 1' scale) including approximately 143 parking spaces on Santa Barbara parcel. 4. Provide site plan, 10' x 10' grid, 1/4" = 1' scale (1/4" = 1' scale) including approximately 143 parking spaces on Santa Barbara parcel.

PROJECT DATA

ADDRESS: 6100 HOLLISTER AVENUE
SANTA BARBARA, CA 93117
P.O. BOX 965
SANTA BARBARA, CA 93116

ZONING DESIGNATION: A-11A-25P-6

Revision Schedule		
#	Description	Date
3	PC-1	2016.8.10

PC-1
 NOT FOR CONSTRUCTION

SITE PHOTOGRAPHS

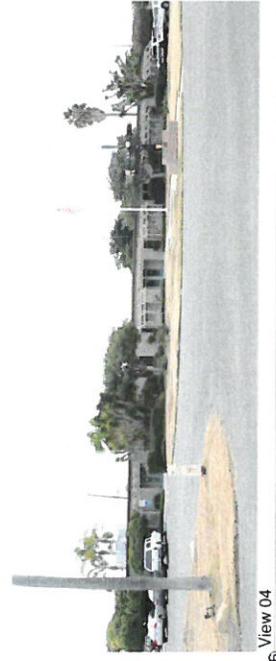
G-0.2



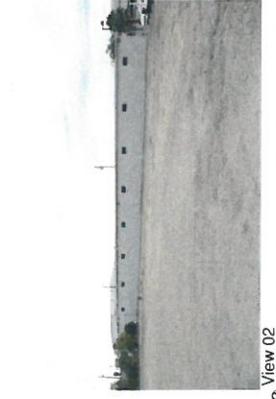
1 View 01



2 View 02



3 View 03



4 View 04



5 View 05



6 View 06



1 View 08



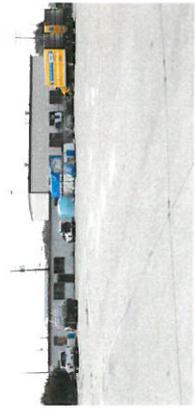
2 View 013



3 View 016



4 View 09



5 View 010

Revision	Checklist	Description	Date
3	PC 1		2016.8.18

PC 1
NOT FOR CONSTRUCTION

SITE PHOTOGRAPHS

G-0.3



Kupiec Architects PC
401 Chestnut Street, Suite 105
Santa Barbara, CA 93101
phone: 805.965.6740
www.kupiecarchitects.com

Santa Barbara Airport Parcel 22
Santa Barbara Airport Parcel 22
6100 Hollister Ave
Santa Barbara, CA
93117

Revision	Describe	Date
3	PC 1	2016.8.10

PC 1
NOT FOR CONSTRUCTION

SITE PHOTOGRAPHS

G-0.4



View 012



View 011



View 014



View 015



DESIGN: MCV
DRAWN: COX
CHECK: MVE
DATE: 02/22/2022
NOT FOR CONSTRUCTION

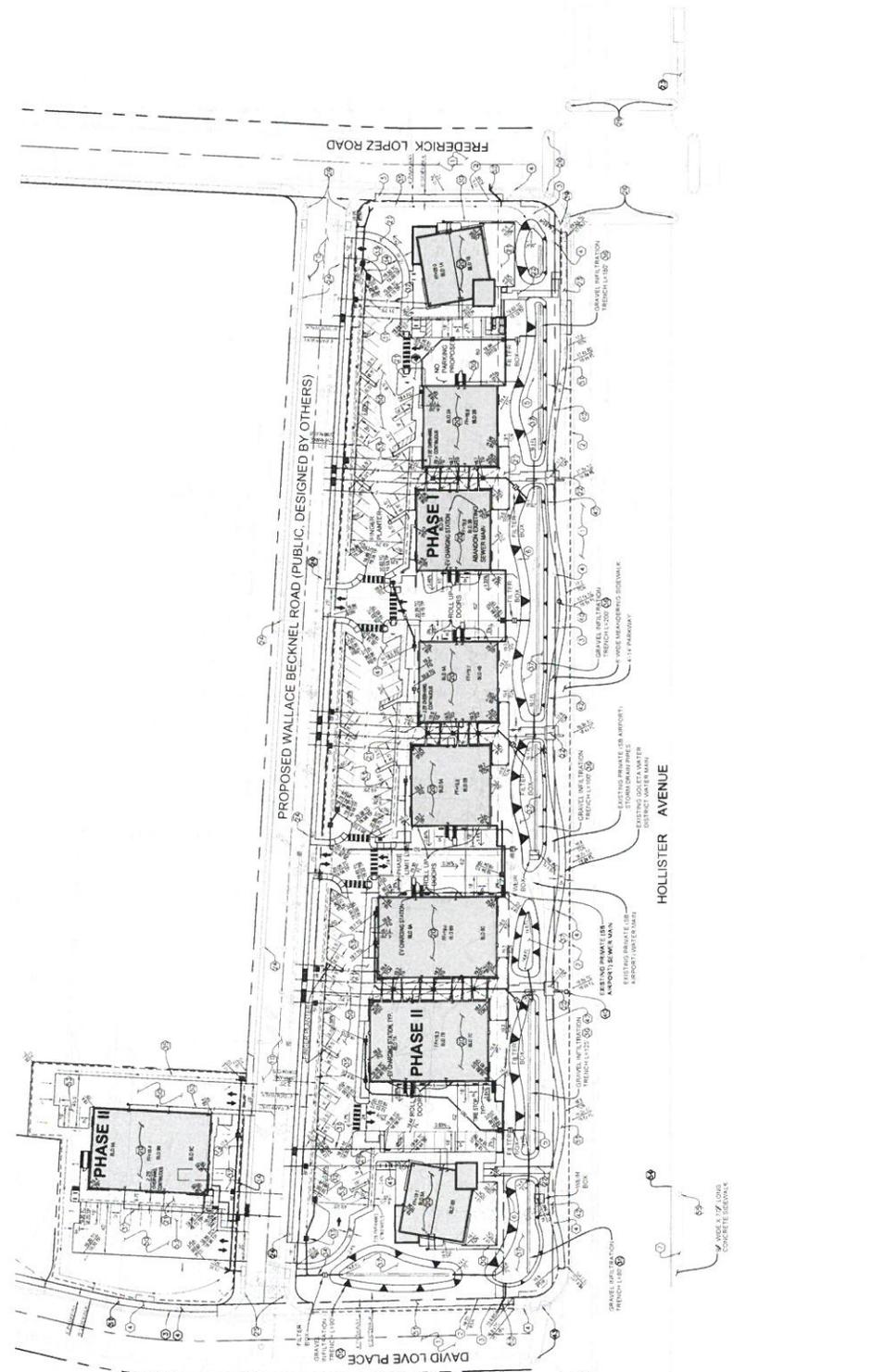
FLOWERS & ASSOCIATES, INC.
391 N. CHINA CREEK DRIVE, SUITE 100, SANTA BARBARA, CA 93103
PHONE: (805) 969-2222

DATE	APPROVED	REVISIONS

IMPORTANT NOTICE
ALL EXISTING UTILITIES LOCATIONS ARE APPROXIMATE AND SHOWN FOR INFORMATION ONLY. THE USER SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO STARTING ANY CONSTRUCTION.
DRAWN: MCV
DATE: 02/22/2022



SCALE: 1" = 40'
GRAPHIC SCALE



- PROPOSED AND EXISTING UTILITIES**
- PROPOSED STORM WATER TREATMENT STRUCTURE
 - PROPOSED STORM WATER DETENTION BASIN
 - PROPOSED STORM WATER COLLECTION SYSTEM
 - PROPOSED STORM WATER CONDUIT
 - PROPOSED STORM WATER MANHOLE
 - PROPOSED STORM WATER VALVE
 - PROPOSED STORM WATER CHECK VALVE
 - PROPOSED STORM WATER PUMP
 - PROPOSED STORM WATER PUMP HOUSE
 - PROPOSED STORM WATER PUMP ELECTRICAL
 - PROPOSED STORM WATER PUMP CONTROL
 - PROPOSED STORM WATER PUMP MONITORING
 - PROPOSED STORM WATER PUMP MAINTENANCE
 - PROPOSED STORM WATER PUMP REPLACEMENT
 - PROPOSED STORM WATER PUMP REPAIR
 - PROPOSED STORM WATER PUMP OIL
 - PROPOSED STORM WATER PUMP OIL SKIMMER
 - PROPOSED STORM WATER PUMP OIL TRAP
 - PROPOSED STORM WATER PUMP OIL FILTER
 - PROPOSED STORM WATER PUMP OIL TREATMENT
 - PROPOSED STORM WATER PUMP OIL STORAGE
 - PROPOSED STORM WATER PUMP OIL DISPOSAL
 - PROPOSED STORM WATER PUMP OIL RECYCLING
 - PROPOSED STORM WATER PUMP OIL INCINERATION
 - PROPOSED STORM WATER PUMP OIL LANDFILL
 - PROPOSED STORM WATER PUMP OIL OCEAN DUMPING
 - PROPOSED STORM WATER PUMP OIL AIR TREATMENT
 - PROPOSED STORM WATER PUMP OIL WATER TREATMENT
 - PROPOSED STORM WATER PUMP OIL SOIL TREATMENT
 - PROPOSED STORM WATER PUMP OIL BIODEGRADATION
 - PROPOSED STORM WATER PUMP OIL PHOTOLYSIS
 - PROPOSED STORM WATER PUMP OIL CRYSTALLIZATION
 - PROPOSED STORM WATER PUMP OIL SOLIDIFICATION
 - PROPOSED STORM WATER PUMP OIL STABILIZATION
 - PROPOSED STORM WATER PUMP OIL GELATION
 - PROPOSED STORM WATER PUMP OIL COAGULATION
 - PROPOSED STORM WATER PUMP OIL FLOCCULATION
 - PROPOSED STORM WATER PUMP OIL SEDIMENTATION
 - PROPOSED STORM WATER PUMP OIL FILTRATION
 - PROPOSED STORM WATER PUMP OIL ADSORPTION
 - PROPOSED STORM WATER PUMP OIL ION EXCHANGE
 - PROPOSED STORM WATER PUMP OIL MEMBRANE SEPARATION
 - PROPOSED STORM WATER PUMP OIL NANOFILTRATION
 - PROPOSED STORM WATER PUMP OIL ULTRAFILTRATION
 - PROPOSED STORM WATER PUMP OIL MICROFILTRATION
 - PROPOSED STORM WATER PUMP OIL NANOPARTICLE REMOVAL
 - PROPOSED STORM WATER PUMP OIL VIRUS REMOVAL
 - PROPOSED STORM WATER PUMP OIL BACTERIA REMOVAL
 - PROPOSED STORM WATER PUMP OIL PARASITE REMOVAL
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 - PROPOSED STORM WATER PUMP OIL HEAVY METALS REMOVAL
 - PROPOSED STORM WATER PUMP OIL NITROGEN REMOVAL
 - PROPOSED STORM WATER PUMP OIL PHOSPHORUS REMOVAL
 - PROPOSED STORM WATER PUMP OIL SILICA REMOVAL
 - PROPOSED STORM WATER PUMP OIL FLUORIDE REMOVAL
 - PROPOSED STORM WATER PUMP OIL CHLORINE REMOVAL
 - PROPOSED STORM WATER PUMP OIL OZONE REMOVAL
 - PROPOSED STORM WATER PUMP OIL RADIATION REMOVAL
 - PROPOSED STORM WATER PUMP OIL THERMAL TREATMENT
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 - PROPOSED STORM WATER PUMP OIL THERMAL TREATMENT



PROJECT MANAGER
MICHAEL VIETONE CIVIL ENGINEERING
 ENGINEERING - PERMITTING
 1908 STATE STREET SUITE A SANTA BARBARA, CA 93101
 PHONE: (805)438-0771 FAX: (805)438-0428

PHASE I & II
 PARKING SPACE LAYOUT PLAN

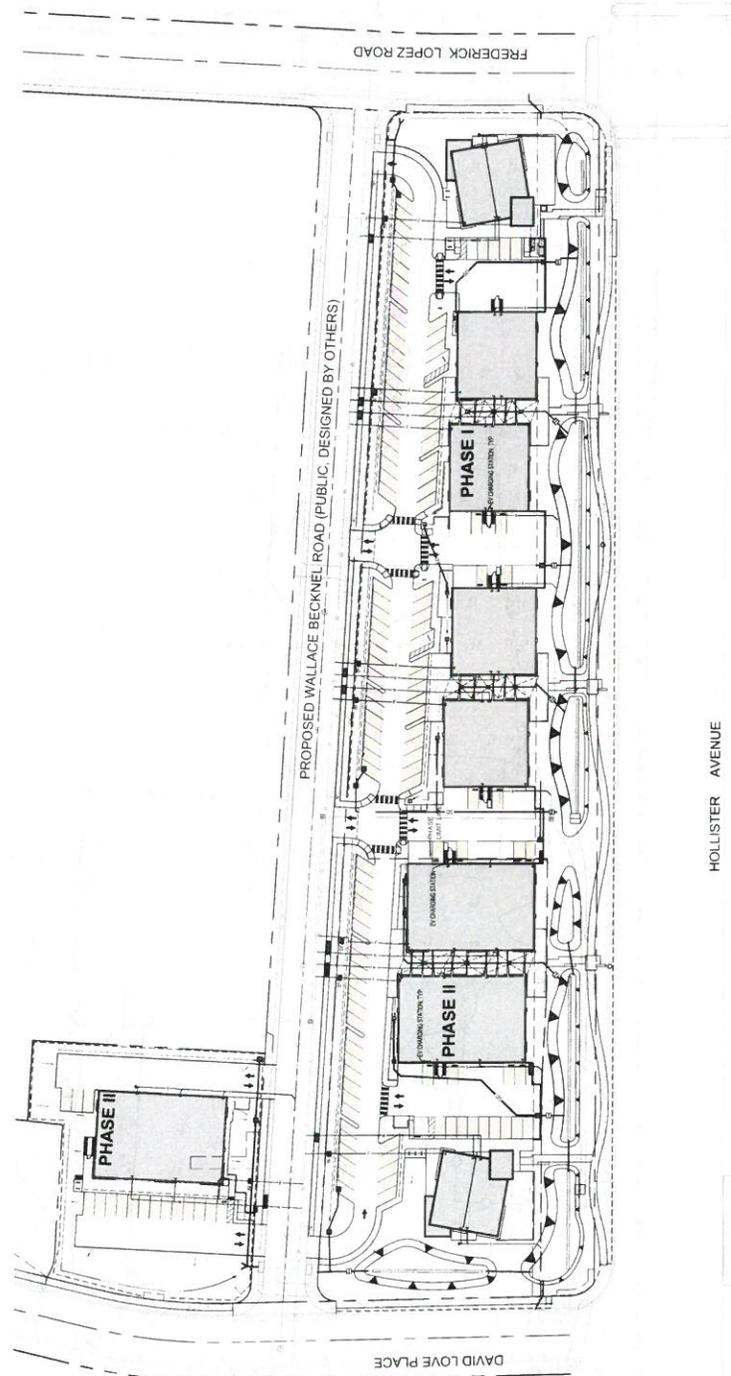
PRELIMINARY SITE DEVELOPMENT PLAN
 CITY OF SANTA BARBARA AIRPORT
 6100 HOLLISTER AVENUE
 CITY OF SANTA BARBARA CALIFORNIA



DESIGN MOV. FLOWERS & ASSOCIATES, INC.
 CIVIL ENGINEERS
 291 N. CHURCH STREET SUITE 100 SANTA BARBARA, CA 93101
 TELEPHONE: 805-966-2121
DATE: NOT FOR CONSTRUCTION
BY: P. VIETONE
CHECK: MVE
DATE:

REVISIONS

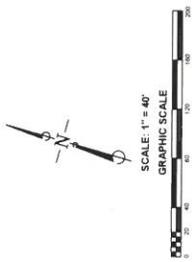
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PARKING SPACE BREAKDOWN

ALPHABET	TYPE	AREA
1	ADA	877
2	COMPACT 8.5' X 18'	12
3	LONG TERM 9' X 18'	124
4	TOTAL PARKING SPACES	1013

NOTE: 1. ALL SPACES SHOWN ARE TO BE PROVIDED TO THE CITY OF SANTA BARBARA.
 2. 10% OF TOTAL COMPACT SPACES PROVIDED.



IMPORTANT NOTICE
 ALL EXISTING UTILITY LOCATIONS ARE APPROXIMATE. ALL UTILITY LOCATIONS SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY DATA. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION. CALL TOLL FREE 1-800-927-4133.

CONCEPT PLAN



PROJECT MANAGER
MICHAEL VIETTON CIVIL ENGINEERING
ENGINEERING - PERMITTING
100 STATE STREET SUITE A
FREMONT, CALIF. 94539
SANTA BARBARA, CALIF. 93101
TEL: (805) 834-1114 FAX: (805) 834-1114

PRELIMINARY SITE DEVELOPMENT PLAN
CITY OF SANTA BARBARA AIRPORT
6100 HOLLISTER AVENUE
CITY OF SANTA BARBARA, CALIFORNIA



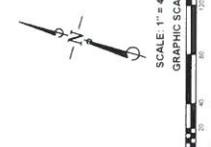
FLOWERS & ASSOCIATES, INC.
CIVIL ENGINEERS
2811 N. CARMICHAEL CHASE, SUITE 100
SANTA BARBARA, CA 93103
PHONE: (805) 966-2228

DATE: _____
NOT FOR CONSTRUCTION
PRELIMINARY
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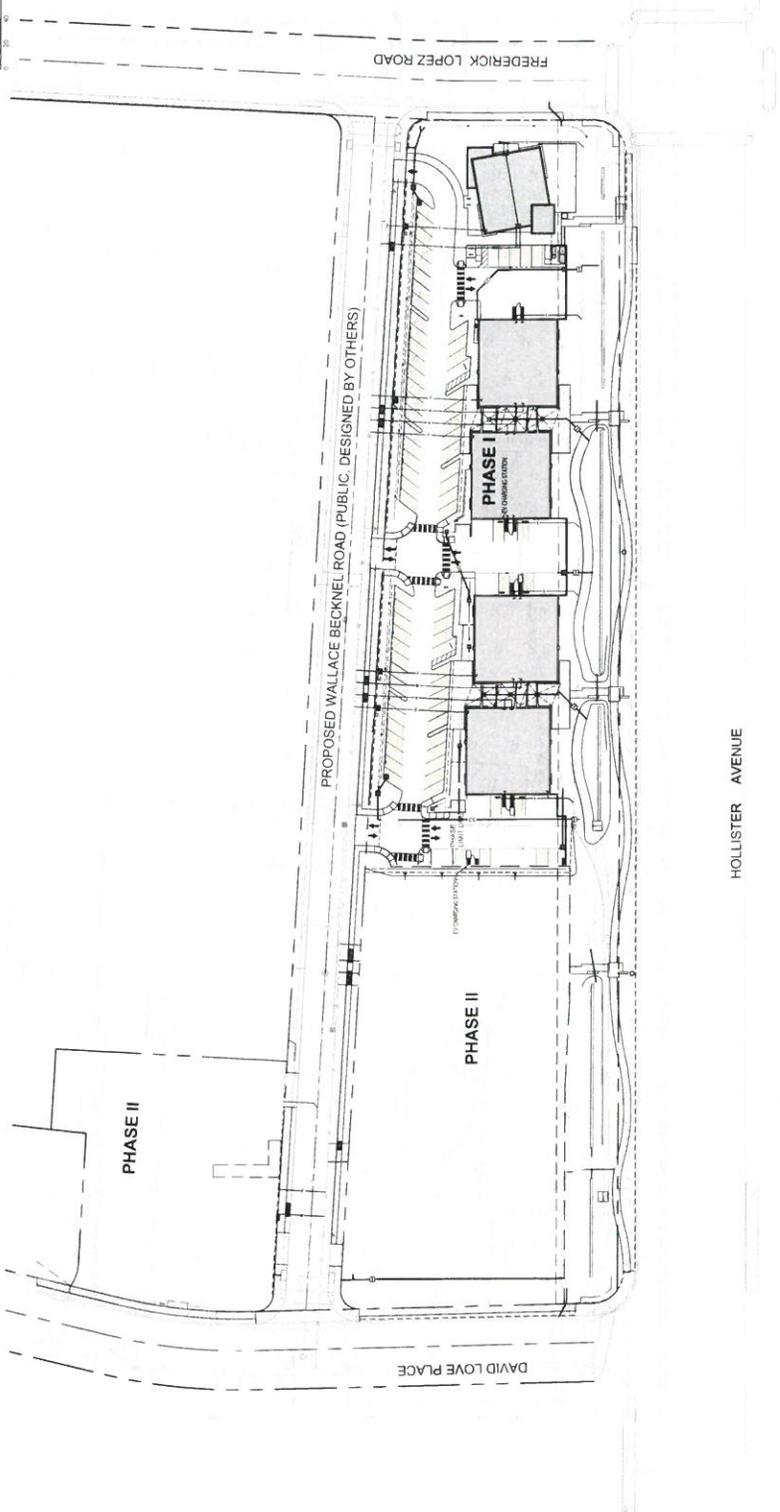
REVISIONS

NO.	DATE	APPROVED	DESCRIPTION

IMPORTANT NOTICE
ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF SANTA BARBARA AIRPORT DEVELOPMENT PLAN AND THE CITY OF SANTA BARBARA AIRPORT DEVELOPMENT PLAN. THE CITY OF SANTA BARBARA AIRPORT DEVELOPMENT PLAN IS THE AUTHORITY FOR THE CITY OF SANTA BARBARA AIRPORT DEVELOPMENT PLAN. THE CITY OF SANTA BARBARA AIRPORT DEVELOPMENT PLAN IS THE AUTHORITY FOR THE CITY OF SANTA BARBARA AIRPORT DEVELOPMENT PLAN.
CALL TOLL FREE 1-800-822-4133



SCALE: 1" = 40'
GRAPHIC SCALE



PARKING SPACE BREAKDOWN

NUMBER	TYPE
1	ADA
2	EV
3	EV
4	COMPACT 5'5" WIDE
5	LONG TERM 8' WIDE
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Kupiec Architects PC
 401 Chatham Street, Suite 105
 Santa Barbara, CA 93101
 Phone: 805.969.6740
 www.kupiecarchitects.com

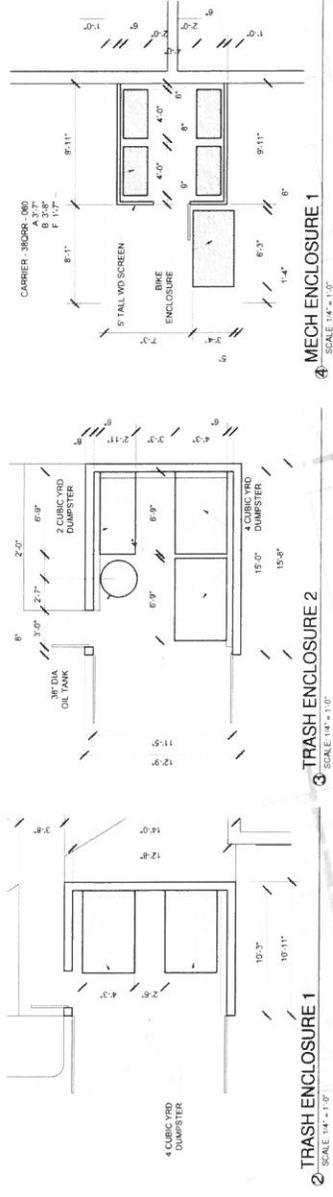
Santa Barbara Airport Parcel 22
 Santa Barbara Airport Parcel 22
 Santa Barbara, CA
 93117

Revision	Number	Description	Date
3	PC-1		02/15/18

PC-1
 NOT FOR CONSTRUCTION

SITE PLAN - PHASE 1
 8.2

A-1.0



4 MECH ENCLOSURE 1
 SCALE 1/4" = 1'-0"

3 TRASH ENCLOSURE 2
 SCALE 1/4" = 1'-0"

2 TRASH ENCLOSURE 1
 SCALE 1/4" = 1'-0"

LAND-USE	PARKING RATIO	SIZE	PARKING REQ.
Light Industrial (Zone A1-1)	1 Space / 500-sf	39,636 sf (net)	80 Spaces
Retail (Zone A1-1)	1-Space / 250 sf	5657 sf (net)	23 Spaces
Coffee Shop (Zone A1-1)	1 Space / 100 sf	1893 sf (net)	19 Spaces
Total Spaces Required			122 Spaces
Parking Provided			141 Spaces

BIKE PARKING	BIKE STALL RATIO	REQ. BIKE SPACES
REQUIRED PARKING SPACES	1 BIKE Spaces PER 7 REQ CAR SPACES	18 Spaces
		14 BIKE RACKS
		4 BIKE LOCKERS

PV PANELS	WATTS PER SQ. FT.	REQ. WATTS PER UNIT	PANELS PER UNIT
INDUSTRIAL SPACES	80	2000 WATTS	7 PANELS
RETAIL SPACES	160	3200 WATTS	11 PANELS

132'-1.0"
 N
 1 SITE PLAN - PHASE 1 AND 2

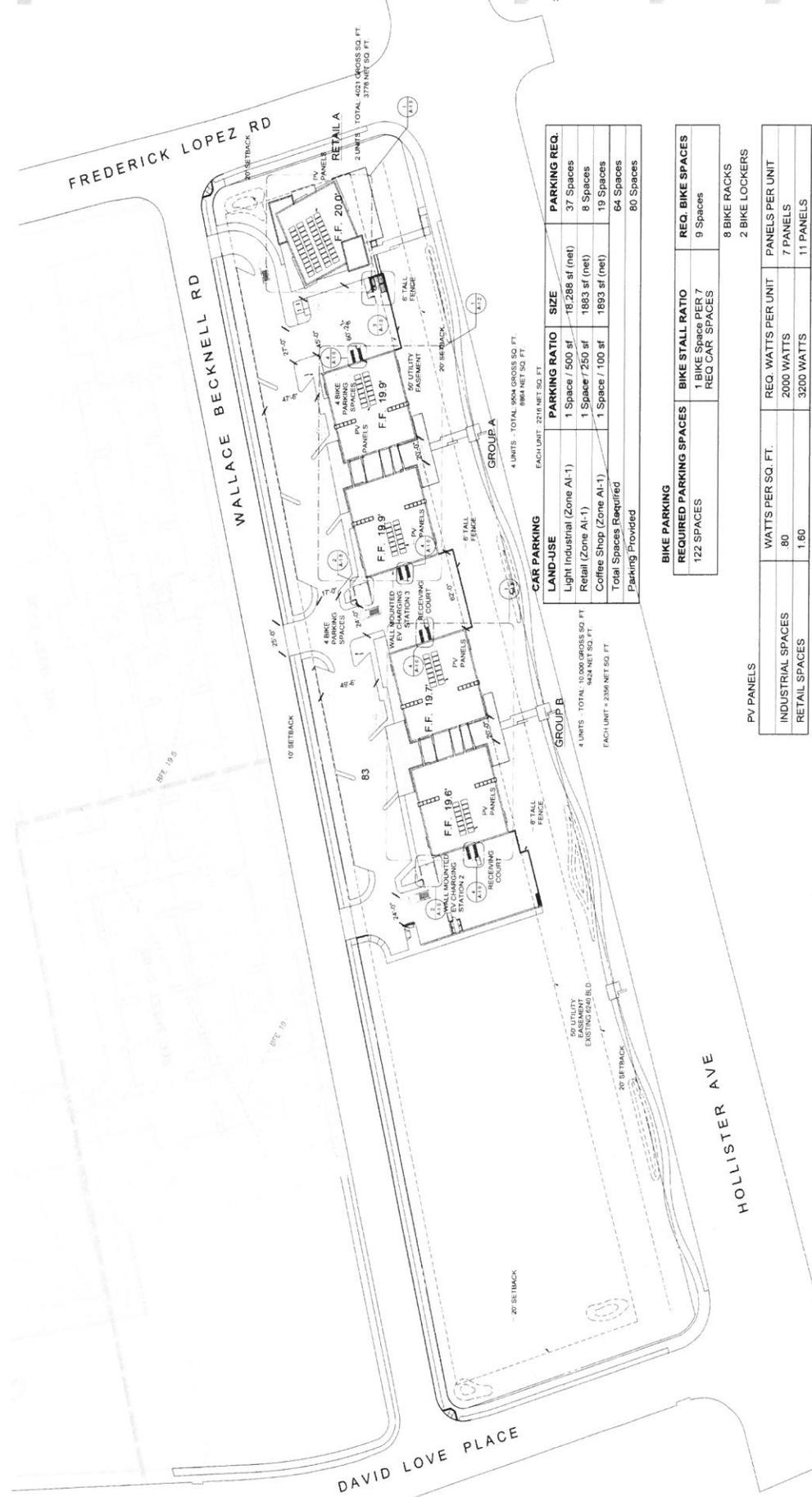
ALL RIGHTS RESERVED. KUPIC ARCHITECTS PC 2/15/18 10:50:21 AM



407 Chaparral Street, Suite 105
 Santa Barbara, CA 93101
 phone: 805.966.8740
 www.kupiecarchitects.com

Santa Barbara Airport Parcel 22
 Santa Barbara Airport
 9100 Hollister Ave
 Santa Barbara, CA 93117

Revision	Number	Description	Date
3	PC 1		20/15/18



LAND-USE	PARKING RATIO	SIZE	PARKING REQ.
Light Industrial (Zone A1-1)	1 Space / 500 sf	18,288 sf (net)	37 Spaces
Retail (Zone A1-1)	1 Space / 750 sf	1893 sf (net)	8 Spaces
Coffee Shop (Zone A1-1)	1 Space / 100 sf	1893 sf (net)	19 Spaces
Total Spaces Required			64 Spaces
Parking Provided			80 Spaces

BIKE PARKING	BIKE STALL RATIO	REQ. BIKE SPACES
REQUIRED PARKING SPACES	1 BIKE Space PER 7 REQ. CAR SPACES	9 Spaces
122 SPACES		8 BIKE RACKS 2 BIKE LOCKERS

INDUSTRIAL SPACES	WATTS PER SQ. FT.	REQ. WATTS PER UNIT	PANELS PER UNIT
INDUSTRIAL SPACES	80	2000 WATTS	7 PANELS
RETAIL SPACES	1.60	3200 WATTS	11 PANELS

N SITE PLAN - PHASE 1
 1/32"=1'-0"



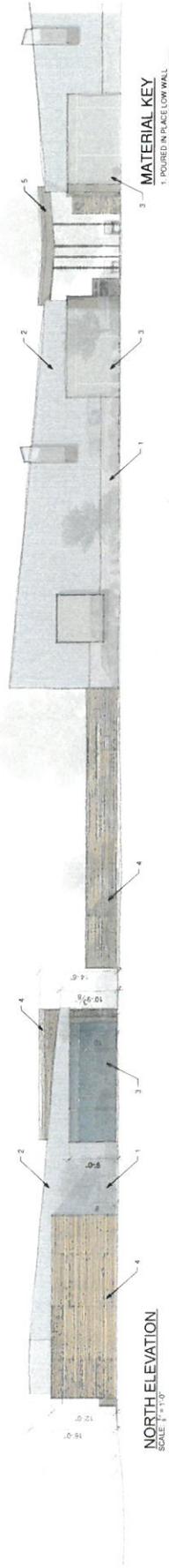
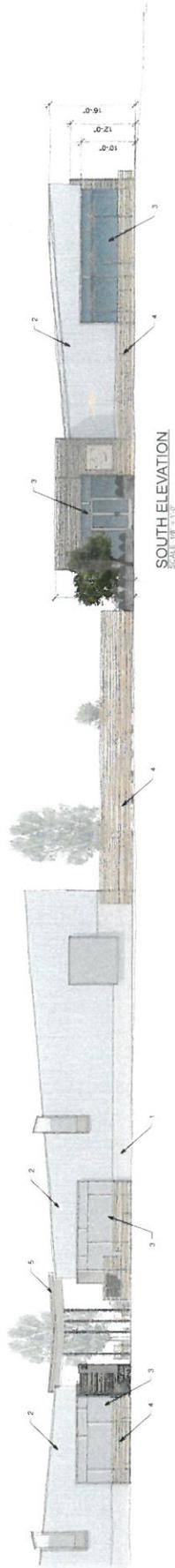
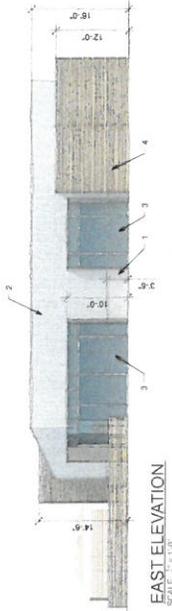
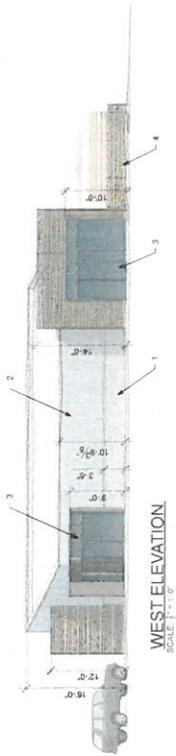
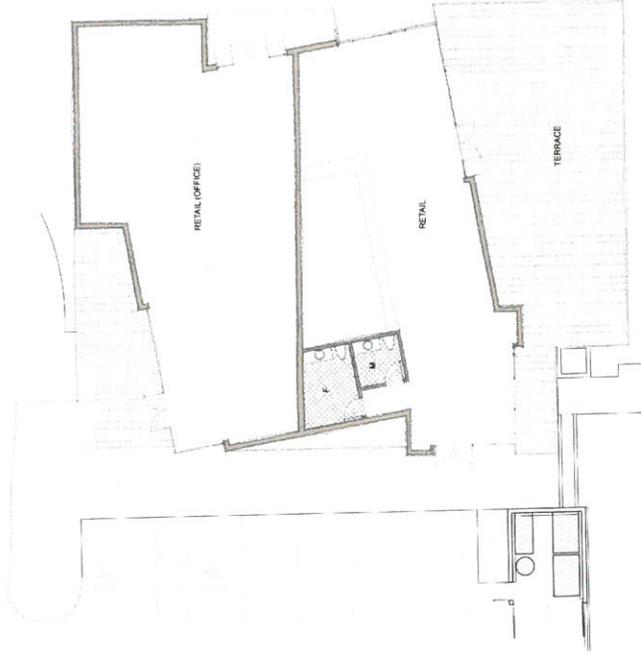
Kupiec Architects PC
 401 Chappel Street, Suite 105
 Santa Barbara, CA 93101
 phone: 805.999.6740
 www.kupiecarchitects.com

Santa Barbara Airport Parcel 22
 Santa Barbara Airport Parcel 22
 6100 Hillister Ave
 Santa Barbara, CA
 93117

Revision Schedule	Date
# Description	
3 PC-1	2016.8.10

PC-1

NOT FOR CONSTRUCTION



- MATERIAL KEY**
- POURED IN PLACE LOW WALL
 - SURFACE MOUNTED CORRUGATED
 - STORE FRONT GLAZING SYSTEM
 - HORIZONTAL BOARD SCREENING / FENCE
 - METAL GUTTER WITH RAIN CHAIN DOWNSPOUTS

A-1.3



SOUTH ELEVATION
SCALE: 1/16" = 1'-0"



EAST ELEVATION
SCALE: 1/16" = 1'-0"

Revision Schedule		
#	Description	Date
3	PC 1	2018.8.10

PC 1
 NOT FOR CONSTRUCTION

LIGHT INDUSTRIAL
 RENDERINGS

A2.0



1 LIGHT INDUSTRIAL GROUP PERSPECTIVE 1



2 INDUSTRIAL CLUTCH PERSPECTIVE 2

Revision	Number	Description	Date
3	PC-1		2015.8.10

PC-1
 NOT FOR CONSTRUCTION

LIGHT INDUSTRIAL
 RENDERINGS

A-2.1



① LIGHT INDUSTRIAL GROUP PERSPECTIVE 3



② LIGHT INDUSTRIAL GROUP PERSPECTIVE 4



1 RETAIL - SOUTH WEST PERSPECTIVE



2 RETAIL - SOUTH EAST PERSPECTIVE

Santa Barbara Airport Parcel 22

Santa Barbara Airport Parcel 22
 6100 Hillster Ave
 Santa Barbara, CA
 93117

Kupiec ARCHITECTS PC
 401 Chapala Street, Suite 105
 Santa Barbara, CA 93101
 phone: 805-969-8740
 www.kupiecartchitects.com



Revision Schedule		
#	Description	Date
3	PC 1	2016.8.10

PC 1
 NOT FOR CONSTRUCTION

RETAIL RENDERINGS

A-2.2



① Retail Perspective North

Santa Barbara Airport Parcel 22
 Santa Barbara Airport Parcel 22
 6100 Hollister Ave
 Santa Barbara, CA
 93117

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 phone: 805.999.8740
 www.kupiecarchitects.com

Revision	Schedule	Description	Date
3	PC 1		2016.8.10

PC 1
 NOT FOR CONSTRUCTION

RETAIL PERSPECTIVE
 NORTH

A-2.3



City of Santa Barbara

Santa Barbara Airport

FlySBA.com

July 8, 2016

Community Development Department
Attn: Andrew Bermond, Project Planner
P.O. Box 1990
Santa Barbara, CA 93102

Administration
805 967 7111

SUBJECT: 6100 Block of Hollister Avenue – Applicant/Project Description Letter;
Development Application Review Team (DART)

Marketing
805 692 6024

Dear Mr. Bermond:

Engineering
805 692 6018

The Airport Department of the City of Santa Barbara (Airport), is pleased to submit this letter as part of the project Development Application Review Team (DART) submittal materials for the Airport Development Project at 6100 Hollister Avenue.

Maintenance
805 692 6060

Pre-Application Review Submittal

Operations/Noise
805 692 6005

On February 3, 2016, the Airport Department submitted a Pre-Application Review package for the subject project. On March 2, 2016, the Airport received a response from the City of Santa Barbara review team containing comments from the Planning Division, Fire Department, Engineering Division, Transportation Division, and the Building and Safety Division. In addition, a review meeting was held on March 8, 2016, with the subject team members and our project Architect and Civil Engineer to review team comments. This DART submittal package addresses all comments from the PRT review process as well as provides a further developed set of plans and project description.

Patrol
805 681 4803

There are several documents attached to this package that address the comments from the PRT package. Those attachments are referenced at the end of the document. We believe that this submittal package fully addresses all the PRT comments and look forward to the DART review and the progression of the project to the Planning Commission.

Planning
805 692 6032

Site History

Property Mgmt.
805 692 6022

In 1997, the Airport Industrial Area Specific Plan (SP-6) was approved by City Council. The overall purpose of the Specific Plan was to identify appropriate land uses and locations where implementation will assist in revenue generation for the Airport's operation, maintenance and capital improvements. It was the intent of the Specific Plan to improve existing and add new square footage for commercial, industrial and or aviation-related uses in a manner that will take into account City goals and policies. The project area falls into the Specific Plan Sub-Area 2, and specifically A-I-2, Airport Industrial Zone. Briefly, this area is designated for light industrial and manufacturing uses and for related commercial services. This project is consistent with the goals of the Specific Plan in that it will create opportunities for expansion of existing and new light industrial, R & D, and small businesses.

Visitors Center
805 964 7622

The implementation of the Specific Plan began with the Specific Plan Utility Infrastructure Project. This project provided the infrastructure necessary to create a pattern of development that is consistent with the recommendations of the Specific Plan. Specifically, this project

Fax
805 964 1380

601 Firestone Rd
Santa Barbara, CA
93117



provided approximately 1,600 feet of new water lines and approximately 5,000 feet of new sewer lines that will serve all existing and new building north of Hollister bounded by Frederic Lopez Road, David Love Place, and the Union Pacific Railroad property. In addition, this project provided new underground conduit to serve Southern California Edison, GTE, Cox Cable, and the Gas Company. This project commenced construction in July 2000 and was completed in January 2001.

The next project in the Specific Plan implementation was the conversion of the existing overhead utility system to an underground system, with the existing utility poles being removed. This work was completed in June 2001. Following the utility conversion project, the Airport implemented the Specific Plan Road and Storm Drain Project. This project provided a system of vehicular circulation that enhanced the existing roadway network and adequately serves the existing and new development. The streets were completely reconstructed, with new curb, gutter, sidewalk, parkway landscaping and storm drain systems installed. This project was completed in March 2002.

Between 1997 and 2014 there were three separate attempts on development at 6100 Hollister Avenue, none of which were ultimately constructed. In 2014, The City of Santa Barbara and Direct Relief entered into Purchase and Sale Agreement No. 24,973 for 6 to 8.5 acres on the northern portion of that parcel so that Direct Relief could construct a 100,000 square foot warehouse and a 25,000 square foot administrative office (previously submitted project in December 2015 by Suzanne Elledge Planning & Permitting Services, Inc.). As a result of this purchase agreement, the City of Santa Barbara will receive funds that will enable the City to develop the southern portion (approximately 4.72 acres) as envisioned in the Santa Barbara Airport Industrial Area Specific Plan.

This portion of the project is described in the attached Project Description.

Santa Barbara Airport Industrial Area Specific Plan Implementation 6100 Hollister Avenue Project Description

The proposed project site is located at 6100 Hollister Avenue (APN 073-080-065), bounded by David Love Place to the west, Francis Botello Road to the north, Lopez Road to the east, and Hollister Avenue to the south. The property is located in the Santa Barbara Airport Industrial Specific Plan Area and is zoned A-I-2, Airport Industrial. The site, currently referred to as Parcel 22 encompasses approximately 15 acres which includes:

- Approximately 7.99 acres needed to accommodate the new facility for Direct Relief;
- An area of approximately 4.46 acres that contains street frontage along Hollister Avenue that encompasses the "project" site;
- A 0.52 acre area developed with a pocket park at the corner of David Love Place and Francis Botello Road;
- A 0.80 acre area north of the new Wallace Becknell Road that also included in the "project" site: and
- An area of approximately 1.22 acres that encompasses a new public street.

The City's project site is currently developed with one building located on the southwest corner

of the property. This building comprises 6,240 square feet and currently houses two Airport tenants, Arrow Camper Shell and San Marcos Farms. This structure is proposed to be demolished to make way for the proposed development at 6100 Hollister Avenue. There is no significant vegetation that needs to be removed as part of this project, however, there is a row of Salt Pines in the northeast corner of the site that will be removed as part of the project. The removal of these trees has been granted by Tim Downey, Urban Forest Superintendent in his letter dated March 24, 2016 (attached).

The City project proposes to construct 50,046 total square feet of new construction, with 42,004 square feet zoned as light industrial/R&D space, 6,032 square feet of retail, and 2,010 square feet of coffee shop over two phases of construction. The first phase of construction encompasses the eastern five buildings and consists of 23,525 total square feet. Of that, 19,504 square feet are light industrial, 2,010 square feet are retail, and 2,010 square feet are zoned for a coffee shop or similar. This phase of work is expected to commence in spring 2017. The second phase of work encompasses the western most four buildings or 26,521 square feet. Of that, 22,500 square feet are light industrial and 4,021 square feet are retail. This phase of work is expected to commence within five years of the completion of the first phase.

All new units are modular in nature to fit one or several tenants. The minimum unit size ranges from 2,002 to 2,500 square feet, depending on the building layout. Development of the site will include 139 vehicle parking spaces, including seven accessible spaces, three wall mount electrical charging stations, and 18 bicycle spaces, four of which are in bicycle lockers. The project also includes approximately 100,000 square feet of landscaped area with a detention basin designed to treat all water from the site in addition to that from the new road north of the site.

The proposed site statistics breakdown is provided below:

Non-Residential Floor Area Budget for APN 073-080-065

Reference	Description	Floor Area
MST2004-00877	Demo Building 238	6,240 sf
MST2004-00417	Demo Buildings 239, 240, and 246	11,700
MST2006-00656	Demo Buildings 116, 242, and 2108	27,566
MST2013-00121	Demo Hangar 247	21,694
MST2013-00619	Direct Relief	(30,420)
Total Demolished Floor Area Available		36,780
<i>Proposal</i>	From SP-6 Vacant Land Allotment	13,266
Total GMP Floor Area Available for Project Development		50,046

Non-Residential Floor Area Distribution

Phase I Light Industrial/R&D	19,504 SF
Phase I Retail	4,021 SF
Phase II Light Industrial/R&D	22,500 SF
Phase II Retail	<u>4,021 SF</u>
Site Total	50,046 SF

Site Drainage, Storm Water Treatment and Detention Basins

The project site generally slopes from the north to the south and drains to the southwest corner of the property into an existing storm drain junction structure. This structure was constructed to accept drainage from the site as part of the previously referenced Specific Plan drainage improvements. The entire site is located in Flood Zone AE, which means the Base Flood Elevations for the site have been determined. As such, the project is required to raise the finish floor elevations of the new buildings to an elevation above the Base Flood Elevation, while still maintaining ADA accessibility to the structures. In general, the site elevation is raised between two and three feet to achieve both requirements. The grading required to raise the site is summarized below:

Cut and Fill Under Main Building:

Cut: - 0 Cubic Yards

Fill: - 4,100 Cubic Yards

Cut and Fill Outside Main Building:

Cut: - 1,500 Cubic Yards

Fill: - 5,600 Cubic Yards

The project is also subject to the City of Santa Barbara Tier 3 Storm Water Requirements. The conceptual site plan included in the submittal materials identifies approximately 10,000 square feet on the south side of the site fronting Hollister Avenue as on site detention basins to achieve compliance with the SWMP. By previous agreement with both Direct Relief and the City Creeks Division, this site and associated detention basin system, has been designed to accept and detain water from the new road being constructed as part of the DR project. A storm water treatment plan has been prepared and is hereby submitted as part of the DART application process. Note that the same plan has previously been submitted to City of Santa Barbara Parks Staff for review and minor comments have been received (dated June 30, 2016 – attached) that are being addressed.

Archaeology

The project site is within both the "High Prehistoric and Historic Native American Sensitivity Zone", the "Moderate Prehistoric and Historic Native American Sensitivity Zone", and the "Spanish Colonial/Mexican Sensitivity Zone". According to the Airport Master Archaeological Resources Assessment (Airport MARA) if ground disturbance exceeds five inches depth, a Phase I Archaeological Resources Report with focused background research and subsurface testing are required. The Airport has commissioned Applied Earthworks, Inc., to prepare this report and said report was presented as part of the Pre Application Review Team Package. In short, SAIC conducted a subsurface survey in this area (twelve backhoe trenches) in 1998 as part of the Specific Plan review process. The results of this study indicated none of the trenches were positive for intact archaeological materials. Nonetheless, any ground disturbance below existing improvements would need to be monitored by a qualified archaeologist.

Green Design/Alternative Energy

The City Council has established a policy that all City project should attempt LEED Silver rating equivalency or better. This project, 6100 Hollister, has been registered with LEED and will attain a minimum of silver rating. Various means will be used to achieve silver status, including the installation of solar energy panels on each roof as described below:

Airport staff has reviewed the City of Santa Barbara General Plan Policy ER6 and the City of Santa Barbara Solar Energy System Design Guidelines. Staff proposes to comply with General Plan Policy ER6 by installing a photovoltaic system sized to meet a minimum of 30% of the average projected energy demand for the structure. Since these are new structures, staff has looked at other airport owned commercial industrial buildings and compared energy use for this calculation. Specifically, staff has looked at 1501 Cook Place, a 9,090 square foot building that several commercial industrial tenants occupy. We expect that the new tenants would have a similar use to those in this building.

1501 Cook Place past energy use averages at 3,242 kwh per month for yearly use of 38,909 kwh. Using a 1.0 watt to 1.6 kwh ratio gives you 24,318 watts per year for a 9,090 square foot building, or 2.68 watts per square foot. 30% of this would be 0.80 watts per square foot required.

The Airport is proposing to install this solar evenly across the site. Each of the eight 2,500 square foot commercial industrial space would need 2,500 square feet times 0.80 watts per square foot or 2,000 watts of solar on the roof, while each of the two 2,021 retail space would have 1.6 watts per square feet, or 3,234 watts of solar on the roof.

The project has identified three wall mounted EV charging stations on the plans. One station will be installed in phase 1 of the project and the other two will be installed in the second phase.

Traffic and Parking

Previous proposed projects conducted traffic studies for the development of this parcel. However, each development was different in nature so it is necessary to conduct a new traffic study to this specific development proposal. Associated Transportation Engineers has worked closely with City of Goleta staff to ensure our traffic study conforms to the City of Goleta traffic model. The traffic analysis has been coordinated with City of Goleta staff and is attached to this application package.

The parking requirement for the proposed City facilities is 122 parking spaces (Industrial - 1 space per 500 SQ.FT. @ 39,636 Net SF. = 80 + Retail – 1 space per 250 SQ.FT. = 23 spaces = total of 119 spaces. The Airport is proposing to install 141 spaces to meet the anticipated demand. Note that nineteen of these spaces are to serve light industrial service vehicles associated with the proposed development.

Policy Consistency

As mentioned above, the proposed project would be constructed in the Airport Industrial Area Specific Plan Sub-Area 2.

Policy	Consistent	Why Consistent
V1: Preserve the economic self-	Yes	The proposed project would provide

<i>sufficiency of the Airport by allowing flexibility in land use patterns, tenant types and mix.</i>		new lease space for the Airport Department in a variety of small light-industrial, commercial, and retail spaces.
<i>V2: Provide opportunities that promote aviation related uses south of Hollister Avenue. Encourage the relocation of non-aviation uses to the north side of Hollister Avenue.</i>	Yes	The proposed project would provide new non-aviation related lease space on the north side of Hollister Avenue.
<i>V3: Preserve and encourage the expansion of existing businesses on Airport property.</i>	Yes	The proposed project would provide new expanded space that existing tenants would have the option of leasing.
<i>V4: Create a pattern of development that ties in with and complements future redevelopment of Old Town Goleta with consideration of the Goleta Community Plan, UCSB's Long Range Development Plan, and the Airport Land Use Plan.</i>	Undetermined	The proposed project would complement the natural and built features along the Hollister Avenue corridor and would maintain a 50 foot setback. However consistency with Goleta Community Plan (i.e. Goleta General Plan) cannot be determined until the traffic analysis is complete.
<i>V5: Provide for R & D, light industrial, small incubator, and community serving commercial uses. For commercial uses, give priority to uses which provide support service for the immediate Specific Plan area and do not detract from Old Town Goleta businesses.</i>	Yes.	The proposed project would construct new lease space for R & D, light industrial, and community serving retail. The proposed retail component would focus on serving the Specific Plan area rather than being a regional draw.
<i>V6: Encourage the reuse of existing buildings if they are in sound structural condition and it is cost effective to rehabilitate them.</i>	Yes.	The proposed project is focused on undeveloped land. Building 116, though in poor condition, would continue to be used until construction of Phase II was underway.
<i>V9: Promote aesthetically pleasing development in the Specific Plan area, particularly along the Hollister Avenue corridor.</i>	Yes.	The proposed project is attractively designed and is intended to complement its built and natural setting.
<i>V12: Encourage environmentally sound development in the Specific Plan area that is consistent with the City Council goals for the Airport.</i>	Yes.	The project team has set consistency with LEEDv4 Silver rating as a design goal.
<i>CR2: The potential for archaeological resources shall be examined prior to applying for development review for new</i>	Yes.	See attached Draft Archaeological Study for the proposed project site.

<i>construction in accordance with the MEA Cultural Resources Section and the Phase 1 Archaeological Resources Study prepared for the Airport</i>		
<i>F1: Any development in the Specific Plan area shall be carried out in compliance with Flood Control regulations.</i>	Yes.	All proposed buildings would be constructed above base flood elevations.
<i>TR2: Preserve and encourage the expansion of existing businesses on Airport property.</i>	Yes.	The proposed project would displace one commercial tenant in Phase II. However Airport tenants, including the displaced tenant would be afforded the opportunity to lease space in the project.
<i>VQ1: Improve the visual quality of the environment and buildings in the Specific Plan area.</i>	Yes.	The proposed project would provide a substantial improvement over the visual setting of the existing site. While views to the Santa Ynez mountains would be obstructed, they would be more severely impacted by the Direct Relief proposal to the north.
<i>SA1: Sub-Area 2: Create opportunities for new community commercial uses which would provide service to existing Airport tenants and improve the visual character of the Specific Plan area. Opportunities should continue to exist for light industrial, R&D and small incubator businesses. Prohibit the development of strip commercial type uses.</i>	Yes.	The proposed project would construct new lease space for R & D, light industrial, and community serving retail. The proposed retail component would focus on serving the Specific Plan area rather than being a regional draw.
<i>DG1: Promote aesthetically pleasing development in the Specific Plan area, particularly along the Hollister Avenue corridor.</i>	Yes.	The proposed project is attractively designed and is intended to complement its built and natural setting.
<i>SB1: Provide appropriate setbacks to create a pedestrian-friendly atmosphere. Entrances should be close to streets with minimal separation between buildings and sidewalks.</i>	Yes.	While the proposed project has a setback greater than SP-6 and Title 29 require (20'), it includes an attractive, pedestrian-oriented street scape that maintains utility corridors and meets Storm Water Management Plan Tier III requirements. Sidewalks and paseos are designed to support and enhance pedestrian activity.
<i>VC1: Provide a system of</i>	Yes.	The proposed project would take

<i>vehicular circulation within the planning area that enhances the existing roadway network and adequately services existing and new development.</i>		vehicular access from the proposed reconstructed Wallace Becknell Road.
<i>VC2: In accordance with an agreement between the City and the County, each project that generates additional traffic shall contribute to the improvement of the circulation system in the surrounding County area, as required by the Goleta Transportation Improvement Plan (including alternate transportation modes such as bikeways and electric shuttles), in order to assist in the mitigation of Specific Plan impacts.</i>	Undetermined.	Consistency with ground transportation policies cannot be determined until the completion of a project specific traffic study.
<i>RD1: Improve the visual and pedestrian quality of the street network of the planning area by providing landscaping and pedestrian connections to the surrounding area.</i>	Yes.	The proposed sidewalk frontages incorporate landscaping and connectivity to adjacent areas to promote pedestrian uses.
<i>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.</i>	Yes.	The proposed project includes more than the required parking for the proposed land uses in order to accommodate possible temporary demand increases.
<i>SD1: Provide an adequate storm drainage system to meet existing and future needs.</i>	Yes.	The proposed project includes bioswale retention basins to comply with Tier III Storm Water Management Plan requirements.
<i>W1: Provide adequate domestic water supply and fire flow to the Specific Plan area to meet existing and future demand.</i>	Yes.	The proposed project would fall within the Santa Barbara Airport's potable water allocation from the Goleta Water District.

As you can see from the above, this project is consistent with the policies and intent of the Airport Industrial Specific Plan. We believe the project is consistent with the proposed project in the Airport Industrial Area Specific Plan Environmental Impact Report and Environmental Assessment (EIR/EA).

Airport Commission Review

On January 20, 2016, the Santa Barbara Airport Commission received a presentation of the project. The Commission's comments were positive, and noted specifically that this type of the

DART Applicant Letter/Project Description
6100 Hollister Avenue
Santa Barbara Airport
Page 9

building foot print would serve our "bread and butter" tenants. They also commented that the detention basins were extremely important and well done and that they thought it was an excellent project.

Architectural Board of Review

On Monday, February 29, 2016, the Architectural Board of Review held a public hearing to give the public an opportunity to be heard and offer comments early in the review process on architectural design related issues on the subject proposed development. The motion was to continue the project indefinitely to the Planning Commission with positive comments for return to the full board.

Some Board members would like the design slightly refined by 1) either adding color or different architectural enhancements to break-up the repetitive character of the project at the corner buildings and/or the three middle group buildings; 2) Provide additional trees between the buildings at Hollister Avenue; 3) Restudy the public pedestrian access to the corner building as an enhancement.

City Council Presentation

On March 15, 2016, staff updated City Council with an update on the progress of the proposed project. Features such as the architectural style, the storm water management system, and plans for native plant features were highlighted to the council. Also discussed was the feasibility of adding mezzanine space in the future upon tenant request. Staff explained to council that although no mezzanine space is planned as part of the project, tenants could install mezzanine space in the future as a separate tenant improvement if desired.

City of Goleta Ad Hoc Committee Presentation

On February 24, 2016, staff presented the project to the City of Goleta Ad Hoc Committee. While staff received favorable comments from the committee, there was a robust discussion on the traffic study for the project. A follow up meeting was held on April 14th with the City of Santa Barbara Traffic Engineer and City of Goleta Engineering staff to ensure agreement on design parameters of the traffic study. This traffic study (attached and previously referenced) was recently completed and submitted to City of Goleta staff for review.

We hope you find the provided information useful in describing our proposed project. Please contact Leif Reynolds, Project Engineer, at (805) 692-6020 if you have any questions.

Sincerely,



Hazel Johns
Airport Director



City of Santa Barbara Planning Division

ARCHITECTURAL BOARD OF REVIEW MINUTES

Monday, February 29, 2016 **David Gebhard Public Meeting Room: 630 Garden Street** **3:00 P.M.**
BOARD MEMBERS:

KIRK GRADIN, *Chair*
SCOTT HOPKINS, *Vice Chair*
THIEP CUNG
COURTNEY JANE MILLER
KEVIN MOORE
AMY FITZGERALD TRIPP
WM. HOWARD WITTAUSCH

CITY COUNCIL LIAISON: FRANK HOTCHKISS
PLANNING COMMISSION LIAISON: JOHN CAMPANELLA
PLANNING COMMISSION LIAISON (Alternate): SHEILA LODGE

STAFF: JAIME LIMÓN, Design Review Supervisor
 NICOLE HERNANDEZ, URBAN HISTORIAN
 SUSAN GANTZ, Planning Technician (absent)
 KATHLEEN GOO, Commission Secretary

Website: www.SantaBarbaraCA.gov

An archived video copy of this regular meeting of the Architectural Board of Review is viewable on computers with high speed internet access on the City website at www.SantaBarbaraCA.gov/ABRVideos.

CALL TO ORDER:

The Full Board meeting was called to order at 3:02 p.m. by Chair Gradin.

ATTENDANCE:

Members present: Gradin, Cung, Hopkins, Miller, Moore, Tripp and Wittausch.
Members absent: None.
Staff present: Hernandez (present until 3:26 p.m.), Limón, and Goo.

GENERAL BUSINESS:

- A.** **Public Comment:** No public comment.
- B.** **Approval of Minutes:**
- Motion:** Approval of the minutes of the Architectural Board of Review meeting of **Tuesday, February 16, 2016**, as amended.
- Action:** Hopkins/Wittausch, 7/0/0. Motion carried. (Wittausch abstained from the Sign-ABR, Referred to Full Board item).

EXHIBIT D

C. Consent Calendars:

Motion: Ratify the Consent Calendar of **February 22, 2016**. The Consent Calendar was reviewed by **Kirk Gradin**.

Action: Hopkins/Tripp, 7/0/0. Motion carried.

Motion: Ratify the Consent Calendar of **February 29, 2016**. The Consent Calendar was reviewed by **Kirk Gradin** and **Courtney Jane Miller**.

Action: Hopkins/Miller, 7/0/0. Motion carried.

D. Announcements, requests by applicants for continuances and withdrawals, future agenda items, and appeals.

a. Ms. Gantz made the following announcements:

- a) The Applicant will be showing a PowerPoint presentation for Item #1, 6100 Hollister Avenue.
- b) Board member Miller will be stepping down from Item 2, 915 E. Anapamu Street, and Board member Hopkins will be stepping down from Item 4, 801 Cliff Drive.
- c) Board member Wittausch requested clarification regarding discussion of other proposed projects outside of Board review meetings, specifically Item 3, 926 Indio Muerto Street. Staff clarified that ex parte discussions are allowed regarding proposed projects outside of any specific subcommittee or *ad hoc* subcommittee; however, Board member *opinions for approval or denial as a Board member are not allowed and any discussions should always be disclosed to the Board at the next Full Board meeting.*

D. Subcommittee Reports. There were no reports at this time.

CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING

1. 6100 HOLLISTER AVE

A-I-1/SP-6 Zone

(3:15) Assessor's Parcel Number: 073-080-065
 Application Number: MST2016-00044
 Owner: City of Santa Barbara
 Applicant: Hazel Johns
 Agent: Leif Reynolds
 Architect: Kupiec Architects
 Engineer: Michael Viettone
 Engineer: Van Sande Structural Engineers
 Landscape Architect: Arcadia Studio

(Proposal to construct a light industrial park totaling 50,046 square feet on an approximately 14.43 acre Santa Barbara Airport site. The project will include two 4,021 square foot retail buildings and seven light industrial buildings of modular nature for one or more tenants. The minimum unit size ranges from 2,002 square feet to 2,500 square feet. The development will include 153 parking spaces including six accessible spaces, and approximately 100,000 square feet of landscaped area with a detention basin designed to accommodate both on-site and Wallace Becknell Road storm water run-off.)

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

Actual time: 3:12 p.m.

Present: Hazel Johns, Airport Director; Bob Kupiec and Jaime Palencia, Architects; Derrick Eichelberger, Arcadia Studio; Michael Viettone, Engineer; and Leif Reynolds, Project Planner.

Public comment opened at 3:28 p.m. As no one wished to speak, public comment was closed.

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

- 1) Some Board members would like the design slightly refined by either adding color or different architectural enhancements to break-up the repetitive character of the project at the corner buildings and/or the three middle group buildings.
- 2) Provide additional trees between the buildings at Hollister Avenue.
- 3) Restudy the public pedestrian access to the corner building as an enhancement.
- 4) **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.** The design of the proposed development is appropriately sensitive to adjacent City Landmark/designated historic resources, historic sites or natural features and mitigation measures are adequate to reduce adverse impacts.
 - 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: Wittausch/Tripp, 7/0/0. Motion carried.

RELEVANT POLICIES

Vision

Airport Industrial Area Specific Plan

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

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

Cultural Resources

Airport Industrial Area Specific Plan

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

Flooding

Airport Industrial Area Specific Plan

Policy F1: Any development in the Specific Plan area shall be carried out in compliance with Flood Control regulations.

Circulation

Circulation Element

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.

Airport Industrial Area Specific Plan

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

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

Policy 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.

Environmental Resources

Environmental Resources Element

ER5.1 Energy Efficient Buildings. Encourage all new construction to be designed and built consistent with City green programs, the California Green Building Code, policies, and the goal of achieving “carbon neutrality” by 2030 in all buildings.

Further reduce energy consumption over time to “carbon neutrality” by 2030 in new building and through suggested retrofits. Establish a voluntary program and time line for increasing the energy efficiency and carbon neutrality of new buildings or additions, and of existing building stock. Provide:

- a. Information on current energy use and conservation options;
- b. Incentives for voluntary upgrades;
- c. Voluntary incremental upgrades may be encouraged at time of sale, and/or other methods for greening the existing building stock; and
- d. Tools for self-assessment financing for energy efficiency upgrades and on-site solar and wind power generation through property taxes (in conjunction with AB 811).

ER20. 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.

Development

Zoning Ordinance:

28.87.300 Development Plan Review and Approval.

A. DEVELOPMENT PLAN.

1. Requirement for Development Plan.

a. **Planning Commission Review Required.** No application for a land use permit for a nonresidential construction project as defined in Subsection B of this Section will be accepted or approved on or after December 6, 1989 unless the project falls within one or more of the categories outlined in Paragraph 2 of this Subsection and defined in Subsection B of this Section. Before any nonresidential construction project is hereafter constructed in any zone including zones at the Santa Barbara Municipal Airport, a complete development plan for the proposed development shall be submitted to the Planning Commission for review and approval. In addition, before residential floor area in any building or structure located in any zone including zones at the Santa Barbara Municipal Airport is converted to nonresidential use, a complete development plan for the proposed conversion shall be submitted to the Planning Commission for review and approval. Before any transfer of existing development rights may be approved pursuant to Chapter 28.95, development plans for both the sending site(s) and receiving site(s) as defined therein shall be approved by Planning Commission or City Council on appeal pursuant to this section.

Environmental Review

California Environmental Quality Act Guidelines

Section 15183 Projects Consistent with a Community Plan or Zoning

- (a) CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.
- (b) In approving a project meeting the requirements of this section, a public agency shall limit examination of environmental effects to those which the agency determines, in an initial study or other analysis:
 - (1) Are peculiar to the project or the parcel on which the project would be located,
 - (2) Were not analyzed as significant effects in a prior EIR or the zoning action, general plan, or community plan, with which the project is consistent,
 - (3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or
 - (4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.
- (c) If an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, as contemplated by subdivision (e) below, then an additional EIR need not be prepared for the project solely on the basis of that impact.
- (d) This section shall apply only to projects which meet the following conditions:
 - (1) The project is consistent with:
 - (A) A community plan adopted as part of a general plan,
 - (B) A zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development, or
 - (C) A general plan of a local agency, and
 - (2) An EIR was certified by the lead agency for the zoning action, the community plan, or the general plan.
- (e) This section shall limit the analysis of only those significant environmental effects for which:
 - (1) Each public agency with authority to mitigate any of the significant effects on the environment identified in the EIR on the planning or zoning action undertakes or requires others to undertake mitigation measures specified in the EIR which the lead agency found to be feasible, and

- (2) The lead agency makes a finding at a public hearing as to whether the feasible mitigation measures will be undertaken.
- (f) An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR. Such development policies or standards need not apply throughout the entire city or county, but can apply only within the zoning district in which the project is located, or within the area subject to the community plan on which the lead agency is relying. Moreover, such policies or standards need not be part of the general plan or any community plan, but can be found within another pertinent planning document such as a zoning ordinance. Where a city or county, in previously adopting uniformly applied development policies or standards for imposition on future project, failed to make a finding as to whether such policies or standards would substantially mitigate the effects of future projects, the decision-making body of the city or county, prior to approving such a future project pursuant to this section, may hold a public hearing for the purpose of considering whether, as applied to the project, such standards or policies would substantially mitigate the effects of the project. Such a public hearing need only be held if the city or county decides to apply the standards or policies as permitted in this section.
- (g) Examples of uniformly applied development policies or standards include, but are not limited to:
- (1) Parking ordinances.
 - (2) Public access requirements.
 - (3) Grading ordinances.
 - (4) Hillside development ordinances.
 - (5) Flood plain ordinances.
 - (6) Habitat protection or conservation ordinances.
 - (7) View protection ordinances.
 - (8) Requirements for reducing greenhouse gas emissions, as set forth in adopted land use plans, policies, or regulations.
- (h) An environmental effect shall not be considered peculiar to the project or parcel solely because no uniformly applied development policy or standard is applicable to it.
- (i) Where the prior EIR relied upon by the lead agency was prepared for a general plan or community plan that meets the requirements of this section, any rezoning action consistent with the general plan or community plan shall be treated as a project subject to this section.
- (1) "Community plan" is defined as a part of the general plan of a city or county which applies to a defined geographic portion of the total area included in the general plan, includes or references each of the mandatory elements specified in Section 65302 of the Government Code, and contains specific development policies and implementation measures which will apply those policies to each involved parcel.

- (2) For the purposes of this section, “consistent” means that the density of the proposed project is the same or less than the standard expressed for the involved parcel in the general plan, community plan or zoning action for which an EIR has been certified, and that the project complies with the density-related standards contained in that plan or zoning. Where the zoning ordinance refers to the general plan or community plan for its density standard, the project shall be consistent with the applicable plan.
- (j) This section does not affect any requirement to analyze potentially significant offsite or cumulative impacts if those impacts were not adequately discussed in the prior EIR. If a significant offsite or cumulative impact was adequately discussed in the prior EIR, then this section may be used as a basis for excluding further analysis of that offsite or cumulative impact.

