



# City of Santa Barbara California

## PLANNING COMMISSION STAFF REPORT

**REPORT DATE:** January 27, 2006  
**AGENDA DATE:** February 2, 2006  
**PROJECT ADDRESS:** 454 William Moffett Place, Santa Barbara (MST2005-00219)  
**TO:** Planning Commission  
**FROM:** Planning Division, (805) 564-5470  
 Janice Hubbell, AICP, Senior Planner *JMH*  
 Laurie Owens, AICP, Project Planner *LAO by JMH*

### I. SUBJECT

The proposed project would involve a 1,200 square foot (sq. ft.) addition and remodel to the existing 2,207 sq. ft. Mercury Air Service Center. The project would also include demolition of the existing 8,290 sq. ft. Hangar 6 and expansion of the aircraft parking ramp by approximately 80,000 square feet. The discretionary application required for this project is a Coastal Development Permit for construction of improvements in the Appealable Jurisdiction of the Coastal Zone (SBMC § 28.45.009).

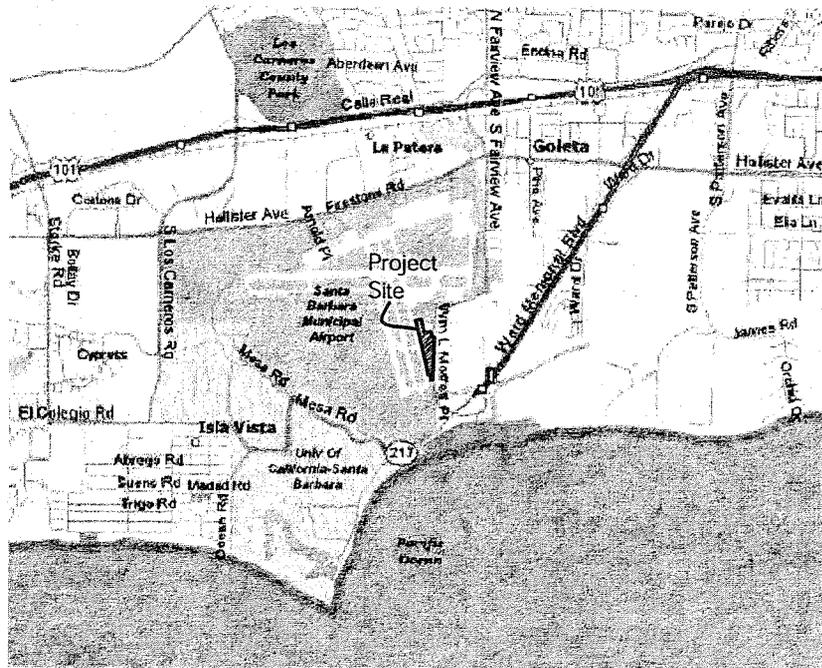
### II. EXECUTIVE SUMMARY

The project would involve a 1,200 square foot addition and remodel to the Mercury Air Center office building and demolition of Hangar 6, which measures 8,290 sq. ft. The existing aircraft parking ramp would be expanded by approximately 80,000 sq. ft. into an area south of the office building which previously contained the Pilot House Motel and a rental car storage area. The existing vehicle parking areas, which total 90 spaces, would be relocated to one new lot that would provide 105 parking spaces.

Issues discussed in this staff report include: parking facilities, 100-year flood plain, and plan and policy consistency. It is Staff's position that the proposed project is consistent with the City's General Plan and Zoning Ordinance requirements. Staff recommends that the Planning Commission approve the project, subject to the Findings in the Staff Report and the Conditions outlined in Exhibit A.

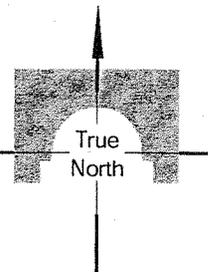
**DATE APPLICATION ACCEPTED:** January 5, 2006

**DATE ACTION REQUIRED:** April 5, 2006



## Vicinity Map

Not to scale



### III. SITE DESCRIPTION

Applicant: Mercury Air Center  
Property Owner: City of Santa Barbara  
Project Address: 454 William Moffett Place, Santa Barbara, CA 93117  
Parcel Number: 073-045-003  
General Plan: Major Public and Institutional

Zoning: Airport Facility (A-F)  
Special District – Coastal Zone (SD-3)

Environmental  
Assessment: Exempt - CEQA Guidelines Section 15301

Existing Use: Fixed Base Operator (FBO)

Proposed Use: Same

Topography: Generally flat and paved, with minimal slopes

Access: James Fowler Road from Highway 217 or from Fairview Avenue

Adjacent Land Uses:  
North: Airfield and Terminal  
South: Goleta Beach Park  
East: Southern California Edison Property  
West: Aircraft Parking Apron, Airfield

#### IV. SITE STATISTICS

##### PARKING:

Existing: 90 spaces  
Required: 46 spaces per SBMC §29.90.012  
Provided: 105 spaces (parking demand is approximately 100 spaces)

##### FLOOR AREA:

##### Buildings to be Removed:

Hangar 6: 8,290 sq. ft. (2,325 sq. ft. Measure E eligible, 5,965 sq. ft. aircraft parking)  
Pilot House Motel: 7,158 sq. ft. (Demolished June 2005 – MST2004-00738)

Total Demolition: 15,448 sq. ft. (9,483 sq. ft. Measure E eligible)

##### Existing Buildings to Remain:

FBO offices: 2,207 sq. ft.  
Hangar 5: 12,012 sq. ft. (5,073 sq. ft. Measure E eligible, 6,939 sq. ft. aircraft parking)  
Building 122 (partial): 3,120 sq. ft. (Mercury lease portion of building only)

##### Proposed Addition:

FBO office addition: 1,200 sq. ft.

Total Floor Area: 18,539 sq. ft. (11,600 sq. ft. Measure E eligible, 6,939 sq. ft. aircraft hangar parking)

## V. PROJECT DESCRIPTION

Mercury Air Center is a fixed base operator (FBO) which has operated at Santa Barbara Airport since 1983. Mercury Air provides services to private, commercial and military aircraft including fueling, aircraft maintenance, flight instruction, tie-downs and hangar storage. Mercury Air currently has 97 permanently based aircraft tenants. Approximately 250 aircraft arrive and depart the facility each week, serving approximately 500 passengers weekly.

The project would involve a 1,200 square foot addition and remodel to the Mercury Air Center office building to better serve their customers and employees until the end of their lease in 2013. In 2013, it is anticipated that Mercury's operation will be moved to another location on the Airport property.

The project would also involve demolishing Hangar 6, which measures 8,290 sq. ft., and expanding the aircraft parking ramp by approximately 80,000 sq. ft. in an area south of the office building that was previously the site of the Pilot House Motel and a rental car storage area. This area, which is currently comprised of dirt and gravel, would be paved with asphalt to provide a separate parking area for smaller aircraft. The proposed ramp expansion would reduce ramp congestion and improve safety by locating larger private aircraft in the northern ramp area away from the light aircraft that would now be parked in the southern ramp area. The ramp expansion would also provide more space between parked aircraft, thus improving access and aiding aircraft servicing activities.

The existing vehicle parking areas, which are currently both paved and unpaved and total approximately 90 spaces, would be relocated to a single new fully improved lot that would provide 105 parking spaces. The project site is relatively flat and only minimal grading will be required.

Additional project description information provided by the applicant is provided in Exhibit C.

## VI. OTHER REVIEW

### A. **Architectural Board of Review**

The project was conceptually reviewed by the Architectural Board of Review (ABR) on November 28, 2005 (Exhibit D). The ABR provided favorable comments on the project, stating that the site plan and landscape design were successful and the project was ready for preliminary approval.

### B. **Environmental Review**

The Guidelines of the California Environmental Quality Act (CEQA) include several types of projects that are exempt from environmental review. Staff and the City's Environmental Analyst reviewed the project and determined that the project qualifies for an exemption per CEQA Section 15301, Existing Facilities, because the project involves minor alterations to an existing facility with negligible expansion of the existing use.

## **VII. ISSUES**

### **A. Parking Facilities**

Existing parking facilities at Mercury Air Center are currently comprised of both improved (paved and striped) parking areas and informal dirt and gravel parking areas. These areas provide approximately 90 parking spaces. The Zoning Ordinance parking requirement for the Mercury Air facility is 46 parking spaces (1 space per 250 sq. ft. of building area, excluding hangar space that is used for aircraft parking). Mercury Air Center estimates its parking demand at approximately 100 spaces to accommodate its 29 employees, its subtenants and traveling pilots and passengers. Transportation staff has reviewed this analysis and has confirmed the projected parking demand. A new fully improved parking lot designed to City standards is proposed that would provide 105 parking spaces.

### **B. Floodplain**

The project is within the 100-year flood zone pursuant to the City's Floodplain Management Ordinance Chapter 22.24. The proposed addition will require floodproofing to comply with the City's floodplain management ordinance (SBMC Chapter 22.24).

### **C. Plan and Policy Consistency**

#### **1. Zoning Ordinance Consistency**

The project is located in the Airport Facility (A-F) and Coastal Overlay (SD-3) zones. Fixed Based Operations are an allowed use in the A-F zone. The proposed addition is consistent with the 10-foot front yard setback and 45-foot height limit required by this zone.

#### **2. General Plan Consistency**

The Airport is located in Component 9 of the Local Coastal Plan (LCP), and is designated as a Major Public and Institutional use on the LCP land use map. The policies, which pertain specifically to this area, are contained in the Airport and Goleta Slough Local Coastal Plan. The City General Plan also includes policies relevant to the project.

A listing of the relevant City policies is provided in Exhibit D and they are discussed below.

##### **a. Water and Marine Environments/Environmentally Sensitive Habitat**

Many of the relevant policies provide for the protection of coastal, riparian and marine habitat, and stipulate that any development adjacent to sensitive habitat be compatible with the habitat and located so as to prevent degradation of the habitat. Additionally, the habitats of rare and endangered species shall be preserved, and development should not result in adverse impacts to habitats due to additional sedimentation and runoff.

No portion of this project is located adjacent to or within the coastal, riparian, and marine habitat or sensitive plant or wildlife species. All improvements would occur in already developed areas adjacent to the existing General Aviation facilities at the Airport, which is surrounded by airfield and landside development. No changes in storm water drainage are anticipated as a result of the project. The project would not

increase runoff significantly and would not have the potential for adverse impacts to sensitive habitats as a result of sedimentation and runoff.

For the above reasons, the project may be considered consistent with policies relating to water and marine environments and environmentally sensitive habitats.

b. Hazards

The City LCP identifies elements of floodplain management that should be implemented to minimize exposure to hazards. Section 30253 of the Coastal Act states that new development shall minimize risks in all areas of high flood and geological hazards.

While the project is located in the 100-year flood zone, it will not create any flooding hazards, which is consistent with SBMC Chapter 22.24.

The project site, as is the Airport as a whole and most of the region, is subject to seismic activity. Potential hazards related to seismic activity include: fault displacement and ground shaking (primarily from nearby historically active More Ranch fault), liquefaction, and tsunamis. The proposed building addition would be located outside the 50-foot fault setbacks of the More Ranch fault, located to the south of the project site. Therefore, the project may be found consistent with the applicable policies related to hazards.

c. Cultural Resources

Section 30244 of the Coastal Act and Policy 1.0 of the Conservation Element of the General Plan provide for protection of archeological, historic, or architectural resources. Pursuant to the Phase I Archeological Assessment of the Santa Barbara Airport (Dames and Moore, August 1993), the project is not located in or adjacent to any sensitive archeological areas. Therefore, the project may be found consistent with the protection of cultural resources.

d. Visual Quality

Policy E-1 of the LCP – Airport and Goleta Slough encourages development consistent with the character and quality of Santa Barbara. Policy 9.1 in the City LCP is to protect existing ocean and scenic coastal views, as is Section 30251 of the California Coastal Act. Section 30251 of the Coastal Act goes further to state that development should minimize alteration of natural forms and be visually compatible with the surrounding area. Policy 9.3 of the City LCP also states that all new development in the coastal zone shall provide underground utilities, with the undergrounding of existing overhead utilities of high priorities.

No grading or new buildings are proposed that would alter natural landforms. The site is not located in the immediate vicinity of coastal resources and would not obscure ocean or coastal views, nor impact the visual quality of the coastal area. For the reasons stated above, the project may be considered consistent with the visual quality policies.

e. Public Services

The project is consistent with Policy G-1 of the Airport's LCP as adequate public services such as water, wastewater, traffic circulation, and parking would be available to meet the needs generated by the proposed project.

**VIII. RECOMMENDATION/FINDINGS**

This project, as noted above, is a short-term improvement to Mercury Air's facilities until the end of its lease in 2013. The ramp improvements will remain. The project is consistent with policies to protect water and marine environments, environmentally sensitive habitats, cultural resources, and visual quality. It is Staff's position that the project may be found consistent with the City's Zoning Ordinance, City Local Coastal Plan, Local Coastal Plan – Airport and Goleta Slough, General Plan, and the California Coastal Act. Therefore, Staff recommends that the Planning Commission make the following findings for the Coastal Development Permit and Development Plan, and approve the project subject to the Conditions of Approval contained in Exhibit A.

Findings for the Coastal Development Permit:

The proposed project is consistent with the applicable policies of the California Coastal Act and of the City's Coastal Plan and Local Coastal Plan – Airport and Goleta Slough, all applicable implementing guidelines, and all applicable provisions of the Code, because:

1. The project is not located near sensitive biological habitat, and would not adversely affect such habitat in the general vicinity; and
2. The project would not contribute to flood hazards; and
3. The project is not in an archaeologically sensitive area; and
4. The project is consistent with the visual character of the surrounding area and the Santa Barbara Airport.
5. The project is consistent with the uses in the Airport Facilities (A-F) zone (SBMC Chapter 29.15).

Exhibits:

- A. Conditions of Approval
- B. Site Plan
- C. Applicant's Letter
- D. ABR Minutes dated November 28, 2005
- E. Relevant Policies



PLANNING COMMISSION CONDITIONS OF APPROVAL

454 WILLIAM MOFFETT PLACE  
COASTAL DEVELOPMENT PERMIT  
FEBRUARY 2, 2005

- A. **Uninterrupted Flow of Water.** The Applicant shall provide for the uninterrupted flow of water through the Real Property including, but not limited to, swales, natural water courses, conduits and any access road, as appropriate. The Applicant 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.
- B. **Landscape Plan Compliance.** The Applicant shall comply with the Landscape Plan as approved by the Architectural Board of Review (ABR). Such plan shall not be modified unless prior written approval is obtained from the ABR. The landscaping on the Real Property shall be provided and maintained in accordance with said landscape plan.
- C. **Approved Development.** The development of the Real Property approved by the Planning Commission on February 2, 2006 is limited to 1,200 sq. ft. of building area, and the improvements shown on the site plan signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.
- D. **Prior to Issuance of Permits.** The Applicant shall submit the following or evidence of completion of the following to the Public Works Department prior to the issuance of a Building Permit or Public Works Permit.
1. **Storm Water Quality Controls.** The Applicant shall apply storm water quality control guidelines to the project per the Public Works Department Construction Project Best Management Practices.
  3. **Site Remediation Required.** Applicant shall submit evidence acceptable to the Building and Safety Division, Airport Department and City Fire Department that remediation of hydrocarbon contamination and the underground fuel tank on the Mercury has been completed.
- F. **Building Permit Plan Requirements.** The following requirements shall be incorporated into the construction plans submitted to the Building and Safety Division with applications for building permits. All of these construction requirements shall be carried out in the field and completed prior to the issuance of a Certificate of Occupancy:
1. **Pre-Construction Conference.** Prior to commencement of construction, a construction conference shall be scheduled by the General Contractor. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, Building Division, Planning Division, Airport Department and the Contractor and Subcontractor(s).
  2. **Unanticipated Archaeological Resources Contractor Notification.** 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 associated with past human occupation of the parcel. If such archaeological resources are encountered or suspected, work shall be halted immediately,

**EXHIBIT A**

the City Environmental Analyst shall be notified and an archaeologist from the most current City Qualified Archaeologists List shall be retained by the applicant. 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.

3. **Construction Parking and Storage.** Construction parking and storage shall be provided as follows:
  - a. During construction, free parking spaces for construction workers and construction shall be provided on-site or off-site in a location subject to the approval of the Streets, Parking, and Transportation Operations Manager.
  - b. Storage of construction materials within the public right-of-way is prohibited.
4. **Water Sprinkling Required.** During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.

Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.
5. **Covered Truck Loads.** Trucks transporting fill material to and from the site shall be covered from the point of origin to the point of destination.

6. **Dust control.** After clearing, grading, earth moving and/or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind pickup of soil. This may be accomplished by:
  - a. Seeding and watering until grass cover is grown;
  - b. Spreading soil binders;
  - c. Sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind; or
  - d. Other methods approved in advance by the Air Pollution Control District.
7. **Expeditious Paving.** All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
8. **Construction Equipment Maintenance.** All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.
9. **Conditions on Plans/Signatures.** All Planning Commission Conditions of Approval shall be provided on a full size drawing sheet as part of the drawing sets. A statement shall also be placed on the above sheet as follows: The undersigned have read and understand the above conditions, and agree to abide by any and all conditions which is their usual and customary responsibility to perform, and which are within their authority to perform.

Signed:

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

- G. **Prior to Certificate of Occupancy.** Prior to issuance of the Certificate of Occupancy, the Owner of the Real Property shall complete the following:
  1. **Repair Damaged Public Improvements.** Repair any damaged public improvements caused by construction (curbs, gutters, sidewalks, etc.) subject to the review and approval of the Public Works Department. 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.** Install public improvements as shown on the building plans.

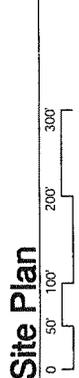
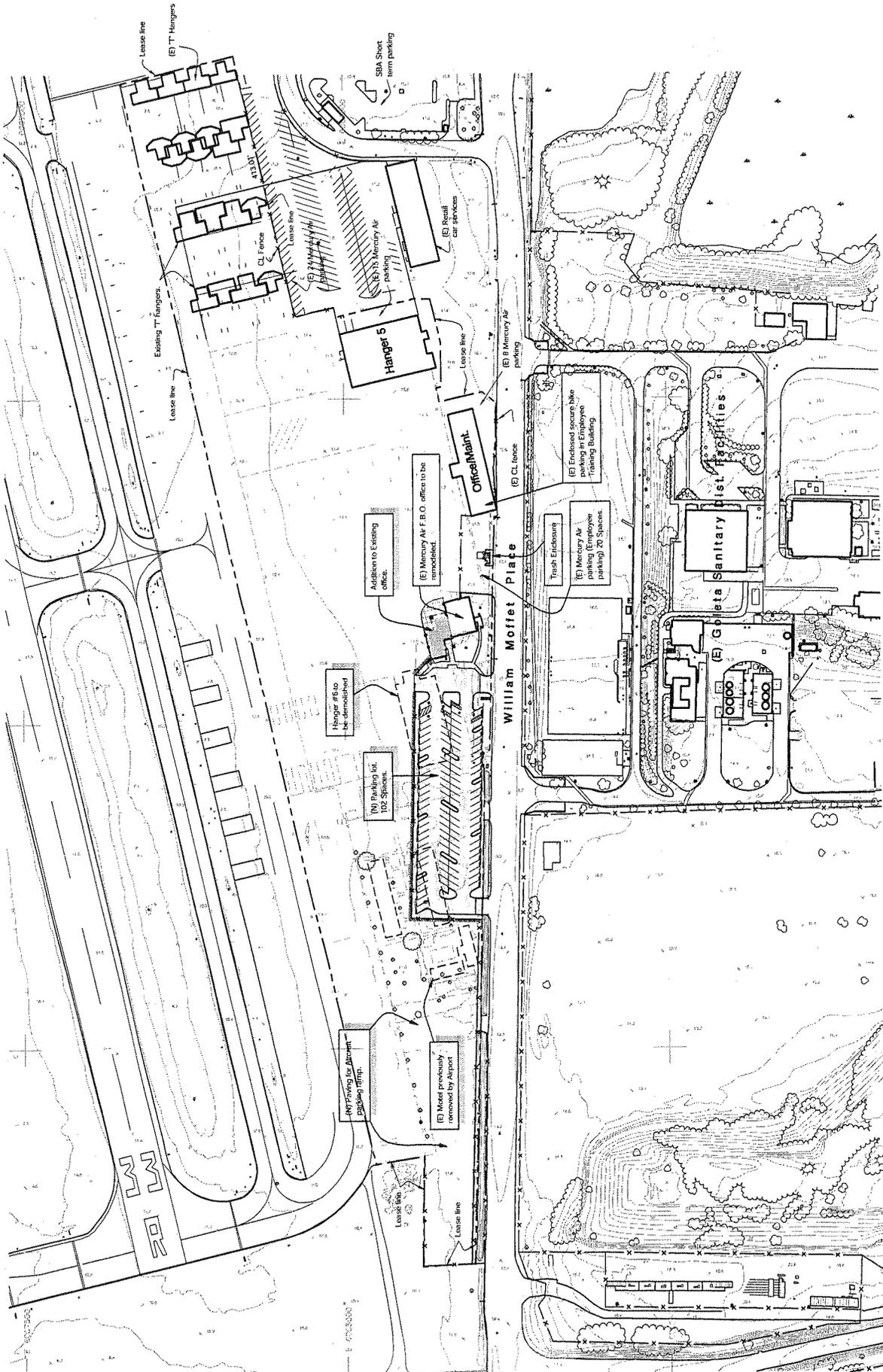
H. **Litigation Indemnification Agreement.** In the event the Planning Commission approval of the Project is appealed to the City Council, Applicant/Owner hereby agrees to defend the City, its officers, employees, agents, consultants and independent contractors ("City's Agents") from any third party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

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

**NOTICE OF COASTAL DEVELOPMENT PERMIT TIME LIMITS:**

The Planning Commission's action approving the Coastal Development Permit shall expire two (2) years from the date of approval, per SBMC 28.45.009.q, unless:

1. Otherwise explicitly modified by conditions of approval of the development permit, or unless construction or use of the development has commenced.
2. A building permit for the work authorized by the coastal development permit is issued prior to the expiration date of the approval.
3. A one (1) year time extension may be granted by the Planning Commission if the construction authorized by the permit is being diligently pursued to completion and issuance of a Certificate of Occupancy. Not more than three (3) extensions may be granted.



**Site Plan**

Exhibit B



**RECEIVED**

OCT 05 2005

MERCURY AIR CENTERS

CITY OF SANTA BARBARA Santa Barbara Fixed Base Operation (FBO)  
PLANNING DIVISION

**Project Description**

Mercury Air Center – Santa Barbara, Inc. is a Fixed Base Operator (FBO) operating at the Santa Barbara airport since 1983. The current FBO is located at 404 Moffett Place with the employee training and locker room facility housed at 302 Moffett Place which is immediately adjacent. Mercury Air provides aviation services to the general aviation community that includes, fueling turbine driven and reciprocating piston aircraft, aircraft maintenance, flight instruction, aircraft tie-down storage and aircraft hangar storage. Mercury currently has 97 permanently based tenants. Mercury also provides aircraft services for private, commercial and military aircraft. Approximately 250 aircraft arrive and depart the facility servicing about 500 passengers weekly.

The current building is sixty-one (61) years old and is inadequate for a business with the amount of traffic that flows through the facility. Mercury proposes to remodel the existing building and construct an addition of approximately 1,200 square feet to serve their private aviation customers and a work force of 29 people. The public side of the facility consists of a main lobby, flight planning/weather reporting room, conference room, pilots lounge, restrooms and a vending machine area. The working side of the building will have a flight kitchen that will consist equipment such as a refrigerator, sink, microwave, dishwasher and counter space. The primary use of the kitchen area is for the storage of delivered catering. Food preparation is not performed in the kitchen area. In addition to the FBO Mercury also leases maintenance hangar space and an apron aircraft tie-down area.

Mercury currently has approximately 90 vehicle parking spaces for their customers in improved parking areas and on dirt and gravel parking areas. In order to facilitate vehicle safety and reduce congestion, 105 parking space are proposed in a new improved lot.

The FBO aircraft parking ramp will be organized to accommodate light to mid-sized aircraft. The portion of the ramp located on the south side of the property will be for light aircraft that weigh 12,500 lbs. or less. New asphalt will be laid in areas that are either dirt or gravel exists at the present time. This new paving will be striped and be provided with tie-downs. The north portion of the property will be organized for heavier aircraft up to 100,000 lbs, which it currently handles, but with reduced risk to the lighter planes. This will drastically reduce congestion on the ramp and safety will be enhanced.

Safety will also be improved; our current access gate that allows vehicles on the ramp is located behind building #121 and cannot be seen from the existing FBO. The new FBO will have an access gate directly next to it on the north end of the new parking lot. With the airport's installation of cameras and the new gate code system we will have the ability to monitor all pedestrian and vehicle traffic on and off of the ramp.

Santa Barbara has long needed an FBO that will enhance the airport and provide general aviation and the corporate traveler with modern and safe facilities to accommodate their travel in and out of this wonderful city.

## STATEMENT OF OBJECTIVES

The project applicant, Mercury Air Centers, Inc., is seeking necessary approvals to redevelop the current FBO site located at 404 William Moffett Place. As part of this project, adequate parking facilities, to include Executive, Employee & FBO parking, and landscaping will be included as part of the property improvement. In addition, the existing Hangar 6 will be demolished.

Mercury Air Centers' intent is to improve the existing property by demolishing the existing Hangar 6, repairing the existing pavement, tie into the existing taxiway and to consolidate their existing operations at Santa Barbara Airport by improving their existing office building into a modern, pleasant, well designed FBO Terminal for private aviation use complete with landscaped parking facilities.

Pursuant to the State CEQA Guidelines (California Code of Regulations, Title 14, Section 15124(b)), the objectives for the project which have been identified by the Applicant are:

- To redevelop the project site in a manner that would replace obsolete and inefficient facilities with an economically viable and modern private aviation facility.
- To provide a project which seeks to balance the maintenance of an economically viable facility with community needs and environmental constraints.
- To design and construct a project which is compatible with both the scale of surrounding structures and the mix of land uses in the site vicinity.
- To create a facility, which enhances the productive use of the project site, is complementary to other uses in the surrounding area, and capitalizes upon natural synergies between employment generating land uses and supporting amenities.
- To develop a safe, efficient and attractive pedestrian and vehicular circulation system that minimizes traffic impact both within the development and upon the surrounding community.
- To generate a commercially acceptable return on the investment, necessary to redevelop the property.

The main objectives of this project are to develop a significantly improved Fixed Base Operation (FBO) location for Mercury Air Centers, Inc. (MAC) to conduct business that will provide for the following:

- A building that will contribute to improved productivity of the Mercury operations, management and customer service personnel. The remodeled and expanded building will contribute to this improvement as a function of

increased space, a more functional building plan when compared to the current facility, improved visibility, of and by management, and more harmonious and pleasing customer service areas,

- A building that contains space to provide designated areas that can be re-configured and used in the future for whatever new security requirements that may be imposed as a function of the September 11, 2001 situation.
- Develop an aircraft parking area that will allow more space between aircraft, creating a more productive work and faster service on the ramp area when receiving, parking and dispatching aircraft.



OfficeBuilding:

1) The Board is concerned with the roof and the tile freize at the entry tower element. 2) The Board is concerned with the hierarchy of the trellis elements and feels it needs to be at a more human in scale. 3) The design detailing, particularly at the base of the building, is needs to maintain a human scale. 4) Two Board members were concerned with the monotony created by the repetition of elements. 5) The Board is concerned with the contemporary expression of the two flanking entries as seen on the north and south elevations and looks forward to a proposal that better blends those elements into the architecture.

RetailBuilding:

1) Most of the Board supports the design changes; however, is concerned with the redundancy of the stone at the seatwall and wainscoat. 2) The Board is concerned with the some of the appliqué approach of some of the elements and wants to see utilization of deeper openings that would be more traditional in style. 3) Restudy the tower entry cap at the south elevation. 4) Reduce the tower roof to be more in scale with the shape of the tower itself. 5) The majority of the Board has some disquiet with the potential homogeny of a campus architecture that could result and looks forward to the applicant pursuing a design philosophy on the two retail buildings that will break down that potential homogeneity. The Board appreciates that there are several mechanisms for pursuing this, whether it be pursuing an alternate architectural style or maintaining an overall consistency of style between the office and retail buildings but pursue a level of detail, human scale, and materiality of the buildings to create a stronger sense of difference. The Board leaves it to the applicant's discretion to pursue the desire for a breakdown of the overall sensibility of one large campus entity.

Action: Wienke/Bartlett, 5/0/0.

**CONCEPT REVIEW - CONTINUED ITEM****3. 454 WILLIAM MOFFETT PL**

A-F/SD-3 Zone

Assessor's Parcel Number: 073-450-003  
 Application Number: MST2005-00219  
 Owner: City of Santa Barbara  
 Applicant: Mercury Air Center  
 Architect: Lenvik & Minor  
 Agent: Bill Stall

(Proposal to construct a 4,819 square foot office for Mercury Air Centers and related parking improvements. The project includes the demolition of hangar #6 and the Current Mercury offices. Also proposed is the relocation of 8 existing T-hangars to the north side of the airport site. Project requires Planning Commission Approval of a Coastal Development Permit.)

(Second Concept Review.)

**(COMMENTS ONLY; PROJECT REQUIRES ENVIRONMENTAL ASSESSMENT, DEVELOPMENT PLAN APPROVAL FINDINGS AND PLANNING COMMISSION APPROVAL FOR A COASTAL DEVELOPMENT PERMIT.)**

(5:30)

Laurie Owens, Project Planner, Airport Department; and Ed Lenvik, Architect; present.

Public comment opened at 5:44 and seeing no one wished to speak, it was closed.

Motion: Continued indefinitely to the Planning Commission and return to the Consent Calendar with the following comments: 1) The project is ready for Preliminary Approval. 2) The Board finds the site plan and the landscape plan to be successful. 3) The Board understands that this is a short term tenant improvement project.

Action: Bartlett/Wienke, 4/0/0.

**THE BOARD RECESSED FROM 5:51P.M. UNTIL 5:56P.M.**

**PRELIMINARY REVIEW**

4. **155 CEDAR LN**

E-1 Zone

Assessor's Parcel Number: 015-083-027  
Application Number: MST2004-00502  
Applicant: Steve Hausz  
Agent: Gary Myers  
Owner: William Pritchett Trust  
Applicant: William Pritchett  
Architect: Jerald Bell

(This is a revised project. A Revised Preliminary Approval of the project is requested. Proposal to construct a 3,868 square foot two-story single family residence with an attached 473 square foot garage and 501 square feet of deck area on a 15,960 square foot lot located in the Hillside Design District. Project also includes 370 cubic yards of grading.)

**(PROPOSAL FOR REVISED PRELIMINARY APPROVAL OF PROJECT PREVIOUSLY REVIEWED. NEIGHBORHOOD PRESERVATION ORDINANCE FINDINGS REQUIRED.)**

**(5:56)**

William Pritchett, Owner; and Steve Hausz, Architect, present.

Public comment opened at 6:24 p.m.

Robert Noel, neighbor, stated his gratitude to the Board and to Mr. Hausz. He stated a landscape architect has been retained and a landscape plan is currently moving forward. Mr. Noel stated his concerns regarding the grade and the cut-out area and has requested that the outcome be favorable for the neighborhood.

Emily Nichols, neighbor, presented a list of lot measurements of the nearby homes and stated there are no comparables to the project proposed. She stated her concern regarding the size of the project and requested the Board adjust the proposal to be more compatible to the neighborhood.

Joele Hatchett, neighbor, stated his concern regarding the size and scale of the architecture and the compatibility of the proposal to the neighborhood.

Rita Zandona, neighbor, stated her home is directly below the project and she is concerned with drainage and the size of the proposal.

## EXHIBIT E

### RELEVANT POLICIES

#### Water and Marine Environments/Environmentally Sensitive Habitat

##### *California Coastal Act*

###### Section 30230:

“Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.”

###### Section 30231:

“The biological productivity and the quality of coastal water, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff...maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.”

###### Section 30233 - a:

“The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects...” This Section contains specific uses which are allowed under this Section such as ports, maintaining existing or restoring previously dredged depths, boating facilities, incidental public services, and restoration work.

###### Section 30233- c:

“In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the 19 coastal wetlands identified in its report entitled, 'Acquisition Priorities for the Coastal Wetlands of California', shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division.” [Note: The Goleta Slough is one of the 19 coastal wetlands identified by the Department of Fish and Game as an acquisition priority].

###### Section 30240:

“(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas; (b) development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.”

Section 30607.1:

“Where any dike and fill development is permitted in wetlands in conformity with Section 30233 or other applicable policies set forth in this division, mitigation measures shall include, at a minimum, either acquisition of equivalent productive value or surface areas shall be dedicated to an appropriate public agency, or the replacement site shall be purchased before the dike or fill development may proceed. The mitigation measures shall not be required for temporary or short-term fill or diking if a bond or other evidence of financial responsibility is provided to assure that restoration will be accomplished in the shortest feasible time.”

*Local Coastal Plan - Airport and Goleta Slough*

Policy C-4:

“A buffer strip a minimum of 100 feet in width shall be maintained in a natural condition along the periphery of the wetland communities as identified on the habitat map and which include open water, coastal salt marsh, salt flats, seasonal wetland meadow, riparian woodland, shrub-scrub thicket and wetland transition habitats. Existing facilities necessary for Airport operations shall be retained and maintained in a normal fashion.”

Policy C-8:

“No uses incompatible with the protection and maintenance of the wetland habitat and its open space character will be allowed in areas under City jurisdiction.”

Policy C-9:

“Any development approved within or adjacent to the wetland areas identified on the habitat map shall have been found to be consistent with PRCs 30233, 30230, 30231, and 30607.1...”

Policy H-1:

“Future development of Airport property and/or facilities within the Major Public and Institutional land use designation shall not result in adverse impacts to the wetland habitats of the Goleta Slough, related stream tributaries, or sensitive habitat areas due to additional sedimentation, runoff, or other disturbances.”

*City Coastal Plan*

Policy 6.8:

“The riparian resources, biological productivity, and water quality of the City’s coastal zone creeks shall be maintained, preserved, enhanced, and where feasible, restored.”

Policy 6.9:

“The City shall support the programs, plans, and policies of all governmental agencies, including those of the Regional Water Quality Control Board with respect to best management practices for Santa Barbara’s watersheds and urban areas.”

*General Plan - Conservation Element*

Policy 3.0:

“Goleta Slough shall be preserved and restored as a coastal wetland ecosystem.”

Policy 5.0:

“The habitats of rare and endangered species shall be preserved.”

### Hazards

#### *California Coastal Act*

Section 30253:

“New development shall: (1) Minimize risks to life and property in areas of high geologic, flood and fire hazard; (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs...”

#### *City Local Coastal Plan*

Flooding, Part I

“Encourage the use of permeable or pervious surfaces in all new development to minimize additional surface runoff.”

### Cultural Resources

#### *California Coastal Act*

Section 30244:

“Where development would adversely impact archaeological or paleontologic resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.”

#### *General Plan - Conservation Element*

Policy 1.0:

“Activities and development which could damage or destroy archaeological, historic or architectural resources are to be avoided.”

### Visual Quality

#### *California Coastal Act*

Section 30251:

“The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated

in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local governments shall be subordinate to the character of the setting.”

### *City Local Coastal Plan*

#### Policy 9.3:

“All new development in the coastal zone shall provide underground utilities and the undergrounding of existing overhead utilities shall be considered high priority.”

### *Local Coastal Plan - Airport and Goleta Slough*

#### Policy E-1:

“Airport facility development shall reflect a high standard of development consistent with the character and quality of Santa Barbara.”

#### Policy G-1:

“Prior to approval of any development at the Airport by the Airport Commission, Architectural Board of Review, or other discretionary bodies of the City, a finding shall be made that adequate public service, including water, wastewater, traffic circulation, and parking are available to meet the needs generated by the proposed development.”

### Development

### *California Coastal Act*

#### Section 30250:

“New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels...”

#### Section 30255:

“Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.”