

## CALIFORNIA COASTAL COMMISSION

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RECORD PACKET COPY

February 19, 1998



TO: Commissioners and Interested Parties

FROM: Chuck Damm, Senior Deputy Director  
Gary Timm, District Manager  
Mark H. Capelli, Coastal Program Analyst

RE: SANTA BARBARA CITY LCP: Land Use Plan and Zoning Amendment 2-97,  
Public Hearing and Final Action at the California Coastal Commission  
Hearing of March 10-13, 1998 in Monterey.

Background

The City of Santa Barbara Local Coastal Program (LCP) was certified by the Commission in two segments: Airport and Goleta Slough and the remainder of the City (including the Harbor Area). The Commission certified the Land Use Plan (LUP) for the City Segment on January 22, 1981, and the Implementation Plan on November 12, 1986. The Airport and Goleta Slough segment was certified separately in 1991.

The City of Santa Barbara submitted Local Coastal Program amendment 2-97 on October 23, 1997. The submittal was deemed complete and filed on November 23, 1997.

The amendment is intended to up-date portions of the Airport and Goleta Slough segment of the Santa Barbara City Local Coastal Program Land Use Plan and related Implementation Ordinances through the adoption of an Industrial Area Specific Plan (hereafter referred to as the Specific Plan) for a portion of the City's Airport properties. The amendment makes only minor changes to the Local Coastal Program Land Use Plan designations, and more extensive changes to the Implementation Ordinance. Only that portion of the Specific Plan area south of Hollister Avenue is within the Coastal Zone and is being submitted for review and certification by the Commission.

Proposal and Staff Recommendation

The amendment proposal would: (1) change the land use and/or zoning designation on three small parcels south of Hollister Avenue; (2) add a new set of Airport specific policies to supplement the existing general LCP Land Use Plan policies and the Airport and Goleta Slough Land Use Plan policies; (3) adopt an updated habitat map for the Airport and Goleta Slough Land Use Plan segment of the City LCP which reflects more recent mapping and Commission actions based upon the up-dated mapping of environmentally sensitive habitats; (4) adopt new or revised zoning designations which more accurately reflect the special uses of the Airport lands.

Staff recommends the Commission deny the request to amend the Land Use Plan as submitted and approve the amendment with suggested modifications regarding: wetland buffers, square footage allocations, species lists, and a Commercial Land Use Plan designation on a 7 acre parcel. Staff recommends that the Commission approve the Implementation Ordinances as submitted.

ADDITIONAL INFORMATION

For further information on this amendment request, please contact Mark H. Capelli at the South Central Coast Area Office, 89 South California Street, Ventura, CA 93001, (805) 641-0142.

Exhibits

1. General Location Map
2. Regional Location Map
3. Airport Specific Plan Area Boundaries
4. Airport Specific Plan Sub-Areas
5. Airport Specific Plan Land Use and Zoning Designations
6. Revised Airport and Goleta Slough Wetland Habitat Map
7. Original Goleta Slough Wetland Habitats Map
8. Original Goleta Slough Habitat Areas Map
9. New LCP Land Use Plan Policies to Airport and Goleta Slough Segment for Santa Barbara Airport Specific Plan Area
10. Proposed Uses in Airport and Goleta Slough Segment of the City of Santa Barbara Local Coastal Program
11. Implementation/Zoning Ordinance changes to the Airport and Goleta Slough Segment of the City of Santa Barbara Local Coastal Program
12. Airport Specific Plan Parking Requirements

I. STANDARD OF REVIEW

For those portions of the proposed amendment that affect the Land Use Plan, the standard of review, pursuant to Section 30512(c) of the Coastal Act, is whether the plan or any amendment to the plan meets the requirements of, and is in conformity with, the policies of Chapter 3 of the Coastal Act.

For those portions of the proposed amendment that affect the Implementation Ordinances, the standard of review, pursuant to Sections 30513 and 30514 of the Coastal Act, is whether the Implementation Ordinances conforms with and are adequate to carry out the provisions of the certified Land Use Plan.

II. STAFF RECOMMENDATION: MOTIONS AND RESOLUTIONS

I. STAFF RECOMMENDATION

Staff recommends the adoption of the following motions and resolutions:

A. LAND USE PLAN AMENDMENTS

1. DENIAL OF LAND USE PLAN AMENDMENT AS SUBMITTED

MOTION I:

"I move that the Commission Certify Land Use Plan Amendment 2-97 to the City of Santa Barbara Land Use Plan as submitted."

STAFF RECOMMENDATION

Staff recommends a NO vote which would result in denial of the amendment and adoption of the following resolution of denial and related findings. An affirmative vote by the majority of the appointed Commissioners is needed to pass the motion.

RESOLUTION I

The Commission hereby Denies certification of Amendment 2-97, to the Land Use Plan portion of City of Santa Barbara Local Coastal Program and finds for the reasons discussed below that the amended Land Use Plan does not meet the requirements of and is not in conformity with the policies of Chapter 3 (commencing with section 30200) of the California Coastal Act to the extent necessary to achieve the basic goals specified in Section 30001.5 of the Coastal Act; and that certification of the amended Land Use Plan does not meet the requirements of section 21080.5(d)(2)(i) of the California Environmental Quality Act, because there are feasible alternatives or mitigation measures available, not adequately reflected in the Land Use Plan, that would substantially lessen significant adverse environmental impacts.

2. APPROVAL OF LAND USE PLAN AMENDMENT IF MODIFIED AS SUGGESTED

MOTION II:

"I move that the Commission certify Land Use Plan Amendment 2-97 to the City of Santa Barbara Land Use Plan if it is modified as suggested."

Staff recommends a YES vote which would result in approval of the amendment and adoption of the following resolution of approval and related findings. An affirmative vote by the majority of the appointed Commissioners is needed to pass the motion.

RESOLUTION II

The Commission hereby Approves certification Amendment 2-97, to the Land Use Plan portion of the City of Santa Barbara Local Coastal Program and finds for the reasons discussed below that, as modified, the amended Land Use Plan meets the requirements of and is in conformity with the policies of Chapter 3 (commencing with section 30200) of the California Coastal Act to the extent necessary to achieve the basic goals specified in Section 30001.5 of the Coastal Act. This amendment, as modified, is consistent with applicable decisions of the Commission that guide local government actions pursuant to Section 30625(c) and approval will not have significant environmental effects for which feasible mitigation measures have not been employed consistent with the California Environmental Quality Act.

B. IMPLEMENTATION PROGRAM AMENDMENTS

1. APPROVAL OF THE IMPLEMENTATION ORDINANCES AS SUBMITTED

MOTION III:

I move that the Commission reject the Implementation Ordinances amendment 2-97 of the City of Santa Barbara.

STAFF RECOMMENDATION:

Staff recommends a NO vote on Motion III, which would result in approval of the Implementation Ordinances portion of the amendment and the adoption of the following resolution of certification and related findings. An affirmative vote of a majority of the Commissioners present is needed to pass the motion.

RESOLUTION TO CERTIFY THE ZONING AND IMPLEMENTATION ORDINANCES

The Commission hereby certifies Amendment 2-97 to the Implementation Program of the City of Santa Barbara Local Coastal Program on the grounds that the Implementation Plan conforms to and is adequate to carry out the provisions of the Land Use Plan as certified with suggested modifications. There are no feasible alternatives available which would substantially lessen any significant adverse impact which the approval of this implementation amendment will have on the environment.

III. SUGGESTED MODIFICATIONS TO AIRPORT AND GOLETA SLOUGH LAND USE PLAN

1. Modify Policy B2 to (a) delete the phrase "except as may be necessary for human health and safety or for the protection of the wetlands themselves" and replace with the following language "except as may be necessary to provide minor improvements to improve flooding and drainage control, and improvements which would enhance protection of the wetlands or creeks while protecting adjacent flood prone facilities."; (b) add the qualifying phrase "necessary for Airport operations" after the phrase "Existing facilities; (c) clarify that the biological resources map to be used to delineate wetlands is entitled "Environmentally Sensitive Habitats of the Airport and Goleta Slough", dated January 1998.
2. Modify Policy C-4 to clarify that the biological resources map to be used to identify wetlands is entitled "Environmentally Sensitive Habitats of the Airport and Goleta Slough", dated January 1998.
3. Modify Policy ED1 dealing with the allocation of building square footage based upon the criteria for Economic Development to clarify that the policy does not apply to Sub-Area 1 within the Coastal Zone for the purposes of implementing the City's certified Local Coastal Program.
4. Modify the description of the list of fishes in the Goleta Slough to characterize the list is a compilation of historically observed or currently present fishes, and retain all species listed in the currently certified Airport and Goleta Slough segment of the City of Santa Barbara's Local Coastal Program, with an annotation for each species indicating its presence or absence based on the most currently available records.
5. Retain the Major Public and Institution Land Use Plan designation on the 7 acre parcel located at the intersection of Hollister Avenue and Los Carneros Road.

IV RECOMMENDED FINDINGS

A. Findings for Resolution I (Land Use Plan)

For those portions of the proposed amendment that affect the Land Use Plan, the standard of review, pursuant to Section 30512(c) of the Coastal Act, is whether the plan or any amendment to the plan meets the requirements of, and is in conformity with, the policies of Chapter 3 of the Coastal Act.

### 1. Land Use Plan Amendment Description

The Specific Plan area includes the area north of the Santa Barbara runway complex between Fairview Avenue on the east and Los Carneros on the west, and extends north to the Union Pacific Railroad line. Only that portion of the Specific Plan Area south of Hollister Avenue (Sub-Area 1) is within the Coastal Zone and subject to the review and certification by the Commission. The remainder of the Airport area will be addressed in an Aviation Facilities Plan which is currently being prepared. (See Exhibits 1 through 3.)

The Land Use Element portion of the amendment includes general goals for the preservation and operation of the airport facilities, and a series of policies regarding cultural resources, flooding, biological resources, airfield operations/safety, tenant relocation, visual quality, set-back, vehicular circulation, roadway design, parking, alternative transportation modes, bikeway/pedestrian circulation, storm drainage, sanitary sewers, water supply, energy, law enforcement, solid waste, and economic development.

The thrust of the basic goals of the Specific Plan is to reserve areas south of Hollister Avenue (inside the Coastal Zone) for airport related land uses which will serve the airport, and to develop the area north of Hollister Avenue (outside the Coastal Zone) with a variety of general commercial and community or visitor serving uses which will be compatible with the airport and serve to provide revenue which will support airport functions. The development of the four individual Sub-Areas is to be coordinated with the Goleta Community Plan, the UCSB Long Range Development Plan (LRDP), the Airport and Goleta Slough Land Use Plan, the Goleta Slough Ecosystem Management Plan, as well as the Old Town Goleta Plan being developed by the County.

The following provides a general characterization of the existing uses, and proposed land use patterns within Sub-Area 1 which is within the Coastal Zone and the subject of this amendment:

The Specific Plan projects 100,000 habitable square feet of new development within Sub-Area 1, with demolition of 103,000 square feet of existing buildings (for a net loss of 3,000 square feet). New aviation facilities are proposed in two general areas within Sub-Area 1. New commercial or industrial development could also occur within the area adjacent to the City's maintenance yard which carries an A-I-1 zone designation. An interpretive or nature center with a small parking area could be constructed on the property immediately adjacent to the corner of Hollister Avenue and Los Carneros Road if it is rezoned to G-S-R. Additionally improvements to intersections along Norman Firestone Road are proposed in Sub-Area 1 to adequately service new development.

The amendment does not change the basic existing land use pattern within the Coastal Zone, but makes numerous changes to existing policies and several land use and zoning designations, and supplements, up-dates and reformats the original Airport and Goleta Slough segment of the City's certified Local Coastal Program. The Land Use Plan element also provides for modification and renaming of existing land use designations.

The amendment incorporates the land uses (and related zone designations) in Figure 11 of the Specific Plan into the Airport and Goleta Slough segment of the City's Local Coastal Program Land Use Plan. Changes within the Coastal Zone are limited to changes in the existing Local Coastal Program Land Use Plan map designations on three parcels in Sub-Area 1: The parcel west of Carneros Creek would be changed from Major Public and Institution to Airport Industrial. The purpose of this change is to reserve the area for the Airport Department's maintenance yard. The parcel on the south side of Hollister Avenue opposite Lopez Road would be changed from Major-Public & Institution to Airport Industrial. The purpose of this change is to allow an existing restaurant to make changes to its operations not now allowed due to its nonconforming status. The third parcel is located at the intersection of Hollister Avenue and Los Carneros Road and would be changed from Major Public and Institution to Commercial. The purpose of this change is to reduce the allowed uses and intensity of development to protect and enhance the visual and open space resources of the site through future rezoning to Goleta Slough Reserve (G-S-R). (See Exhibit 5.)

The Specific Plan contains a policy (SA1) outlining a pattern of development for individual Sub-Areas. For Sub-Area 1, the amendment would provide for the following:

Create opportunities for expansion of existing and new aviation related uses within this planning area which falls adjacent to the airfield east of Carneros Creek. Provide for expanded aviation services, e.g. Fixed Base Operators, air cargo, USFS [U.S. Forest Service] facilities, T-Hangars, etc. At the corner of Hollister Avenue and Los Carneros Road, consider providing for a nature and/or interpretive center or other appropriate low intensity use with parking.

The Specific Plan contains a number of policies which provide further guidance for the development and use of the Specific Plan Area. Most of these policies are intended to apply throughout the Specific Plan area, both within and outside the coastal zone. A summary of these proposed policies follows: (See Exhibit 9 for the full text.)

#### Airport Vision

Policy V1: Preserve the economic self-sufficiency of the Airport.

Policy V2: Promote aviation related uses south of Hollister Avenue; encourage relocation of non-aviation uses to the north of Hollister Avenue.

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

Policy V4: Coordinate airport development with redevelopment of Old Town Goleta, Goleta Community Plan, UCSB's Long Range Development Plan, and the Airport Land Use Plan.

Policy V5: Provide for research and development, light industrial and small commercial uses with priority given to those which provide support for the immediate specific plan and do not detract from Old Town Goleta businesses.

Policy V6: Encourage reuse of existing structures.

Policy V7: North of Hollister Avenue (outside the Coastal Zone) provide for commercial recreation opportunities for families and youth.

Policy V8: Encourage open yard uses north of Francis Botello Road on the north of Hollister Avenue (outside the Coastal Zone).

Policy V9: Promote aesthetically pleasing development in the Specific Plan Area, particularly along Hollister Avenue.

Policy V10: Reflect airport history in development and redevelopment of the Airport Specific Plan Area.

Policy V11: Provide a system of alternative modes of transportation coordinated with other agencies in the region.

Policy V12 Encourage environmentally sound development consistent with the Airport goals.

#### Cultural Resources

Policy CR1: Encourage the reuse of existing historical buildings.

Policy CR2: Protect archaeological resources through pre-project evaluations.

#### Flooding

Policy F1: Development shall be carried out in compliance with Flood Control regulations (e.g. Federal Emergency Management Agency).

#### Biology

Policy B1: The Airport shall continue to coordinate and support the Goals of the Goleta Slough Management Committee, and support the implementation of the Goleta Slough Ecosystem Management Plan.

Policy B2: Development shall maintain a minimum 100 foot buffer around wetland communities and creeks. Existing development shall be retained and maintained, and only compatible land uses shall be allowed within setbacks.

#### Airfield Operation/Safety

Policy AS1: New or changed uses within the Airport Runway Protection and Approach Zone shall be referred to the Airport Land Use Commission for review.

Tenant Relocation

Policy TR1: Promote aviation related uses south of Hollister Avenue.

Policy TR2: Preserve and encourage the expansion of existing business on Airport property.

Visual Quality Improvements

Policy VQ1: Improve the visual quality of the environment and buildings in the Specific Plan area. (To accomplish this, utilities should be undergrounded and design guidelines should be developed.)

Zoning

Policy Z1: Amend the Santa Barbara Municipal Code (Airport Zoning) to incorporate changes to allowed uses and new zoning districts included in the Airport Specific Plan area.

Policy Z2: Rezone and change the General Plan designation in the Specific Plan to conform with Figure 11. (i.e, Exhibit 5 of this report.)

Policy Z3: Amend Title 29 (Airport Zoning) to promote effective landscaping for new development and modify percent of landscaping from 25 to 15%.

Planning Sub-Areas

Policy SA1: Create a pattern of development that is consistent with the recommendations of the Specific Plan. (See language proposed for Sub-Area 1 cited above.)

Urban Design Guidelines

Policy DG1: Promote aesthetically pleasing development, particularly along Hollister Avenue through the development of urban design guidelines.

Setbacks

Policy SB1: Provide setbacks to facilitate pedestrian uses, including 20 foot setbacks along Hollister and Fairview Avenue, and 10 foot setbacks along all other streets for the first story, and 20 feet for the second and third stories.

Vehicular Circulation

Policy VC1: Provide a vehicular circulation system through the preparation of a series of detailed traffic engineering plans, and a Neighborhood Mobility Plan.

Policy VC2: Traffic generating projects shall contribute to the improvement of the circulation system as required by the Goleta Transportation Improvement Plan.



Roadway Design

Policy RD1: Provide landscaping and pedestrian connections to the area surrounding the Specific Plan area.

Parking

Policy P1: Provide adequate parking while encouraging alternate modes of transportation to reduce parking demand.

Policy P2: Allow shared parking for complimentary uses.

Alternate Modes of Transit

Policy AM1: Support alternate transit modes within the Airport Special Plan area.

Policy AM2: Encourage alternative transportation modes by business within the Specific Plan area (e.g., by requiring new development to implement a Transportation Demand Management program.)

Bikeway/Pedestrian Circulation

Policy BP1: Facilitate bicycle and pedestrian circulation within the Specific Plan area.

Storm Damage

Policy SD1: Provide an adequate storm drainage system within the Specific Plan area, based upon a study of the area, which meets or exceeds Regional Water Quality Control Board standards.

Sanitary Sewers

Policy SS1: Provide an adequate sanitary sewer system within the Specific Plan area, based upon a study of the area.

Water Supply

Policy W1: Provide an adequate domestic water and fire system for the Specific Plan area, including the possible conversion from a master water meter to individual meters, and by construction water main extension, and loop connections.

Policy W2: Educate Airport employees and tenants about water conservation.

Energy (Gas and Electricity)

Policy E1: Provide adequate gas and electrical services to the Specific Plan area, including funding of undergrounding of utilities, and energy conservation measures for new development.

Law Enforcement

Policy LE1: Provide adequate police and security services on Airport property.

Fire

Policy F1: Provide for aviation and non-aviation rescue and fire fighting services to meet FAA (Federal Aviation Administration) requirements.

Solid Waste

Policy SW1: Promote recycling, reuse and reduction of solid waste through the implementation of solid waste management plans, and employee and tenant education.

Housing

Policy H1: Comply with or contribute to the City-wide program to provide affordable housing.

Economic Development

Policy ED1: Reserve 80,000 square feet of the 240,000 square feet of new development allowed in the Specific Plan for projects which the City Council determines meet the criteria for Economic Development projects contains in Zoning Ordinance Section 28.87.300.

Environmental Impacts

Policy EI1: All mitigation measures outlined in the EIR/EA shall be incorporated into the individual projects as applicable.

In addition to these policies, the amendment would make the following changes to the Airport and Goleta Slough Land Use Plan segment of the City's certified Local Coastal Program.

- \* The proposed land use amendment would substitute the existing wetland habitat map originally adopted as part of the Airport Goleta Slough segment of the City's Local Coastal Program with a new updated map which reflects the existing extent of wetland habitats within the Airport and Goleta Slough planning area.

- \* The list of animals found in the Goleta Slough would be modified to add the Red-legged frog, and delete the Tidewater goby.

- \*Policy C-4 which requires the use of the existing habitat map in the Airport Goleta Slough Land Use Plan would be amended to reflect the changed habitat conditions at the Airport

2. Coastal Issues

a. Locating and Planning New Development

PRC Section 30250 provides, in part, that new development be located within, contiguous with, or in close proximity to existing development areas able to accommodate it and where it will not have significant adverse effects on coastal resources.

As noted above the Airport Specific Plan includes the area north of the Santa Barbara runway complex extending to the Union Pacific Railroad line. Only that portion of the Specific Plan Area south of Hollister Avenue (Sub-Area 1) is within the Coastal Zone and is subject the Commission's jurisdiction. The amendment changes the land use designations on three small parcels within the Coastal Zone.

The first parcel (approximately 6.5 acres) is located west of Carneros Creek and is currently designated Major Public and Institution. (See Exhibit 5.) This land use designation is intended to allow for uses such as schools and transportation facilities. The parcel west of Carneros Creek is not directly accessible to the airfield and is used primarily for the Airport Department maintenance yard which was recently re-modeled and upgraded. The parcel would be designated Airport Industrial. This land use designation is intended to allow for a wide variety of uses, including light industrial and manufacturing, brick storage yards, and commercial services. The proposed designation more closely reflects the current and proposed uses of this site, which is not suitable because of its location and size for any other coastal priority uses such as recreation, coastal dependent industry, or agriculture.

The second parcel (approximately 0.5 acres) is located on the south side of Hollister Avenue opposite Lopez Road, and is currently designated Major Public and Institution. (See Exhibit 5.) As noted above, this land use designation is intended to allow for uses such as Airport-related transportation facilities. The parcel is located adjacent to and is accessible from Hollister Avenue, a major east-west arterial in the unincorporated community of Goleta. The site is currently occupied by a major restaurant. The parcel would be designated Airport Industrial. This land use designation is intended to allow for light industrial uses and manufacturing and commercial services, including restaurants. The proposed designation more closely reflects the current and proposed use of this site, and is not suitable because of its location or size for any other coastal priority uses such as coastal dependent industry or agriculture.

The third parcel (approximately 7 acres) is located at the intersection of Hollister Avenue and Los Carneros Road, and is currently designated Major Public and Institution. (See Exhibit 5.) As noted above, this land use designation is intended to allow for uses such as Airport-related transportation facilities. The parcel is located adjacent to and is accessible to from Hollister Avenue and Los Carneros Road. The site is currently undeveloped. The parcel would be designated Commercial. This land use designation is intended to allow for low intensity uses, including recreational uses, but not including general retail. However, discussion with City staff after submittal of the amendment indicates that the present Major Public and Institution Land Use Plan designation would actually be more restrictive than the proposed Commercial designation, and therefore better serve the long-range planning goals for this parcel (low intensity nature or interpretive center with public parking). In order to carry out this planning

objective, the existing Major Public and Institution Land Use Plan designation should be retained. This designation more closely reflects the current and proposed use of this undeveloped site, which is not suitable or appropriate for any other coastal priority uses such as coastal dependent industry or agriculture. Suggested Modification #5 accomplishes this by requiring that the parcel to be designated Major Public and Institution.

The proposed amendment includes a Land Use Plan Policy ED1 which supplements the basic land use and zoning designations by providing a methods by which building square footage allowed within the Specific Plan Area is allocated based upon the criteria for Economic Development projects contained in the City's Charter Section 1508 and Zoning Ordinance Section 28.87.300 and the goals of the City's Economic Development Plan and Implementation Program and the Economic Community Project.

Specifically Policy ED1 provides that:

Of the 240,000 net square feet allowed in the Specific Plan area, 80,000 square feet is reserved for projects which the City Council determine meet the criteria for Economic Development projects as outlined in Zoning Ordinance Section 28.87.300 and the goals of the Economic Development Plan and Implementation Program and the Economic Community Project.

The criteria in Section 28.87.300 and the related Economic Development Plan and Implementation Program and the Economic Community Project are not currently part of the City's certified Local Coastal Program. Further, these criteria and related provisions are not proposed to be included in the City's Local Coastal Program as part of this amendment because the bulk of the non-airport related commercial land uses being proposed are outside of Sub-Area 1 and therefore are outside of the Coastal Zone.

The policy as currently proposed, however, does not distinguish between areas which are within and outside of the Coastal Zone and therefore would apply to all areas within the Specific Plan Area. In order to ensure that only those provisions which are part of the City's certified Local Coastal Program are used to review applications for local Coastal Development Permits it is necessary to modify Policy ED1 dealing with the allocation of building square footage based upon criteria for Economic Development to clarify that the policy does not apply to Sub-Area 1 within the Coastal Zone. Suggested Modification #2 requires that Policy ED1 be clarified to indicate that the Policy does not apply to Sub-Area 1 within the Coastal Zone.

The Commission finds that the the proposed Land Use Plan Amendment, as modified by Suggested Modifications #2 and #5, is consistent with and adequate to carry out the provisions of PRC Section 30250.

b. Environmentally Sensitive Habitats

PRC Section 30233 provides, in part, that the diking, filling, or dredging of open coastal waters, wetlands, and estuaries shall be limited to a small number of types of developments, including existing ports, coastal-dependent industrial facilities, new or expanded boating facilities, incidental public

services, mineral extraction, resource dependent activities, and for restoration purposes.

PRC Section 30240 provides, in part, that environmentally sensitive habitats shall be protected, and only uses dependent on those resources shall be allowed within those areas.

The proposed amendment includes a Land Use Plan Policy B2 which supplements the existing Policy C-4. Policy C-4 provides that:

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 includes 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.

The proposed Policy B2 provides that:

A buffer strip a minimum of 100 feet in width shall be maintained in a natural condition on the periphery of all wetland communities and creeks, based on the most currently accepted biological resources map, except as may be necessary for human health and safety or for the protection of the wetlands themselves. Existing facilities may be retained and maintained in a normal fashion. Only compatible land uses shall be allowed within the setback. Only native vegetation shall be planted and maintained in the setback wherever feasible.

The proposed Policy B2 would conflict with Policy C-4 by not requiring the maintenance of 100 foot width buffers in a natural condition, and by allowing a range of undefined development "necessary for human health and safety." The principal purpose of the wetland buffer areas is to buffer impacts of development adjacent to wetlands. The proposed replacement language of Policy B2 does not limit the type of development which may be permitted in buffer areas (only its purpose) sufficiently to ensure that the principal function of the buffer area will be maintained. Discussions with the City have clarified that the intent of the revised policy is to allow minor drainage improvements to alleviate local flooding, and not to accommodate general or other airport related safety installations.

To ensure that the development allowed within the buffer areas is limited to those which are compatible with the purpose of the wetland buffer areas, Policy B2 must be modified to further restrict and refine the type of development permitted in wetland buffers. This can be accomplished by modifying the language of Policy B2 by deleting the phrase "except as may be necessary for human health and safety or for the protection of the wetlands themselves." and substituting the phrase "except as may be necessary to provide minor improvements to improve flooding and drainage control, and improvements which would enhance protection of the wetlands or creeks while protecting adjacent flood prone facilities."

Policy B2 also modifies the standard of the existing Policy C-4 regarding the maintenance of existing facilities by deleting the qualifying phrase "necessary for Airport operations". This changes the basic intent of this portion of the policy, which is to dedicate the areas now used and necessary to safely operate the Santa Barbara Airport facilities, to allow the maintenance of a broad and undefined range of existing facilities, including those which may not be necessary for the maintenance of the Airport operations. Again, to ensure that development allowed within the buffer areas is limited to those which are compatible with the purpose of the wetland buffer, Policy B2 must be modified to restrict and refine the type of development permitted in wetland buffers. This can be accomplished by retaining the qualifying phrase "necessary for Airport operations" and adding it to the new Policy B2. Suggested modification 1 modifies the language of Policy B2 to add this qualifying phrase.

Finally, Policy B2 contains a reference to "the most currently accepted biological resources map." This reference is vague and does not refer to a specific map or to whom such a map must be acceptable. However, since the original submittal of this amendment the City has supplied an updated map delineating the current extent of wetlands within Sub-Area 1 within the Coastal Zone. (See Exhibit 6.) This map was prepared as part of the City's application for a permit to grade and maintain the airports safety grading areas, and was relied upon by the Commission in reviewing and issuing a Coastal Development Permit for this project (Application #4-97-134). The map should be specifically referenced in Policy B2 to ensure that the most accurate map currently available is used to delineate wetlands at the Santa Barbara Airport. This can be accomplished by modifying Policy B2 to delete the phrase "based on the most currently accepted biological resources map" and substituting the phrase "based upon wetlands delineated in the map entitled "Airport and Goleta Slough Coastal Plan Wetland Habitats, dated January 1998". Similarly, the existing Policy C-4 should be modified to include a reference to the January 1998 Goleta Slough Coastal Plan Wetland Habitats map. Suggested modification 1 and 2 modifies the language of Policy B2 and Policy C-4 respectively to add this qualifying language.

Finally, the proposed amendment proposes to modify the existing list of fishes of the Goleta Slough which is contained in the previously certified Airport and Goleta Slough segment of the City's Local Coastal Program by deleting the reference to the Tidewater goby, a species of fish endemic to California estuaries which was recently listed by the U.S. Fish and Wildlife Service as endangered. The City proposes to delete this species of fish from the list because it has not been reported in the Goleta Slough in several decades, though it has been previously reported by earlier researchers. (In a related modification, the City has proposed adding the Red-legged frog which has recently been listed by the U.S. Fish and Wildlife Service as threatened, to the list of amphibians in the Goleta Slough, though there are no current records of its presence.)

Because the Tidewater Goby has historically been reported as existing in the Goleta Slough and could still be present, or re-introduced in the future, this species should not be deleted from the inventory of fish species associated with the Goleta Slough. To clarify its status, however, the

description of the list of fishes of the Goleta Slough should be characterized as a compilation of historically observed or currently present fishes, with an annotation for each species indicating its presence or absence based on the most currently available records. Suggested Modification #3 requires these changes to the list of fishes of the Goleta Slough.

The Commission finds that the the proposed Land Use Plan element of the amendment, as modified by suggested modifications #1, #2 and #4 is consistent with and adequate to carry out the provisions of PRC Sections 30233, and 30240.

#### B. Findings for Resolution II (Implementation Ordinances)

The standard of review of an amendment to the certified LCP Zoning Ordinance is whether the ordinance conforms with and is adequate to carry out the provisions of the certified LCP Land Use Plan (PRC Section 30513 (a)). The Coastal Act provides that the Commission may only reject the proposed zoning ordinance if a majority of the Commissioners present find that it does not conform with or is inadequate to carry out the provisions of the certified Land Use Plan.

##### 1. Zoning Amendment Description

The proposed amendment would change the provisions of most of the existing zones district by either altering their titles, or modifying the associated zoning requirements. Only two of the three small parcels in Sub-Area 1 south of Hollister Avenue within the Coastal Zone which would have there land use designations changed would be rezoned, principally to accommodate existing uses: a parcel west of Carneros Creek, and a parcel on the south side of Hollister opposite the end of Lopez Road. (A third parcel at the intersection of Hollister Avenue and Los Carneros Road would be given a Commercial Land Use Plan designation in anticipation of a future rezoning to Goleta Slough Reserve (C-S-R); however, Suggested Modification #5 would retain the existing Major Public and Institution Land Use Plan designation.)

The parcel west of Carneros Creek would be changed from Airport Commercial (A-C) to Airport Industrial (A-I-1). The purpose of this change is to reserve the area for the Airport Department's maintenance yard. The parcel on the south side of Hollister Avenue opposite Lopez Road would be changed from Airport facilities (A-F) to Airport Industrial (A-I-2). The purpose of this change is to allow an existing restaurant to make changes to its operations not now allowed due to its nonconforming status. (See Exhibit 5.)

The six existing zones which are presently recognized in the City's certified Local Coastal Program are: Airport Approach and Primary Surface Zone (A-A-P), the Airport Facilities Zone (A-F), the Airport Commercial Zone (A-C), the Airport Industrial Zone (A-I), Goleta Slough Reserve Zone (G-S-R), and the Coastal Overlay Zone (S-D-3). Two new zone districts would be added as part of this amendment, (Commercial Recreation (C-R) and Airport Industrial Area Specific Plan Zone (SP-6), and one existing zone district, Airport Industrial (A-I), would be split up into two zone districts (A-I-1 and A-I-2).

A description of these retitled, modified, and newly created zones is presented below.

#### Aircraft Approach and Operations Zone (A-A-O)

The A-A-O Zone would replace the Airport Approach and Primary Surface Zone (A-A-P). The principal change, aside from the name, is to change the Legislative Intent and Allowed uses. The new zone would prohibit buildings and agricultural activities from the list of allowed uses, but include uses associated with runways, taxiways, and various aircraft control and guidance systems. There would be no change in the boundaries of this zone south of Hollister Avenue (inside the Coastal Zone).

#### Airport Facilities Zone (A-F)

The A-F Zone provides for uses in the immediate area of the runways and taxiways, including uses which have direct access to the flightline and which support aviation. This zone would be changed to delete motels and accessory uses. Also, a variety of aviation uses such as equipment and accessories sales and/or repair, aviation storage and aviation museums would be added to the list of allowed uses for this zone, as would private parking facilities with a Conditional Use Permit. The new zone would also allow short-term uses of existing vacant buildings and land for non-aviation purposes if such uses would not conflict with the principal purpose of the A-F zone, and would not preclude the future use of the property for A-F uses.

The boundary for this zone remains the same, except for the site currently occupied by an existing restaurant south of Hollister Avenue (inside the Coastal Zone) which would no longer be included in this zone.

#### Airport Commercial Zone (A-C)

The A-C zone would be changed to reflect the zone's reduced role in the Specific Plan area. Allowed uses would be focused on support services for adjacent industrial uses; in addition, restaurants and some auto-related services would be allowed. The performance standards regarding fire explosion hazards, incineration, radiation, dust, glare and smoke would be removed. Other standards regarding construction and maintenance of the site and buildings would be relocated to the General Provisions of the Airport Zone Ordinance. Finally, the boundaries of this zone would be substantially reduced to include only the area north of Hollister Avenue (outside the Coastal Zone), with the exception of the parcel at the south east corner of Hollister Avenue and Los Carneros Road which is within the Coastal Zone.

#### Airport Industrial-1 Zone (A-I-1)

The A-I-1 Zone is one of two zones which would be created by splitting up the existing A-I Zone. The A-I-1 Zone would allow light industrial and manufacturing uses such as research and development, electronic products manufacture, storage, contractors yards, and lumber, sand and brick yards, subject to standards similar to the A-C Zone. The boundary of this zone would be north of Hollister Avenue (outside the Coastal Zone), with the exception of the area west of Carneros Creek which is separated from the airfield and has no access to it because of the creek.



Airport Industrial-2 Zone (A-I-2)

The A-I-2 Zone is the second of the two zones created out of the existing A-I Zone. The A-I-2 Zone would allow light industrial and manufacturing uses and related commercial services such as branch banks, printers, photographic shops, dry cleaners, mailing services, convenience stores, secretarial services, and restaurants. In addition, new and used car agencies would be allowed. The boundaries of this zone would be limited to an area north of Hollister Avenue (outside the Coastal Zone), with the exception of the parcel south of Hollister opposite the end of Lopez Road (inside the Coastal Zone) currently occupied by a restaurant.

Commercial Recreation Zone (C-R)

The C-R Zone is a new zone which would allow a wide variety of recreational commercial uses, either public or private. These would include batting cages, theaters, golf courses, including miniature golf courses, game arcades, family entertainment centers, etc. The boundaries of this zone district are north of Hollister Avenue (outside the Coastal Zone).

Goleta Slough Reserve Zone (G-S-R)

The G-S-R Zone would be modified to clarify that projects undertaken in this zone would only require a G-S-R Coastal Development Permit. The boundaries for this zone are entirely south of Hollister Avenue (inside the coastal zone). The Specific Plan anticipates applying this zone district in the future to the property at the southeast corner of Hollister Avenue and Los Carneros Road to allow a low intensity nature or interpretive center with parking to mitigate impacts may be generated by future improvements to the Airport facilities.

Airport Industrial Area Specific Plan Zone (SP-6)

The SP-6 Zone is a new zone which establishes the boundaries of the Specific Plan area and provides the mechanism to implement the Specific Plan policies, actions, and zone districts. The SP-6 Zone would also modify existing provisions of Municipal Codes Section 28.87.300 pertaining to Vacant Parcels and Small Additions at the Airport by creating a new parcel map based upon leasehold areas which will be used for the purposes of calculating square footage allowed on vacant parcels or allowed for small additions.

In addition to the changes in the Airport Zone Districts, the amendment would modify a number of other elements of the Implementation Ordinances. In the General Provisions Chapter, which includes zone information that applies to the Airport as whole, the following changes are proposed:

- \* A performance standard regarding construction and maintenance of sites and buildings that applied only to the A-C Zone would be moved to the General Provisions Chapter in order to apply it to all Airport zone districts.

\* All front yard requirements previously included in the individual Airport zone districts would be moved to the General Provisions Chapter. New urban design provisions included in the Specific Plan that would establish setbacks based on particular streets which may cut across zones would also be located in the General Provisions Chapter.

\* Building and hangar heights which apply to all Airport zone districts would be relocated from the individual zone districts to the General Provisions Chapter; also, building and hangar height would be modified as necessary by their location in relation to runways at the Airport, and would be included in the General Provisions Chapter.

\* Requirements regarding utilities which apply throughout the Airport area would be moved from individual zone districts to the General Provisions Chapter.

\* The "Procedure" section which governs the review of projects covered in the existing General Provisions Chapter and the Architectural Board of Review Chapter would be deleted.

\* Two sections of the Airport General Provisions Chapter regarding landscaping requirements would be modified. Section 29.87.068 presently requires that the first 15 feet of the front yard setback be used only for landscaping, except for pedestrian walkways and driveways. To provide flexibility this section would be modified to require that all of the front setback area not used for pedestrian walkway or driveway be used for landscape purposes in situations where there may not be 15 feet available for landscaping. Section 29.87.195 presently requires that 25 percent of each leasehold be reserved for landscaping and requires that there be a curb at the end of landscaped areas, and except where they abut buildings, that parked cars not overhang landscape areas. This section would be modified to reduce landscaping to 15 percent of the leasehold area, and the provisions regarding vehicle overhang and curbs would be eliminated because they are covered elsewhere in the Zoning Ordinance.

\* Provisions for boat sale yards within the Airport area would be eliminated.

\* Parking requirements would be modified to be based upon the proposed use, rather than on the zone district. However, vehicular parking would not be allowed in either the A-A-O or th G-S-R zone, with the exception of uses in the G-S-R zone which require parking. A shared parking provisions would also be added. (See Exhibit 13.)

\* The Repeals section would be deleted, and the issue addressed in the the general provisions of the Municipal Code.

\* Finally, there are a number of format changes such as renumbering of sections, captilizations, and minor clarifications throughout the Airport Zoning Ordinance. These are recorded in the strike-out and underlining version in Exhibit 11.

## 2. Consistency with Land Use Plan

As noted above, changes to the existing implementing zoning designations within the Coastal Zone are limited to two parcels in Sub-Area 1: The parcel west of Carneros Creek would be changed from Airport Commercial (A-C) to Airport Industrial (A-I-1). The purpose of this change is to reserve the area for the Airport Department's maintenance yard and other industrial uses. The parcel on the south side of Hollister Avenue opposite Lopez Road would be changed from Airport facilities (A-F) to Airport Industrial (A-I-2). The purpose of this change is to allow an existing restaurant to make changes to its operations not now allowed due to its nonconforming status. A third parcel is located at the intersection of Hollister Avenue and Los Carneros Road and would remain Airport Commercial (A-C). However, the Specific Plan allows for future rezoning to G-S-R. (See Exhibit 5.)

All of these changes to these parcels are consistent with and adequate to carry out the intent of the underlying land use designations described above.

In addition to the changes to the zone designation on the two individual parcels noted above, the proposed amendment would also modify the existing zone designations by either altering their names or modifying the associated zoning requirements. The proposed changes are described above and the actual language of the zone districts is given in Exhibit 11. The following provides a brief discussion of the consistency of the changes with the existing land use designations and their associated parcels.

### Aircraft Approach and Operations Zone (A-A-O)

The A-A-O Zone would replace the Airport Approach and Primary Surface Zone (A-A-P). The principal change, aside from the name, is to change the Legislative Intent and Allowed uses. The new zone would prohibit buildings and agricultural activities from the list of allowed uses, but include uses associated with runways, taxiways, and various aircraft control and guidance systems (already allowed by the A-A-P zone district). The Legislative Intent would be rewritten to better reflect the special, and limited, nature of the A-A-O zone district. These changes reflect the actual uses of the Airport lands and do not preclude priority uses appropriate for Sub-Area 1. There would be no change in the boundaries of this zone south of Hollister Avenue (inside of the Coastal Zone).

### Airport Facilities Zone (A-F)

The A-F Zone provides for uses in the area immediately adjacent to the runways and taxiways, including uses which have direct access to the flightline and which support aviation. This zone would be changed to delete motels. Additionally, accessory uses would be prohibited which would be incompatible with or not necessary to support the aviation related activities of the Airport. Also, a variety of aviation uses such as equipment and accessories sales and or repair, aviation storage and aviation museums would be added to the list of allowed uses for this zone, as would private parking facilities with a Conditional Use Permit. The new zone would also allow short-term uses of existing vacant buildings and land for non-aviation purposes if such uses

would not conflict with the principal purpose of the A-F zone, and would not preclude the future use of the property for A-F uses. This exception is similar to that allowed by the Federal Aviation Administration for areas in close proximity to aviation activities. These changes reflect the actual uses of the Airport lands and do not preclude priority uses appropriate in Sub-Area 1. The boundary for this zone remains the same, except for the site currently occupied by an existing restaurant south of Hollister Avenue and opposite the end of Lopez Road which would no longer be included in this zone.

#### Airport Commercial Zone (A-C)

The A-C zone would be changed to reflect the zone's reduced role in the Specific Plan area. Allowed uses would be focused on support services for adjacent industrial uses; in addition, restaurants and some auto-related services would be allowed. The performance standards regarding fire explosion hazards, incineration, radiation, dust, glare and smoke would be removed, because they already require monitoring under other provisions of the Municipal Code, or would not apply because the uses allowed do not raise such issues. Other standards regarding construction and maintenance of the site and buildings would be relocated to the General Provisions of the Airport Zone Ordinance. Finally, the boundaries of this zone would be substantially reduced to include only the area north of Hollister Avenue (outside the Coastal Zone), with the exception of the parcel at the south east corner of Hollister Avenue and Los Carneros Road which is within the Coastal Zone.

#### Airport Industrial-1 Zone (A-I-1)

The A-I-1 Zone is one of two zones which would be created by splitting up the existing A-I Zone. The A-I-1 Zone would allow light industrial and manufacturing uses such as research and development, electronic products manufacture, storage, contractors yards, and lumber, sand and brick yards, subject to standards similar to the A-C Zone. The boundary of this zone would be north of Hollister Avenue (outside the Coastal Zone), with the exception of the area west of Carneros Creek which is separated from the airfield and has no access to it because of the creek. Application of this zone district to the City's Airport maintenance yard would reflect the actual uses of the Airport lands and would not preclude priority uses appropriate in Sub-Area 1.

#### Airport Industrial-2 Zone (A-I-2)

The A-I-2 Zone is the second of the two zones created out of the existing A-I Zone. The A-I-2 Zone would allow light industrial and manufacturing uses and related commercial services such as branch banks, printers, photographic shops, dry cleaners, mailing services, convenience stores, secretarial services, and restaurants. In addition, new and used car agencies would continue to be allowed. The boundaries of this zone would be limited to an area north of Hollister Avenue (outside the Coastal Zone), with the exception of the parcel south of Hollister opposite the end of Lopez Road (which is within the Coastal Zone) currently occupied by a restaurant. The modification and application of this zone preserves an existing visitor-serving facility and provides a mechanism for providing other such opportunities if appropriate.

Commercial Recreation Zone (C-R)

The C-R Zone is a new zone which would allow a wide variety of recreational commercial uses, either public or private. These would include batting cages, theaters, golf courses, including miniature golf courses, game arcades, family entertainment centers, etc. The boundaries of this zone are north of Hollister Avenue (outside the Coastal Zone).

Goleta Slough Reserve Zone (G-S-R)

The G-S-R Zone would be modified to clarify that projects undertaken in this zone would only require a G-S-R Coastal Development Permit (CDP). (Currently such projects require both a G-S-R CDP and a regular CDP). The boundaries for this zone are entirely south of Hollister Avenue (inside the coastal zone). The Specific Plan anticipates applying this zone district to the property at the south east corner of Hollister Avenue and Los Carneros Road with a change in the allowed use to a low intensity nature or interpretive center with parking to mitigate impacts caused by improvements to the Airport facilities. Application of this zone district to this parcel will require a separate amendment to the City's Local Coastal Program.

Airport Industrial Area Specific Plan Zone (SP-6)

The SP-6 Zone is a new zone which establishes the boundaries of the Specific Plan area and provides the mechanism to implement the Specific Plan policies, actions, and zone districts. The SP-6 Zone would modify existing provisions of Municipal Code Section 28.87.300 pertaining to Vacant Parcels and Small Additions at the Airport by creating a new parcel map based upon leasehold areas which will be used for the purposes of calculating square footage allowed on vacant parcels or allowed for small additions.

As noted above, in addition to the changes in the Airport Zone Districts, the amendment would modify a number of other elements of the Implementation Ordinances. These are described above. Most of the modification deal with procedure, organization, or format of the Specific Plan. However, a number involve substantive changes, though they are not inconsistent with or do not affect the ability of the Implementation Ordinance to carry out the provisions of the Land Use Plan elements of the Specific Plan. These are discussed briefly below.

\* Building and hangar heights would be modified as necessary by their location in relation to runways at the Airport; the heights are intended to reflect the need for higher structures than otherwise allowed to accommodate the architecture of planes being serviced on Airport lands.

\*Section 29.87.068 of the Airport General Provisions Chapter requires that the first 15 feet of the front yard setback be used only for landscaping, except for pedestrian and walkways and driveways. Section 29.87.195 also requires that 25 percent of each leasehold be reserved for landscaping and requires that there be a curb at the end of landscaped except where they abut buildings, and that parked cars not overhang landscape areas. This section would be modified to require that all of the front setback area not used for pedestrian walkway or driveway be used for landscape purposes

to provide flexibility in situations where there may not be 15 feet available for landscaping. This section would also be modified to reduce landscaping to 15 percent of the leasehold area, and the provisions regarding vehicle overhang and curbs would be eliminated. These changes are intended to provide flexibility in the landscaping requirements while ensuring that landscaping will effectively achieve its basic objective.

\* Provisions for boat sale yards within the Airport area would be eliminated. This use is unrelated to the basic purposes of the Airport lands and can be accommodated in nearby commercial and industrial areas outside the Coastal Zone.

\* Parking requirements would be modified to be based upon the proposed use, rather than on the zone district. However, vehicular parking would not be allowed in either the A-A-O or th G-S-R zone, with the exception of uses in the G-S-R zone which require parking. A shared parking provision would also be added. (See Exhibit 13.) This change is intended to more closely taylor the parking requirements to the demand generated by the actually permitted use, rather than by the range of potential uses within a zone district.

As noted above, the proposed amendment does not change the basic land use patterns within Sub-Area 1 of the Specific Plan, but in general more accurately reflects the existing pattern, while eliminating uses and standards which are either inconsistent with the basic purpose of the Airport lands or are no longer relevant to the allowed uses.

The Commission therefore finds that the proposed amendment to the Implementation Ordinance is consistent with and adequate to carry out the relevant provisions of the City of Santa Barbara's certified Local Coastal Program.

#### VI. LCP/CEQA

The proposed amendment is to the City of Santa Barbara's certified Local Coastal Program. The Commission originally certified the City's Local Program Land Use Plan and Zoning Ordinance in 1986.

The Coastal Commission's Local Coastal Program process has been designated as the functional equivalent of CEQA. CEQA requires the consideration of less environmentally damaging alternatives and the consideration of mitigation measures to lessen significant environmental impacts to a level of insignificance. As discussed in the findings above, the proposed amendment, as modified, would have no significant impacts within in the meaning of the California Environmental Quality Act.

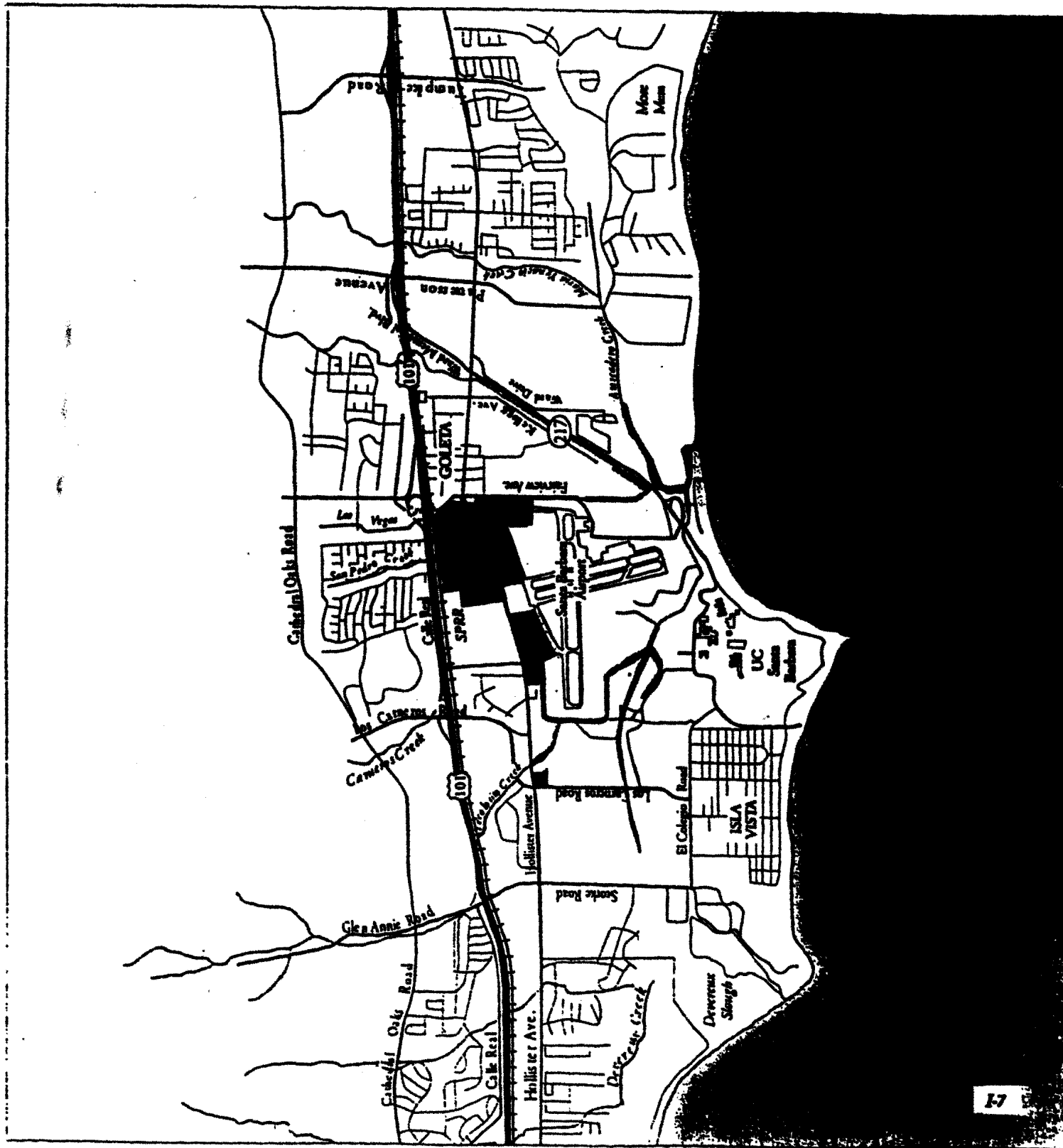
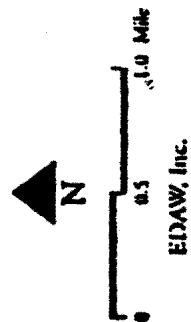
The amendment is therefore consistent with the provisions of the California Environmental Quality Act and the California Coastal Act.



**Santa Barbara Airport  
Commercial/Industrial  
Specific Plan**

**Figure 2  
Regional Context**



<b>EXHIBIT NO.</b>	<b>2</b>
<b>APPLICATION NO.</b>	
LCP Amend 2-97	
Santa Barbara City	





**Santa Barbara Airport  
Commercial/Industrial  
Specific Plan**

**Figure 3  
Local Context**

-  Specific Plan Area
-  Aviation Facilities Plan Area

EDAW, Inc.

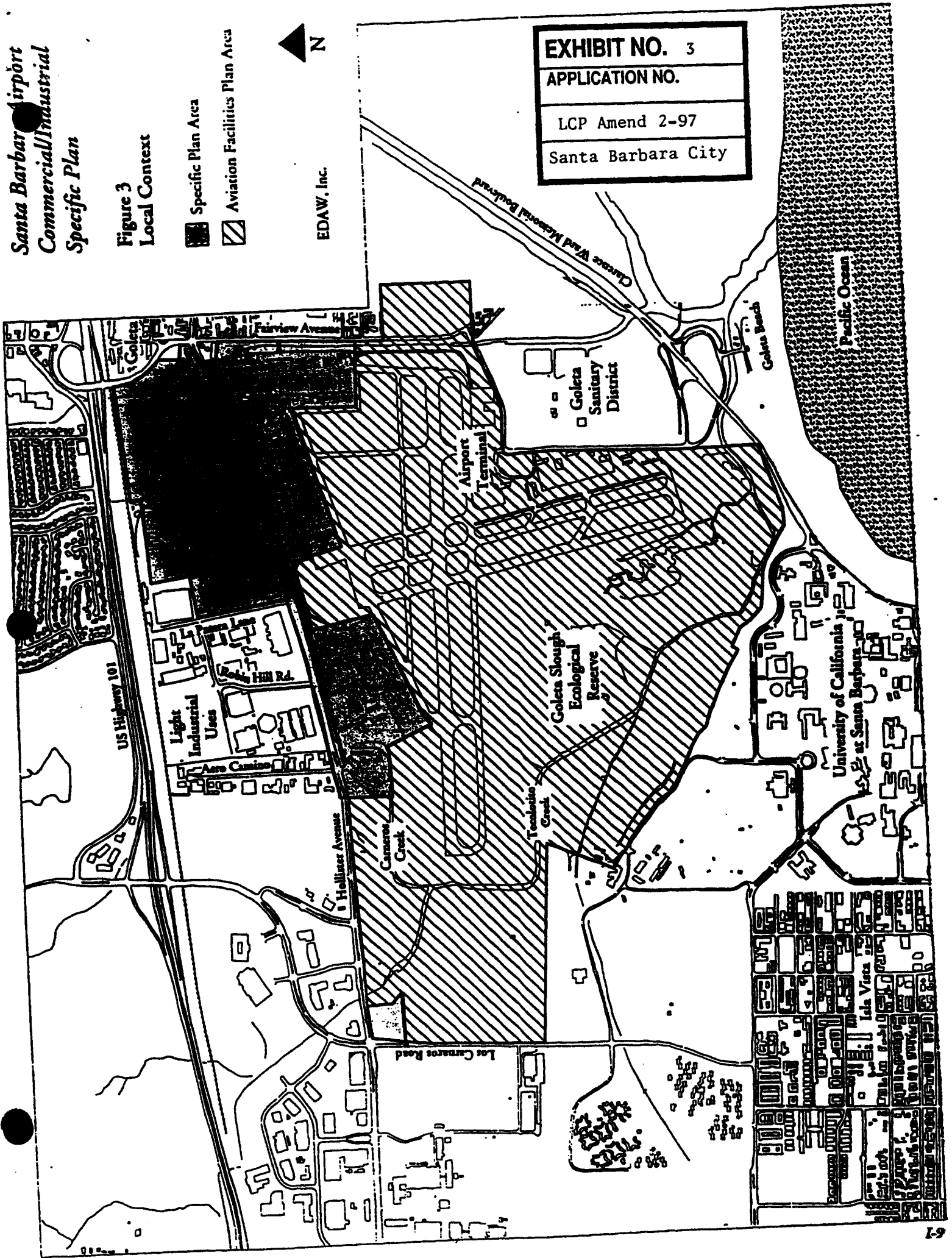


**EXHIBIT NO. 3**

**APPLICATION NO.**

LCP Amend 2-97

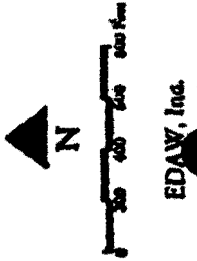
Santa Barbara City



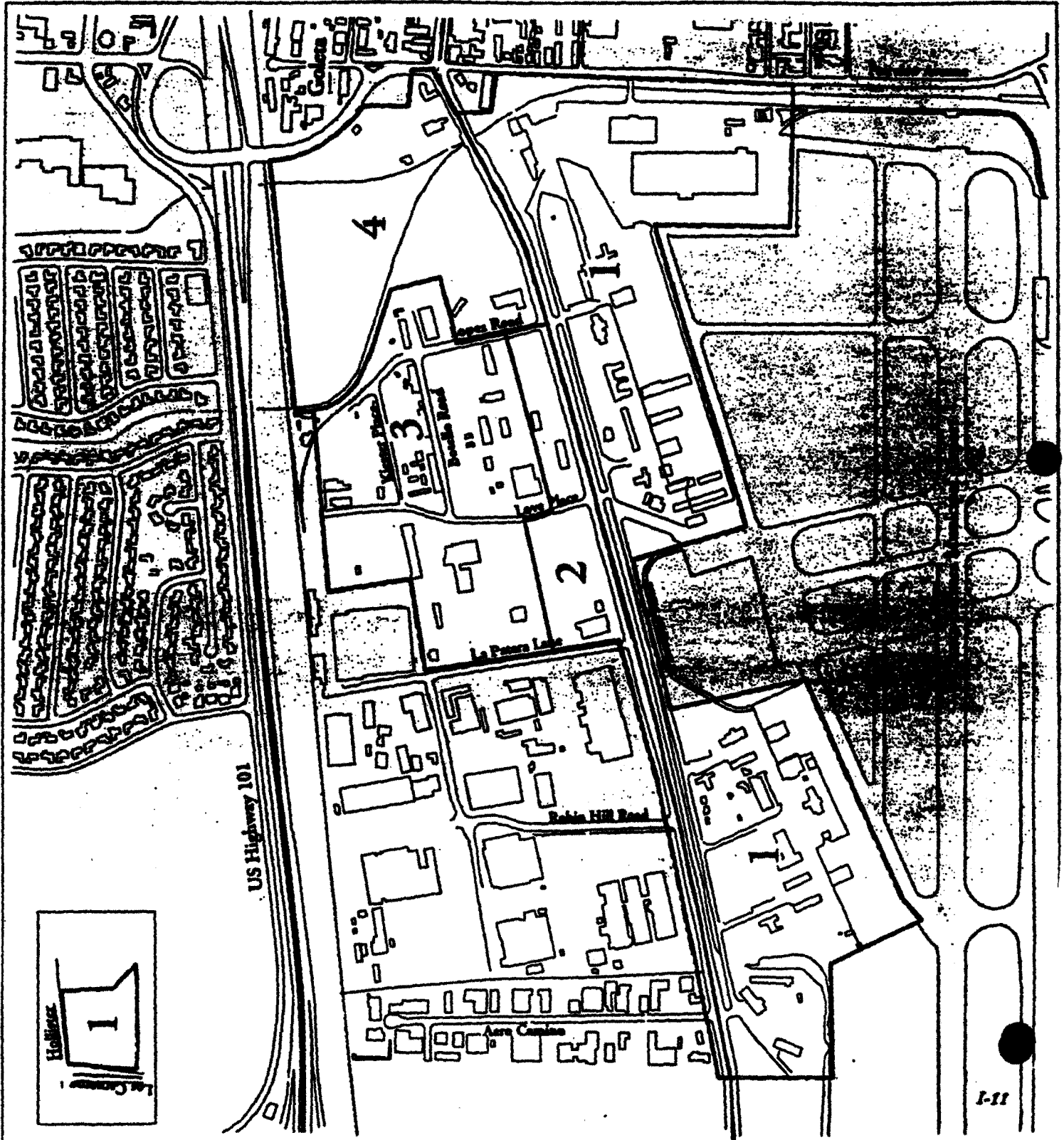
*Santa Barbara Airport  
Commercial/Industrial  
Specific Plan*

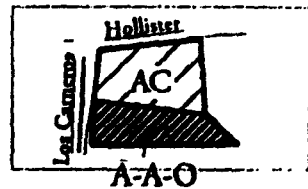
**Figure 4  
Planning Subareas**

<b>EXHIBIT NO.</b> 4
<b>APPLICATION NO.</b>
LCP Amend 2-97
Santa Barbara City

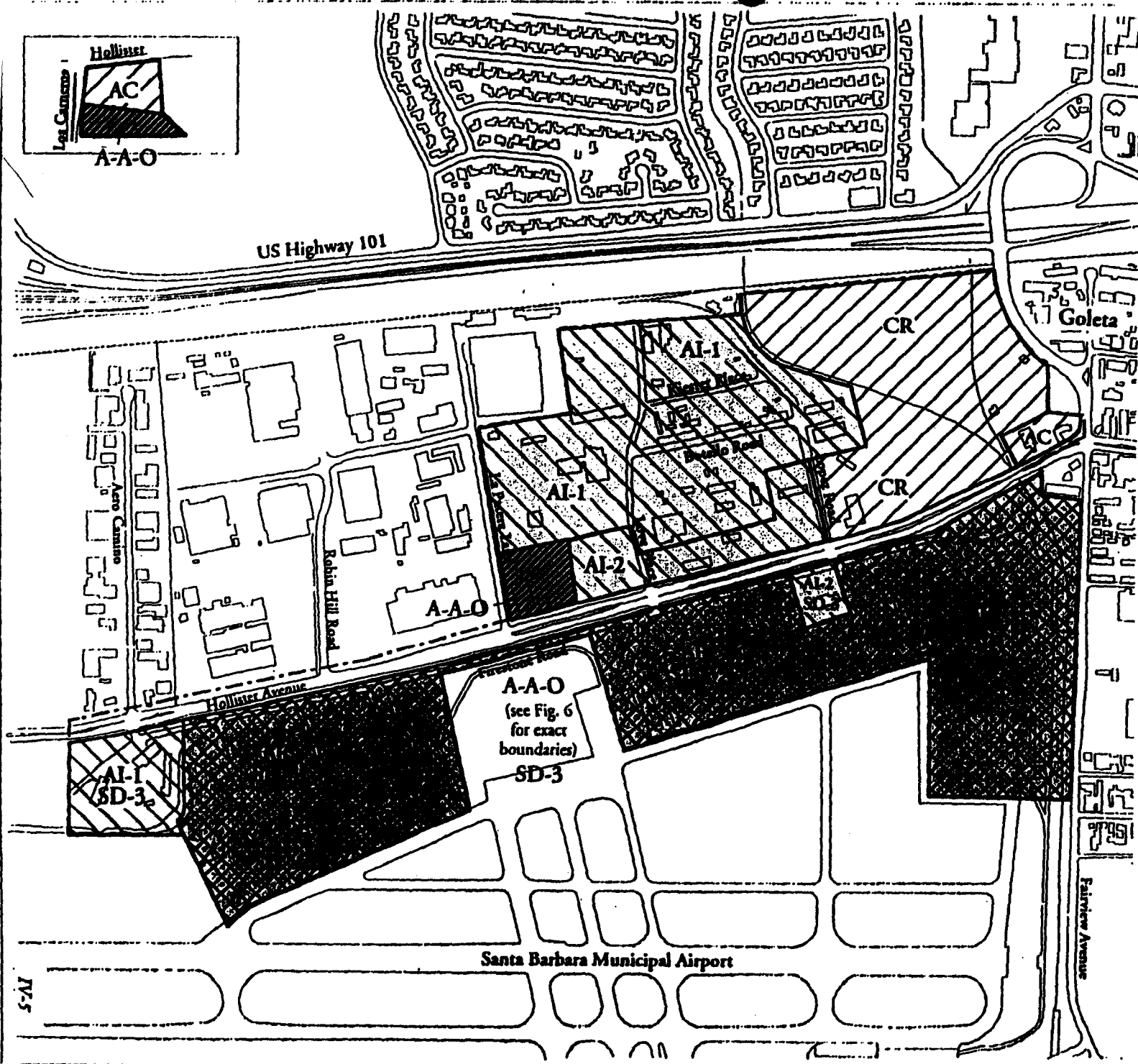


EDAW, Inc.





US Highway 101



## Santa Barbara Airport Commercial/Industrial Specific Plan

Figure 11  
Proposed Zoning and  
General Plan Designations

### Zoning

- AF - Aviation Facilities
- AI-1&2 - Airport Industrial
- AC - Airport Commercial
- CR - Commercial Recreation

A-A-O - Airport Approach &  
Operations Surface

SD-3 - Special District 3  
Coastal Overlay Zone

### General Plan

- Commercial
- Industrial
- Major Public and Institutional

EXHIBIT NO. 5
APPLICATION NO.
LCP Amend 2-97
Santa Barbara City



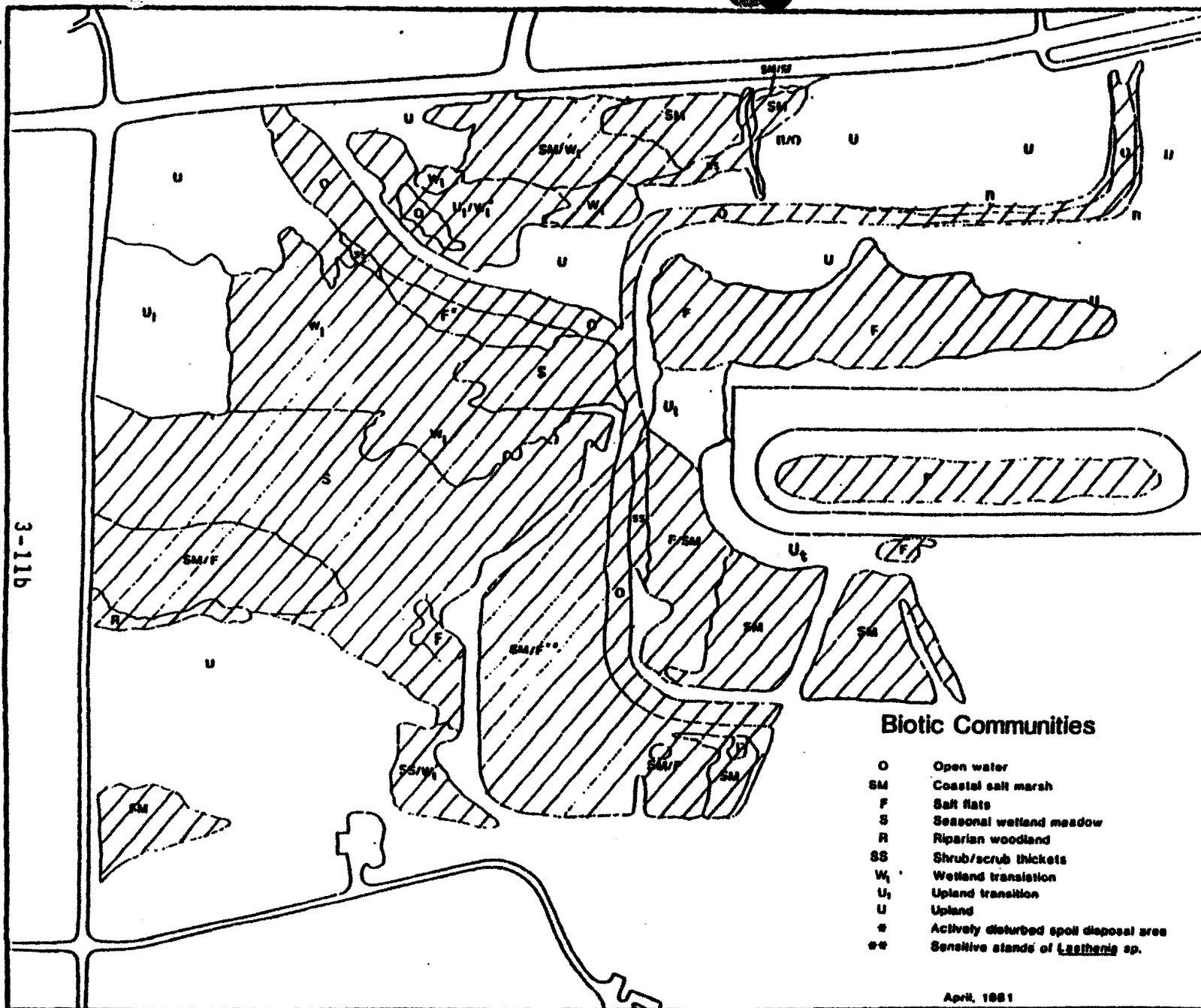
**EXHIBIT NO. 6**  
**APPLICATION NO.**

**APPLICATION NO.**

LCP Amend 2-97

**Santa Barbara City**

3-11b



Special Study Area

Northwest Quadrant  
of Goleta Slough

Wetland  
Habitats

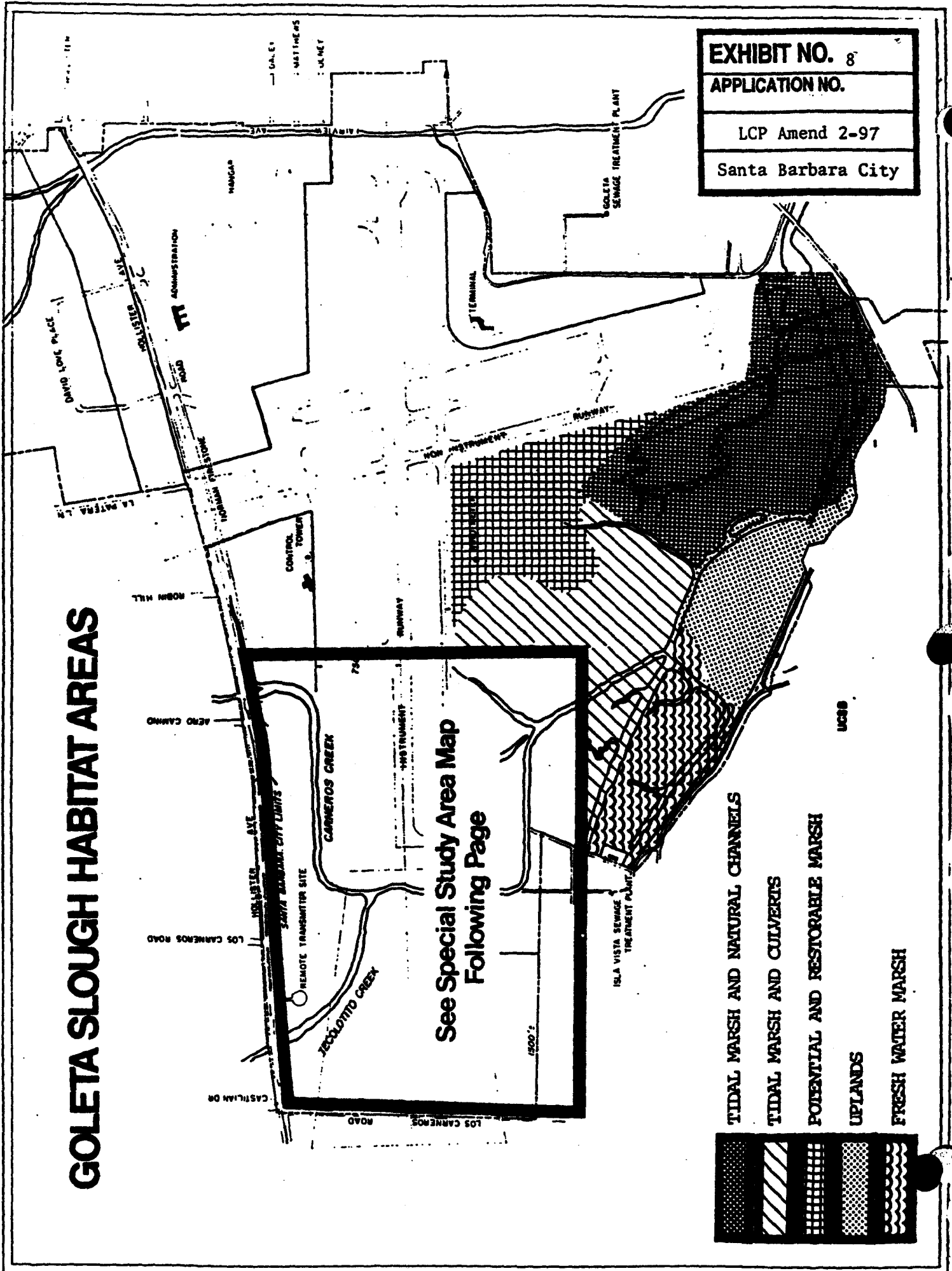
EXHIBIT NO. 7
APPLICATION NO.
LCP Amend 2-97
Santa Barbara City

# GOLETA SLOUGH HABITAT AREAS

See Special Study Area Map  
Following Page

EXHIBIT NO. 8
APPLICATION NO.
LCP Amend 2-97
Santa Barbara City

- TIDAL MARSH AND NATURAL CHANNELS
- TIDAL MARSH AND CULVERTS
- POTENTIAL AND RESTORABLE MARSH
- UPLANDS
- FRESH WATER MARSH



# Summary of Policies

EXHIBIT NO.	9
APPLICATION NO.	
LCP Amend	2-97
Santa Barbara City	

1 of 11

The following is a listing of all of the Policies and Actions contained within the Santa Barbara Airport Industrial Area Specific Plan.

## VISION

### Policy

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

### Policy

**V2:** Provide opportunities that promote aviation related uses south of Hollister Avenue. Encourage the relocation of non-aviation uses to the north side of Hollister Avenue.

### Policy

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

### Policy

**V4:** Create a pattern of development that ties in with and complements future redevelopment of Old Town Goleta with consideration of the Goleta Community Plan, UCSB's Long Range Development Plan and the Airport Land Use Plan.

### Policy

**V5:** Provide for R & D, light industrial, small incubator and community serving commercial uses. For commercial uses, give priority to uses which provide support service for the immediate Specific Plan area and do not detract from Old Town Goleta businesses.

### Policy

**V6:** Encourage the reuse of existing buildings if they are in sound structural condition and it is cost effective to rehabilitate them.

### Policy

**V7:** North of Hollister Avenue, provide for commercial recreation opportunities for families and youth.

**Policy**

**V8:** *Encourage the continuation and expansion of open yard uses north of Francis Botello Road.*

**Policy**

**V9:** *Promote aesthetically pleasing development in the Specific Plan area, particularly along the Hollister Avenue corridor.*

**Policy**

**V10:** *Recognize and acknowledge the history of the Airport by incorporating findings of architectural history reports into projects, continuing to name streets with the full names of local deceased WWII aviators, by preserving existing historic buildings when reasonable to do so, and by otherwise recognizing Airport history.*

**Policy**

**V11:** *Provide a system of alternate transportation modes that is coordinated with County, UCSB and Santa Barbara County Association of Governments Plans.*

**Policy**

**V12:** *Encourage environmentally sound development in the Specific Plan area that is consistent with the City Council goals for the Airport.*

**Action**

**CR1.2:** *Give priority to the reuse of existing buildings within the Specific Plan area before they are removed.*

**Action**

**CR1.3:** *Prior to demolition, historic buildings shown in Table 2 shall be documented by a qualified architectural historian, consistent with the City MEA Cultural Resources Section (MM 3.13-2)<sup>1</sup>.*

**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.*

**Action**

**CR2.1:** *Any required significance testing or mitigation activities shall be elements of a Cultural Resources Management Plan prepared consistent with the City MEA Cultural Resources Section regarding Phase 2 and 3 studies and the Phase 1 Archaeological Resources Study prepared for the Airport (MM 3.13-1).*

## CULTURAL RESOURCES

**Policy**

**CR1:** *Encourage the reuse of existing historical buildings.*

**Action**

**CR1.1:** *Establish zoning incentives, such as greater flexibility in allowed uses, to protect historic buildings shown on Table 2 on the north side of Hollister Avenue.*

## FLOODING

**Policy**

**F1:** *Any development in the Specific Plan area shall be carried out in compliance with Flood Control regulations (MM 3.11-1).*

**Action**

**F1.1:** *A detailed map shall be prepared showing building layouts, anticipated floor area, Regu-*

<sup>1</sup> This typical reference relates to the mitigation measure from the Airport Specific Plan EIR/EA, certified on September 4, 1997 (See Appendix F for a complete list of mitigation measures).



latory Floodway Boundary and 100-year flood elevations for any development, in particular those developments along Carneros and San Pedro Creeks. In the Floodway, special building practices or design procedures may be required to reduce flood exposure, including, but not limited to the following:

- a. Provide flood conveyance equal to that which currently exists;
- b. Locate parking lots and other open space land uses which are more compatible with a higher flood hazard, within the Floodway; and
- c. If equal conveyance cannot be shown, where feasible and necessary, process a Letter of Map Revision to realign the Regulatory Floodway (MM 3.11-1).

## BIOLOGY

### Policy

**B1:** The Airport shall continue to participate in and support the goals of the Goleta Slough Management Committee (GSMC) and shall support the development and implementation of the Goleta Slough Ecosystem Management Plan (MM 3.14-1 and 3.16-1).

### Action

**B1.1:** The Airport shall assist the GSMC in identifying funding to support the Committee and its activities over the long term (MM 3.14-1 and 3.16-1).

### Action

**B1.2:** The Airport shall make available any reports on water quality monitoring and other information relating to the City-owned portion of the Goleta Slough (MM 3.14-1 and 3.16-1).

### Action

**B1.3:** Any projects in the Specific Plan area that result in drainage to the Slough or its tributary creeks shall be referred to the GSMC for review and comments (MM 3.14-1 and 3.16-1).

### Policy

**B2:** A buffer strip a minimum of 100 feet in width shall be maintained in a natural condition on the periphery of all wetland communities and creeks, based on the most currently accepted biological resources map, except as may be necessary for human health and safety or for the protection of the wetlands themselves. Existing facilities may be retained and maintained in a normal fashion. Only compatible land uses shall be allowed within the setback. Native vegetation shall be planted and maintained in the setback wherever feasible (MM 3.16-2 and 3.16-3).

## AIRFIELD OPERATIONS/SAFETY

### Policy

**AS1:** All new uses and substantial changes of use within the Airport Runway Protection and Approach Zones, as shown on the Constraints Map (Figure 6), shall be referred to the Airport Land Use Commission for review and recommendations, as determined to be appropriate in consultation with ALUC staff.

## TENANT RELOCATION

### Policy

**TR1:** Provide opportunities that promote aviation related uses south of Hollister Avenue.

### Action

**TR1.1:** Encourage aviation-related uses south of Hollister Avenue.

**Policy**

**TR2:** Preserve and encourage the expansion of existing businesses on Airport property.

**Action**

**TR2.1:** Consider tenant relocation on a phased basis.

**Action**

**Z1.3:** Create a new Commercial Recreation (C-R) Zone.

**Action**

**Z1.4:** If determined to be necessary or appropriate to mitigate for Aviation Facilities Plan impacts, consider amending the G-S-R Zone to allow a nature and/or interpretive center or other low intensity use, with parking, determined to be appropriate by the Planning Commission on an approximately one (1) acre area immediately adjacent to the corner of Hollister Avenue and Los Carneros Road.

## VISUAL QUALITY IMPROVEMENTS

**Policy**

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

**Action**

**VQ1.1:** Develop and implement development standards and design guidelines for the Specific Plan area.

**Action**

**VQ1.2:** Implement undergrounding of utilities for the Specific Plan area.

**Action**

**Z1.5:** Consider changing the Airport Zoning Ordinance to allow tall aviation-related buildings or structures. The Santa Barbara City Charter height restriction of 60 feet may preclude facilities for larger aircraft (e.g., hangars and maintenance buildings) from being built. Allowing some relief from this standard through establishment of a hangar height definition in the Zoning Ordinance will promote flexibility at the Airport without violating the spirit of the height restriction.

## ZONING

**Policy**

**Z1:** Amend Title 29 of the Santa Barbara Municipal Code (Airport Zoning) to incorporate the changes in allowed uses and new zoning districts included in the Airport Industrial Area Specific Plan as outlined in Appendix B.

**Policy**

**Z2:** Rezone and change the General Plan designation in the Specific Plan area to conform to the recommendations shown in Figure 11.

**Action**

**Z2.1:** Rezone Sub-Area #3 to Airport Industrial-1 (A-I-1) Zone.

**Action**

**Z1.1:** Amend the allowed uses and/or zone name in the A-F, A-C and A-A-O (formerly A-A-P) Zones.

**Action**

**Z2.2:** Rezone Sub-Area #2 and a small area of Sub-Area #1 to Airport Industrial-2 (A-I-2) Zone.

**Action**

**Z1.2:** Amend the A-I Zone to include the A-I-1 and A-I-2 districts.

**Action**

**Z2.3:** Add the Aircraft Approach and Operations (A-A-O) Zone to the westernmost part of Sub-Area #2.

**Action**

**Z2.4:** *Rezone the areas that have the existing A-A-P Zone to the A-A-O Zone.*

**Action**

**Z2.5:** *Rezone most of Sub-Area #4 to the Commercial Recreation (C-R) Zone, leaving those leaseholds which front on Hollister Avenue between Fairview Avenue and San Pedro Creek zoned A-C.*

**Action**

**Z2.6:** *If determined to be necessary or appropriate to mitigate Aviation Facilities Plan impacts, consider rezoning the area at the corner of Hollister Avenue and Los Carneros Road from Airport Commercial/Airport Approach Overlay Zone (A-C/A-A-O) to Goleta Slough Reserve/Aircraft Approach and Operations Zone (G-S-R/A-A-O).*

**Policy**

**Z3:** *Amend Title 29 to address landscaping in new development that promotes aesthetically pleasing and pedestrian oriented development while using land efficiently.*

**Action**

**Z3.1:** *Reduce the 25 percent landscaping requirement in Santa Barbara Municipal Code Section 29.87.195.A for all development to 15 percent.*

## PLANNING SUBAREAS

**Policy**

**SA1:** *Create a pattern of development that is consistent with the recommendations of this Specific Plan as follows:*

**Sub-Area**

**1:** *Create opportunities for expansion of existing and new aviation related uses within this planning area which falls adjacent to the air-*

*field east of Carneros Creek. Provide for expanded aviation services, e.g., Fixed Base Operators, air cargo, USFS facilities, T-hangars, etc. At the corner of Hollister Avenue and Los Carneros Road, consider providing for a nature and/or interpretive center or other appropriate low intensity use with parking.*

**Sub-Area**

**2:** *Create opportunities for new community commercial uses which would provide service to existing Airport tenants and improve the visual character of the Specific Plan area. Opportunities should continue to exist for light industrial, R & D and small incubator businesses. Prohibit the development of strip commercial type uses.*

**Sub-Area**

**3:** *Create opportunities for expansion of existing and new light industrial, R & D, small incubator businesses and open yard uses. Consider commercial recreation uses immediately west of Sub-Area 4 (see Figure 4) as an interim or short term use if there is not adequate demand for industrial uses in this Sub-Area.*

**Sub-Area**

**4:** *Create opportunities for expansion of existing and new Commercial Recreation uses such as the theater, miniature golf with arcade, golf course club house relocation, etc., as outlined in the recommendations of the Specific Plan Market Study. In areas constrained by flood hazards, explore possible commercial recreational uses such as golf course expansion and parking for commercial recreation uses.*

*See Table PS below for distribution of square footage.*

**Table PS  
SPECIFIC PLAN SQUARE FOOTAGE  
DISTRIBUTION<sup>1</sup>**

Subarea	Specific Plan		Specific Plan Plus Economic Development Alternative	
	Net s.f.	Gross s.f.	Net s.f.	Gross s.f.
1	3,000	100,000	3,000	100,000
2	96,000	102,000	116,000	122,000
3	58,000	110,000	118,000	170,000
4	9,000	20,000	9,000	20,000
Total	160,000	332,000	240,000	412,000

<sup>1</sup>The square footages are approximate and may vary from subarea to subarea, although the total is not expected to exceed the totals shown here.

## URBAN DESIGN GUIDELINES

### Policy

**DG1:** Promote aesthetically pleasing development in the Specific Plan area, particularly along the Hollister Avenue corridor.

### Action

**DG1.1:** The City Council shall, by resolution, adopt urban design guidelines for the Airport Industrial Specific Plan area.

## SETBACKS

### Policy

**SB1:** Provide appropriate setbacks to create a pedestrian-friendly atmosphere. Entrances should be close to streets with minimal separation between buildings and sidewalks.

### Action

**SB1.1:** Buildings along Hollister and Fairview Avenues and the first blocks of David Love Place and Frederic Lopez Road north of Hollister Avenue shall provide front yard setbacks of 20 feet measured from the curb face to assist in creating a landscaped corridor.

### Action

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

## VEHICULAR CIRCULATION

### Policy

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

### Action

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

### Action

**VC1.2:** Prepare detailed traffic engineering plans to determine the extent and timing of the following intersection and street improvements (as shown on Figure 15):

- Augustus Griggs Place/Norman Firestone Road
- Aero Camino/Norman Firestone Road
- Cyril Hartley Place/Norman Firestone Road

- d. Robert Kiester Place relocation approximately 150 feet to the north, if determined to be necessary.
- e. New 'A' Street perpendicular to Hollister between new 'B' Street and Francis Botello Road, if determined to be necessary.
- f. New 'B' Street parallel to Hollister Avenue between Frederic Lopez Road and David Love Place, if determined to be necessary.

Once the appropriate designs are complete, implement the recommendations when development consistent with the Specific Plan is proposed in the vicinity of the planned street improvement.

**Action**

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

**Policy**

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

## ROADWAY DESIGN

**Policy**

RD1: Improve the visual and pedestrian quality of the street network of the planning area by providing landscaping and pedestrian connections to the surrounding area.

**Action**

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

**Action**

RD1.2: Develop a program for sidewalk, transit stop, parkway and bikeway improvements that will be implemented when development consistent with the Specific Plan is proposed in the vicinity of the needed improvement.

**Action**

RD1.3: When Francis Botello Road needs to be reconstructed, relocate Francis Botello Road approximately 10 feet south in order to provide for landscaping on the north side of the street in front of existing buildings.

## PARKING

**Policy**

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

**Policy**

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

**Action**

P2.1: Provide on-street parking on roadways as determined to be appropriate by the Transportation and Parking Manager.

**Action**

P2.2: Consider a modification of Santa Barbara Municipal Code Chapters 28.90 and 29.90 parking requirements within specific project areas if complementary uses provide an opportunity for shared parking.

**Action**

P2.3: Revise parking requirements for specific uses and zones as shown in Appendix E.

## ALTERNATE MODES OF TRANSIT

**Policy**

AM1: Accommodate and support alternate transit modes and facilities within the Airport Specific Plan area as shown in Figure 17.

**Action**

AM1.1: Work with the County, CalTrans and Amtrak to accommodate the integration of the proposed Amtrak station as determined to be appropriate.

**Action**

AM1.2: Work with the Metropolitan Transit District (MTD) and other agencies to promote increase bus and/or shuttle use along Hollister Avenue between Old Town Goleta and the industrial area to the west. Where appropriate, add lighting, information signs and shelters at transit stops in the Specific Plan area.

**Action**

AM1.3: Coordinate bicycle facilities and pedestrian pathways on Airport property with those in the County.

**Action**

AM1.4: All transportation planning should be coordinated with the County, MTD, UCSB and the Santa Barbara County Association of Governments.

**Policy**

AM2: Encourage the use of alternative transportation modes by businesses within the Specific Plan area (MM 3.9.9).

**Action**

AM2.1: If and when a Goleta Valley alternative transportation program is developed to reduce traffic and/or air quality impacts which applies to all existing and future businesses in the Valley, provisions shall be incorporated into leases that would require that the program apply to all new businesses in the Specific Plan area. A clause shall be included in all leases for businesses involving 25 or more employees that allows the lease to be reopened if such a program is adopted after the lease is approved so that existing businesses would also participate in the regional program (MM 3.9.9).

**Action**

AM2.2: New construction or major remodels within the Specific Plan area may be required upon permit application to tailor a Transportation Demand Management program for the development. Measures targeting employees may include, but not be limited to, provision of:

- a. Bicycle lockers and showers.
- b. Lunchrooms.
- c. Preferential parking for carpools.
- d. Free bus passes
- e. Employee parking cash-out programs
- f. Day care facilities, where determined to be appropriate (MM 3.20-1).

**Action**

AM2.3: In addition to the above measures, the Airport shall pay an air pollution offsite mitigation fee of \$240,000, payable to the Santa Barbara County Air Pollution Control District (APCD), designated for use in support of reduction of emissions for one of the following purposes:

- a. Inclusion in matching funds necessary to receive a government grant for the purchase of new low emissions buses, such as the Clean Air Express or electric shuttles proposed for Goleta; or
- b. Inclusion in funds for direct purchase of the above vehicles; or
- c. Retrofitting of diesel-powered engines in buses, boats, agricultural equipment or other machinery; or
- d. Such other purposes which would result in reduction of air emissions by the APCD, in consultation with the City of Santa Barbara.

The payment shall be made over a period of three years, commencing with the issuance of a building permit for any project which involves more than 5,000 square feet of net new development.

## BIKEWAY/PEDESTRIAN CIRCULATION

### Policy

**BP1:** Facilitate bicycle travel and pedestrian circulation within the Specific Plan area and to adjacent areas, allowing for the safe and convenient use of bicycles as an alternative mode of transportation.

### Action

**BP1.1:** Ensure that the internal bicycle network within the Airport Specific Plan area is developed with consideration of the Goleta Transportation Improvement Plan and connected to regional bicycle corridors wherever practical.

### Action

**BP1.2:** Provide sufficient street width for bicycle and pedestrian use on designated roadways as shown on Figure 16.

### Action

**BP1.3:** Work with the County to accommodate the integration of the future La Patera Lane bicycle and pedestrian overcrossing as determined to be appropriate.

## STORM DRAINAGE

### Policy

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

### Action

**SD1.1:** Study the entire Specific Plan area to determine overall storm drainage needs. Implement the recommendations of the study when development is proposed in the areas where improvements are needed.

### Action

**SD1.2:** Continue to coordinate with the Regional Water Quality Control Board and other agencies to improve the quality of storm water discharge into waterways.

### Action

**SD1.3:** Require that new development provide storm drainage that meets or exceeds RWQCB standards.

## SANITARY SEWERS

### Policy

**SS1:** Provide an adequate sanitary sewer system to meet existing and future needs.

### Action

**SS1.1:** Study the entire Specific Plan area to determine overall sanitary sewer system needs. Implement the recommendations of the study when development is proposed in the areas where improvements are needed.

**Action**

- SS1.2: Continue to coordinate with the Goleta Sanitary District to provide an adequate sanitary sewer system in the Specific Plan area.

**WATER SUPPLY**

**Policy**

- W1: Provide adequate domestic water supply and fire flow to the Specific Plan area to meet existing and future demand.

**Action**

- W1.1: Study the possibility of removing the master water meter and replacing it with individual meters to improve overall water flows and metering. If the master meter is retained, investigate increasing the size of the meter to increase flows.

**Action**

- W1.2: Continue to improve the water system and fire flow by constructing water main extensions, loop connections, etc.

**Policy**

- W2: The Airport Department shall continue to educate its employees and tenants about water conservation.

**ENERGY (GAS AND ELECTRICITY)**

**Policy**

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

**Action**

- E1.1: Continue to work with the utility companies to ensure that adequate gas and electrical service are provided.

**Action**

- E1.2: Set up a program to finance undergrounding of utilities in the Specific Plan area.

**Action**

**E1.3:**

New habitable buildings or additions of 5,000 square feet or more shall be reviewed by an energy specialist and recommendations made to reduce energy usage. The City shall review and incorporate the recommendations, as appropriate, prior to issuance of building permits (MM 3.9-8).

**LAW ENFORCEMENT**

**Policy**

- LE1: Provide adequate police and security services on Airport property.

**Action**

- LE1.1: Continue to work with the FAA and law enforcement agencies to address aviation related safety concerns.

**Action**

**LE1.2:**

Continue to work with the Santa Barbara Police Department to provide law enforcement services for non aviation activities on Airport property.

**FIRE**

**Policy**

- F1: Provide for both aviation and non-aviation rescue and fire fighting services to meet FAA and other safety requirements.

**Action**

- F1.1: Continue to work with the FAA and other agencies to address aviation related safety concerns.



**Action**

**F1.2:** Continue to work with Santa Barbara City and County Fire Departments to provide fire suppression and rescue services for non-aviation structures and uses on Airport property.

**SOLID WASTE**

**Policy**

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

**Action**

**SW1.1:** New construction and major remodeling projects shall develop and implement a solid waste management plan, subject to review and approval by the Santa Barbara County Public Works Department Solid Waste Division. The Management Plan shall focus on ongoing waste diversion and include the following elements:

- a. Source separated collection of recyclables.
- b. Tenant and employee education.
- c. Reporting requirements.
- d. Landscaping that minimizes excessive trimming and generation of organic waste through plant selection and design (MM 3.8-2).

**Action**

**SW1.2:** During construction, the developer shall contract with a disposal company that recycles construction and demolition debris (MM 3.8-1).

**Action**

**SW1.3:** The Airport Department shall work with the Santa Barbara County Public Works Department Solid Waste Division to educate its em-

ployees and tenants about solid waste reduction in the Airport area (MM 3.8-1 and 3.8-2).

**HOUSING**

**Policy**

**H1:** The Airport shall comply with or contribute to City-wide programs to provide affordable housing.

**ECONOMIC DEVELOPMENT**

**Policy**

**ED1:** Of the 240,000 net square feet allowed in the Specific Plan area, 80,000 square feet is reserved for projects which the City Council determines meet the criteria for Economic Development projects as outlined in Zoning Ordinance Section 28.87.300 and the goals of the Economic Development Plan and Implementation Program and the Economic Community Project.

**ENVIRONMENTAL IMPACTS**

**Policy**

**EI1:** All mitigation measures outlined in the EIR/EA (and listed in Appendix F) shall be incorporated into individual projects, as applicable, when such projects receive discretionary review.

## PROPOSED USES IN VARIOUS ZONES AT THE AIRPORT

### A-A-O, Airport Approach and Operations Zone

Flight line, aircraft parking areas, runways and taxiways

Airport operational facilities such as runways, taxiways, lights and other aircraft control and guidance systems, but not including hangars, tie-down areas, buildings or other actively used facilities. These uses are permitted, providing they comply with allowed uses pursuant to the FAA Advisory Circulars in the 150 series, or their successors, for Runway Protection Zones and Runway and Taxiway Safety Areas. Open space, including vegetation, is also allowed provided that it does not conflict with Federal Aviation Regulations Part 77 and Part 139 and with FAA Advisory Circulars in the 150 series, or their successors.

### A-F, Airport Facilities, Zone:

South of Hollister Avenue

The following uses are expressly permitted in the A-F Zone:

- A. Aircraft chartering and leasing.
- B. Aircraft parking, tie-down and aircraft hangars and shelters.
- C. Aircraft rescue and firefighting station.
- D. Aircraft sales, manufacture, service and related administrative offices.
- E. Air freight terminal.
- G. Auto rentals.
- H. Aviation equipment and accessories sales and/or repair.
- I. Aviation storage.
- J. Executive/General aviation terminal facilities with related offices and food service uses.
- K. Federal Aviation Administration flight service facilities.
- L. Fixed base operations.
- M. Flying schools.
- N. Fly-in offices.
- O. Fueling facilities.
- P. Museums and other cultural displays relating to aviation.
- Q. Passenger terminals with accessory uses such as restaurants and gift shops.
- R. Private parking lot, subject to the issuance of a Conditional Use Permit under Chapter 29.94 of this Title.
- S. Public parking facilities.
- T. Other aviation-related uses determined to be appropriate by the Planning Commission.
- U. Non-aviation related uses consistent with the applicable regulations of the Federal Aviation Administration and determined to not be in conflict with the use of the adjacent Airport buildings as may determined by the Community Development Director and the Airport Director.

**EXHIBIT NO.** 10

**APPLICATION NO.**

LCP Amend 2-97

Property on Hollister  
Avenue between Fair-  
view Avenue and San  
Pedro Creek

**A-C, Airport Commercial, Zone:**

The following uses are expressly permitted in the A-C Zone:

- A. Auto diagnostic center.
- B. Automobile tire installation and repair conducted entirely within a building.
- C. Branch bank or savings and loan, subject to the issuance of a Conditional Use Permit under Chapter 29.94 of this Title.
- D. Commercial recreation.
- E. Indoor theater.
- F. Motorcycles and bicycles and accessories sales and repair.
- G. Photographic shop including photographic developing.
- H. Printing, lithographing, photocopying or publishing establishment.
- I. Restaurant.
- J. Other uses determined to be appropriate by the Planning Commission.

Property north of Hollister Avenue, generally between the railroad tracks and the first road north of and parallel to Hollister Avenue

**A-I-1, Airport Industrial 1, Zone:**

The following uses are expressly permitted in the A-I-1 Zone:

1. Appliance and equipment service and repair.
2. Automobile tire installation and repair performed entirely in an enclosed building.
3. Cabinet making or refinishing.
4. Electronic products manufacturing and sales.
5. Freight terminal.
6. Household hazardous waste facility, subject to issuance of a Conditional Use Permit.
7. Laboratory.
8. Manufacture, assembly, processing and distribution of products.
9. Office or retail sales incidental and accessory to any allowed use.
10. Public and quasi-public utility or maintenance facilities, including pump plant, transformer yard, switching station, service and equipment yard and similar uses.
11. Recycling business, subject to the issuance of a Conditional Use Permit.
12. Research and development establishment and related administrative operations.
13. Storage and distribution warehouse.
14. Any use allowed in the A-F Zone.
15. The following open yard uses are allowed north of Francis Botello Road only:
  - a. Automobile repair and body shop.
  - b. Brick yard.
  - c. Concrete and asphalt products storage and manufacture.
  - d. Contractor's yard.
  - e. Lumber yard, including retail sales of lumber only.
  - f. Metal products storage, manufacture and distribution.
  - g. Open storage and rental of vehicles, trailers, recreational vehicles, mobilehomes, equipment and/or materials.
  - h. Rock, sand and gravel yard.
16. The following additional uses are allowed in buildings designated as a Structure of Merit under the provisions of Chapter 22.22 of this Code or determined to be eligible for such designation:
  - a. Any use allowed in the Airport Commercial (A-C) Zone.
  - b. Any use allowed in the Commercial Recreation (C-R) Zone.
17. Other uses determined to be appropriate by the Planning Commission.

Property generally immediately north of and within 250 feet of Hollister Avenue and extending to include an existing restaurant south of Hollister Avenue

**A-I-2, Airport Industrial 2, Zone**

The following uses are expressly permitted in the A-I-2 Zone:

1. Auto diagnostic center.
2. Bookkeeping, accounting and/or tax service.
3. Branch bank, branch savings and loan office, credit union or automatic teller machine, subject to the following provisions:
  - a. No similar facility is located within three hundred feet (300') of the subject facility.
  - b. There shall be no drive-up window or automatic teller machine.
  - c. Services are limited to deposits, check cashing, cashier and travelers checks issuance, acceptance of loan applications and night deposits. Loan applications processing is excluded.
4. Convenience store not exceeding 2,500 square feet in size.
5. Copying and duplicating service.
6. Courier and small package delivery service.
7. Dry cleaning establishment.
8. Mailing service and supply.
9. Motorcycle or bicycle and related accessories sales and repair.
10. New car agency, including accessory repair conducted entirely within a building or enclosed area.
11. Office supply sales.
12. Photographic shop including photographic developing.
13. Printing, lithographing, photocopying or publishing establishment.
14. Restaurant.
15. Secretarial service.
16. Temporary employment service.
17. Used car sales.
18. Any use allowed in the A-I-1 Zone, except household hazardous waste facility, recycling business and open yard uses.
19. Any use allowed in the C-R Zone on property immediately west of Frederic Lopez Road (adjacent to the C-R Zone) when developed in conjunction with a use in the area zoned C-R, immediately east of Frederic Lopez Road, as shown in the Airport Industrial Area Specific Plan.
20. Other uses determined to be appropriate by the Planning Commission.

New Zone west of  
Frederic Lopez Road  
including existing Ci-  
nema and golf course

**C-R, Commercial Recreation, Zone**

The following uses are expressly permitted in the C-R Zone:

- A. Commercial Recreation, as defined in this Title.
- B. Game Arcade, subject to issuance of a Conditional Use Permit.
- C. Golf course or driving range and related facilities.
- D. Health Club.
- E. Miniature golf course.
- F. Outdoor vendor, in association with a commercial recreation use.
- G. Pushcart, in association with a commercial recreation use.
- H. Restaurant.
- I. Restaurant, fast food.
- J. Reverse vending machine.
- K. Skating rink.
- L. As shown in the Airport Industrial Area Specific Plan, any use allowed in the A-I-2 Zone on property immediately east of Frederic Lopez Road (adjacent to the A-I-2 Zone) when developed in conjunction with a use in the area zoned A-I-2, immediately west of Frederic Lopez Road.
- M. Other uses determined to be appropriate by the Planning Commission.

**Definition of "Commercial Recreation":** *(To be added to Definitions Chapter)*

Any use or development, either public or private, providing amusement, pleasure, sport, exercise or other resource affording relaxation or enjoyment, which is operated primarily for financial gain. Typical uses may include, but are not limited to, batting cages, cinemas, theaters, skating rinks, gymnasiums, athletic clubs, miniature golf course, bumper cars and go-cart tracks.

ORDINANCE NO. \_\_\_\_

AN ORDINANCE OF THE COUNCIL OF THE CITY  
OF SANTA BARBARA PERTAINING TO CHANGING  
AIRPORT ZONING REQUIREMENTS INCLUDED IN  
TITLE 29 OF THE SANTA BARBARA MUNICIPAL  
CODE TO BE CONSISTENT WITH THE AIRPORT  
INDUSTRIAL AREA SPECIFIC PLAN.

THE COUNCIL OF THE CITY OF SANTA BARBARA DOES ORDAIN AS  
FOLLOWS:

SECTION 1. Chapter 29.01 (*Title*) of Title 29 (*Airport Zoning*) of the Santa Barbara  
Municipal Code is hereby amended and reads as follows:

Chapter 29.01  
TITLE

Section:

29.01.001 Generally.

29.01.001 Generally.

EXHIBIT NO.	11
APPLICATION NO.	
LCP Amend 2-97	
Santa Barbara City	

1 of 49

An official Land Use Zoning Ordinance for the Santa Barbara Municipal Airport including the  
Goleta Slough is hereby adopted and established to:

- A. Sserve the public health, safety, comfort, convenience and general welfare; ~~and to~~
- B. Provide the economic and social advantages resulting from an orderly planned use of  
land resources; ~~and to~~
- C. Encourage, guide and provide a definite plan for the future growth and development  
of said Airport; ~~and to~~
- D. Provide for the protection, maintenance and, where feasible, enhancement of the  
Goleta Slough and other sensitive habitats, consistent with the intent and purpose of the Local Coastal  
Plan and California Coastal Act;

E. Provide the community with direct access to the National Air Transportation System:

F. Ensure that the Airport continues to be a vital economic contributor to the region by maintaining the Airport's economic self-sufficiency through effective use of its existing resources; and

G. Coordinate planning for the Airport and related facilities with the surrounding community.

This Chapter Title shall be known as "The Airport Zoning Ordinance". (Ord. \_\_\_\_, 1997; Ord. 4674, 1991; Ord. 4375, 1986; Ord. 3690, 1974.)

SECTION 2. Chapter 29.04 (*Definitions*) of Title 29 of the Santa Barbara Municipal Code is hereby amended and reads as follows:

#### Chapter 29.04

#### DEFINITIONS

##### Sections:

29.04.010	Generally.	29.04.150	Hangar Height.
29.04.020	<del>Agriculture. Aircraft</del>	29.04.160	<del>Instrument Runway.</del>
	<u>Operations and Approach</u>	29.04.1160	Landing Area.
	<u>Area.</u>	29.04.11570	Maintenance.
29.04.030	Airport.	29.04.120	<del>Non-instrument Runway.</del>
29.04.040	<del>Airport Clear Zones.</del>	29.04.1380	Oil.
29.04.0540	Airport Commission.	29.04.140	<del>Oil and Gas Handling</del>
29.04.0650	Airport Elevation.		<u>Facilities.</u>
29.04.0760	Airport Functions.	29.04.14590	Repair.
29.04.0870	Airport Hazard.	29.04.150200	Runway.
29.04.0980	Airport Reference Point.	29.04.210	<u>Runway Protection Zone.</u>
29.04.090	<u>Airport Zoning Commission.</u>	29.04.220	<u>Runway Safety Area.</u>
29.04.100	<u>Commercial Recreation.</u>	29.04.230	<u>Surface.</u>
29.04.092110	Development.	29.04.240	<u>Taxiway.</u>
29.04.094120	Environmentally Sensitive	29.04.250	<u>Taxiway Safety Area.</u>
	Area.	29.04.4260	Tree.
29.04.096130	Goleta Slough.	29.04.465270	Wetland.
29.04.140	Hangar.	29.04.170	<del>Airport Zoning Commission.</del>
29.04.010	Generally.		

For the purpose of this ordinance certain words and terms are defined.



Words used in the present tense include the future, except where the natural construction of the ordinance otherwise indicates; words in the singular number include the plural and words in the plural include the singular; the word "building" includes the word "structure" and the word "Council", when used herein shall mean the Council of the City of Santa Barbara. Words not defined herein but defined in the Municipal Code or the Zoning Ordinance of the City of Santa Barbara shall have the meanings set forth in said Code or Ordinance unless the context requires a different meaning. (Ord. 3690, 1974.)

**~~29.04.020~~ — Agriculture.**

~~The tilling of the soil, the raising of crops, horticulture and the harvesting, sorting, cleaning, packing and shipping of agricultural products produced on the premises preparatory to sale or shipment in their natural form including all activities or uses customarily incidental thereto, but not including a slaughter house, fertilizer works, commercial dairying, pasturage agriculture, commercial viticulture, commercial animal and poultry husbandry, retail sales, the commercial packing or processing of products not grown on the premises or plants for the reduction of animal matter or any other use which is similarly objectionable because of odor, smoke, dust, fumes, vibration or danger to life or property.~~

**29.04.020    Aircraft Operations and Approach Area.**

Areas beneath the Approach Surface of runways and areas designated for the operation of aircraft, including runways and taxiways, runway protection zones, runway and taxiway safety areas, and other areas adjacent to the runways and taxiways. (Ord. \_\_, 1997)

**29.04.030    Airport.**

~~Means~~ Santa Barbara Municipal Airport. (Ord. 3690, 1974.)

**29.04.040 ~~Airport Clear Zones.~~**

~~Areas comprising the innermost portions of the runway approach areas defined by F. A. A. regulations. The dimensions of said Clear Zones are adjusted and determined by the Federal Aviation Administration. (Ord. 3690, 1974.)~~

**29.04.040 Airport Commission.**

A board consisting of seven (7) members appointed by the Council, as provided in Section 812 of the Charter of the City of Santa Barbara. (Ord. \_\_, 1997; Ord. 3690, 1974.)

**29.04.0650 Airport Elevation.**

The established elevation of the highest point on the usable landing area. (Ord. \_\_, 1997; Ord. 3690, 1974.)

**29.04.0760 Airport Functions.**

Any area of land or water designed and set aside for the landing and taking off of aircraft, including all necessary facilities for the housing and maintenance of aircraft and related uses. (Ord. \_\_, 1997; Ord. 3690, 1974.)

**29.04.0870 Airport Hazard.**

Any structure, tree or use of land which obstructs the airspace required for, or is otherwise hazardous to, the flight of aircraft in landing or taking off at the Airport. (Ord. \_\_, 1997; Ord. 3690, 1974.)

**29.04.0980 Airport Reference Point.**

The point established as the approximate geographic center of the airport landing area, and so designated. (Ord. \_\_\_, 1997; Ord. 3690, 1974.)

**29.04.090 Airport Zoning Commission.**

The Planning Commission of the City of Santa Barbara. (Ord. \_\_\_, 1997; Ord. 3690, 1974.)

**29.04.100 Commercial Recreation.**

Any use or development, either public or private, providing amusement, pleasure, sport, exercise or other resource affording relaxation or enjoyment, which is operated primarily for financial gain. Typical uses may include, but are not limited to, batting cages, cinemas, theaters, skating rinks, gymnasiums, athletic clubs, miniature golf course, bumper cars and go-cart tracks. Ord. \_\_\_, 1997.)

**29.04.092110 Development.**

On land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous liquid, solid, or thermal waste; grading removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition or alteration of the size of any structure, including any facility of any private, public or municipal utility; and the removal or harvesting of major vegetation other than

for agricultural purposes, kelp harvesting and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg' Nejedly Forest Practice Act of 1973 (commencing with California Public Resources Code Section 4511). (see Section 28.45.009.4.I) (Ord. \_\_\_, 1997; Ord. 4674, 1991; Ord. 4375, 1986.)

**29.04.094120 Environmentally Sensitive Area.**

Areas in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. (see Section 28.04.099.4.k.) (Ord. \_\_\_, 1997; Ord. 4674, 1991; Ord. 4375, 1986.)

**29.04.096130 Goleta Slough.**

The area of wetland and adjacent upland habitats generally located between the Santa Barbara Municipal Airport, the University of California at Santa Barbara, and extending toward the fresh water outlet at Goleta Beach, including but not limited to, the area designated as recreational open space on the City of Santa Barbara's Local Coastal Plan Land Use Map. (Ord. \_\_\_, 1997; Ord. 4674, 1991; Ord. 4375, 1986.)

**29.04.140 Hangar.**

A covered and usually enclosed building designed and primarily used for the purpose of parking and/or repairing aircraft. Hangars may include offices and other uses related to aircraft usage. (Ord. \_\_\_, 1997.)

**29.04.150 Hangar Height.**

~~The intent of a hangar height definition is to allow for the security, storage and maintenance of aircraft.~~ The calculation of the height of a hangar shall be as provided in Section 28.040.120 of the Santa Barbara Municipal Code provided that those portions of a hangar utilized exclusively for the purposes of enclosing portions of an aircraft in accordance with federal regulations shall be considered an architectural element. (Ord. \_\_\_, 1997.)

**29.04.100 — Instrument Runway.**

~~A runway equipped or to be equipped with a precision electronic navigation air or land aid or other air navigation facilities suitable to permit the landing of aircraft by an instrument approach under restricted visibility conditions. (Ord. 3690, 1974.)~~

**29.04.1160 Landing Area.**

The area of the Airport used for the landing, taking off or taxiing of aircraft. (Ord. \_\_\_, 1997; Ord. 3690, 1974.)

**29.04.11570 Maintenance.**

Activities of upkeep that do not result in an addition to, or enlargement or expansion of the object of such maintenance activity. (Ord. \_\_\_, 1997; Ord. 4674, 1991; Ord. 4375, 1986.)

**29.04.120 — Non-instrument Runway.**

~~A runway other than an instrument runway. (Ord. 3690, 1974.)~~

**29.04.1380 Oil.**

Where used in this ordinance, the word "oil" shall include gas and other hydrocarbon substances. (Ord. \_\_\_, 1997; Ord. 3690, 1974.)

**~~29.04.140 Oil and Gas Handling Facilities.~~**

~~Facilities for the general purpose of separating water and gas (to include the fractionation of propane and butane, removal of impurities and measuring). (Ord. 3690, 1974.)~~

**29.04.14520 Repair.**

Activities that restore something to a previous state of efficiency, but do not result in an addition to or enlargement of the object of such repair. (Ord. \_\_\_, 1997; Ord. 4674, 1991; Ord. 4375, 1986.)

**29.04.15200 Runway.**

The paved surface of an airport landing strip. (Ord. \_\_\_, 1997; Ord. 3690, 1974.)

**29.04.210 Runway Protection Zone.**

Area defined by Federal Aviation Administration regulations beginning two hundred feet (200') from each end of the runway, the function of which is to enhance the protection of people and property on the ground by clearing the zone of incompatible objects and activities. The length and width of the Runway Protection Zone vary depending on the use of the runway. (Ord. \_\_\_, 1997.)

29.04.220      Runway Safety Area.

A compacted smooth surface adjacent to a runway which is defined by Federal Aviation Administration regulations and is prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. (Ord. \_\_, 1997.)

29.04.230      Surface.

A.      APPROACH SURFACE. A longitudinal surface defined by Federal Aviation Administration regulations as extending upward and outward from the ends of the runway.

B.      HORIZONTAL SURFACE. A horizontal plane defined by Federal Aviation Administration regulations as being one hundred-fifty feet (150') above and parallel to the airport elevation.

C.      TRANSITIONAL SURFACE. A surface defined by Federal Aviation Administration regulations as extending outward and upward at right angles to the runway centerline.

29.04.240      Taxiway.

A defined path established for the taxiing of aircraft from one part of an airport to another.  
(Ord. \_\_, 1997.)

29.04.250      Taxiway Safety Area.

A compacted smooth surface which is defined by Federal Aviation Administration regulations as an area alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing from the taxiway. (Ord. \_\_, 1997.)

~~29.04.160 — Tree.~~

~~Any object of natural growth. (Ord. 3690, 1974.)~~

**29.04.165270 Wetland.**

Lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats and fens. (see Section 28.45.099.4.2.) (Ord. \_\_, 1997; Ord. 4674, 1991; Ord. 4375, 1986.)

~~29.04.170 — Airport Zoning Commission.~~

~~The Planning Commission of the City of Santa Barbara. (Ord. 3690, 1974.)~~

SECTION 3. Section 29.10.001 (*Establishing and Naming Zones*) of Chapter 29.10 (*Zones Established*) of Title 29 of the Santa Barbara Municipal Code is hereby amended and reads as follows:

**29.10.001 Establishing and Naming Zones.**

In order to classify, regulate, restrict and segregate the uses of land, buildings and structures; to regulate and restrict the height and bulk of buildings; to regulate the area of yards and other open spaces about buildings; the territory of the Santa Barbara Municipal Airport is hereby divided into the following zone classifications:

A-A-PQ	Airport <u>Aircraft</u> Approach and <u>Primary Surface</u> <u>Operation</u> Zone
A-F	Airport Facilities Zone
A-C	Airport Commercial Zone



<u>A-I-1</u>	<u>Airport Industrial-1 Zone</u>
<u>A-I-2</u>	<u>Airport Industrial-2 Zone</u>
G-S-R	Goleta Slough Reserve Zone
<u>C-R</u>	<u>Commercial Recreation Zone</u>
P-R	Park and Recreational Zone
<u>SP-6</u>	<u>Airport Industrial Area Specific Plan Zone</u>
<u>S-D-3</u>	<u>Special District 3 - Coastal Overlay Zone</u> (Ord. ____, 1997; Ord. 4674, 1991; Ord. 4375, 1986; Ord. 3690, 1974.)

SECTION 4. Section 29.10.030 (*Uses Permitted in Zones*) of Chapter 29.10 (*Zones Established*) of Title 29 of the Santa Barbara Municipal Code is hereby amended and reads as follows:

**29.10.030 Uses Permitted in Zones.**

Except as hereinafter provided:

(A). No building or structure shall be erected, moved, altered, added to or enlarged, nor shall any land, building, structure or premises be used, designed or intended to be used for any purpose or any manner, other than is permitted in the zones in which such land, building, structure or premises are located.

(B). No building or structure shall be erected, moved, reconstructed or structurally altered to exceed in height the limit established for the zone in which such building or structure is located.

(C). No building or structure shall be erected nor shall any existing building or structure be moved, altered, enlarged or rebuilt, nor shall any open spaces surrounding any building be encroached upon or reduced in any manner except in conformity with the lot area and yard regulations established for the zone in which such building or structure is located.

D. No yard, or other open space provided about any building or structure for the purpose of complying with these regulations shall, by reason of change in ownership or otherwise, be considered as providing a yard or open space for any other building or structure. (Ord. \_\_, 1997; Ord. 3690, 1974.)

SECTION 5. Chapter 29.12 (*Airport Approach and Primary Surface Zone*) of Title 29 of the Santa Barbara Municipal Code is hereby amended and reads as follows:

#### Chapter 29.12

#### **A-A-PQ AIRPORT AIRCRAFT APPROACH AND PRIMARY SURFACE OPERATIONS ZONE**

##### Sections:

- |           |  |           |                                  |
|-----------|--|-----------|----------------------------------|
| 29.12.001 | <b><u>Airport Aircraft Approach and<br/>Primary Surface Operations<br/>Zone.</u></b> | 29.12.030 | <b>Uses Permitted.</b>           |
|           |  | 29.12.050 | <b><del>Height Limits.</del></b> |
|           |  | 29.12.090 | <b><del>Utilities.</del></b>     |
| 29.12.005 | <b>Legislative Intent.</b>   |           |                                  |
| 29.12.001 | <b><u>Airport Aircraft Approach and Primary Surface Operation Zone.</u></b>          |           |                                  |

The following regulations shall apply in the A-A-PQ Airport Aircraft Approach and Primary Surface Operation Zone unless otherwise provided in this ordinance. (Ord. \_\_, 1997; Ord. 3690, 1974.)

- 29.12.005     **Legislative Intent.**

~~It is the intent of this section to provide for suitable land uses in:~~

~~The approach zones, where construction of buildings or structures is precluded by the necessity to preserve most of the air space for low flying aircraft and where intense aircraft noises are not compatible with many land uses.~~

~~Regardless of whether or not buildings are permitted by this section, the intent is that such buildings should be entirely incidental to the open use of this land and that the adjacent open land use shall dominate the land from any visual viewpoint whatsoever.~~

It is the intent of this Section to provide for suitable land uses in the areas beneath the approach surfaces, and the areas of aircraft operations adjacent to runways and taxiways, including Runway Protection Zones, and Runway and Taxiway Safety Areas. These are areas where it is desirable to enhance safety by restricting incompatible objects and activities, where construction of buildings or structures is precluded by the necessity to preserve most of the air space for low flying aircraft, and where noise levels are not compatible with most land uses. (Ord. \_\_, 1997; Ord. 3690, 1974.)

**29.12.030 Uses Permitted.**

- ~~1. Agricultural uses involving truck or field crops not involving extensive use of animals, structures or equipment.~~
- ~~2. Airport operational facilities such as taxiways, lights and other aircraft control and guidance systems, but not including hangars, tie down areas, buildings or other actively used facilities.~~
- ~~3. Turf growing grounds.~~
- ~~4. Cutting flowers and low growing plants.~~

The following uses are expressly permitted in the A-A-O Zone:

- A. Runways and runway safety areas.
- B. Taxiways and taxiway safety areas.
- C. Lights and other aircraft control and guidance systems, but not including hangars, tie-down areas, buildings or other actively used facilities.
- D. Open space, including vegetation, is also allowed provided that it does not conflict with Federal Aviation Regulations Part 77 and Part 139 and with FAA Advisory Circulars in the 150 series, or their successors.

The above-stated uses are permitted, providing they comply with allowed uses pursuant to the FAA Advisory Circulars in the 150 series, or their successors, for Runway Protection Zones and Runway and Taxiway Safety Areas. (Ord. \_\_, 1997; Ord. 3690, 1974.)

**~~29.12.050 — Height Limits.~~**

~~No structure shall be erected, moved, altered or reconstructed, nor shall any plant or tree be allowed to grow in such a manner that the height thereof, including all superstructures and appurtenances will exceed the height limits imposed in this section. These height limits are declared necessary in order to reduce to a minimum the hazard to safe landing and take off of aircraft using the Airport. Height limits within any instrument or non-instrument Approach Zone shall be determined by the classification of the runway, and shall be related to the glide path ratio of planes landing or taking off from the runway to which the approach area is appurtenant. The classification of each Approach Zone shall be indicated on the Zoning Map. Height limits are as follows:~~

~~(1) — The elevation above the end of the runway of the highest point of any structure or improvement within an Instrument Approach Zone shall not be greater than one foot (1') for each fifty feet (50') of distance between said structure or improvement and the nearest end of the runway to which the Instrument Approach Zone is appurtenant.~~

~~(2) — The elevation above the end of the runway of the highest point of any structure or improvement within a Non-instrument Approach Zone shall not be greater than one foot (1') for each 40 feet (40') of distance between said structure or improvement and the nearest end of the runway to which the Non-instrument Approach Zone is appurtenant. (Ord. 3690, 1974.)~~

**~~29.12.090 — Utilities.~~**

~~1. — All utility, transmission and communication lines, wires, cables, pipes and conduits, together with all related equipment, shall be installed underground or within a building unless outside exposure is necessary to the proper functioning of such equipment. (e.g., telephone lines and gas me-~~

~~ters must be inside a building or underground, whereas television antennae and fireplugs may be outside.)~~

~~All nonconforming facilities covered by this section shall be eliminated within five (5) years from the date of enactment of this ordinance.~~

~~2. T.V. Receiving Antennae: No television receiving antennae shall be allowed except those designed and available to serve a group of users by cooperative agreement, subscription or other reasonable and practical means. (Ord. 3690, 1974.)~~

SECTION 6. Chapter 29.15 (*A-F Airport Facilities Zone*) of Title 29 of the Santa Barbara Municipal Code is hereby amended and reads as follows:

#### Chapter 29.15

#### **A-F AIRPORT FACILITIES ZONE**

##### Sections:

29.15.001	Airport Facilities Zone.	<del>29.15.065</del>	<del>Interior Yards.</del>
29.15.005	Legislative Intent.	<del>29.15.090</del>	<del>Utilities.</del>
29.15.030	Uses Permitted.	29.15.100	Off-street Parking.
29.15.050	Building Heights.	29.15.131	Development Potential.
29.15.060	Front Yard.		

29.15.001     Airport Facilities Zone.

The following regulations shall apply in the Airport Facilities Zone (A-F) unless otherwise provided in this ordinance. (Ord. 3690, 1974.)

29.15.005     Legislative Intent.

It is the intent of this zone classification to establish an area in the immediate vicinity of the flight facilities at the Airport for aircraft and airport related uses and activities and to exclude from

this area activities that do not use the flight facilities as an integral and necessary part of their function. (Ord. 3690, 1974.)

**29.15.030 Uses Permitted.**

~~Airport facilities and related uses as follows:~~

- ~~1. Aircraft sales, manufacture, and service.~~
- ~~2. Airport administration.~~
- ~~3. Passenger terminals with accessory uses such as restaurants and gift shops.~~
- ~~4. Air freight terminal.~~
- ~~5. Aircraft chartering and leasing.~~
- ~~6. Flying schools.~~
- ~~7. Fueling facilities.~~
- ~~8. Fixed base operations.~~
- ~~9. Executive/General Aviation terminal facilities with related offices and food service uses.~~
- ~~10. Fire and crash station.~~
- ~~11. Air tel (motels) and accessory uses such as restaurants and gift shops.~~
- ~~12. Public parking facilities.~~
- ~~13. F.A.A. flight service facilities.~~
- ~~14. Auto rentals.~~
- ~~15. Fly in office.~~

The following uses are expressly permitted in the A-F Zone:

- A. Aircraft chartering and leasing.
- B. Aircraft parking, tie-down and aircraft hangars and shelters.
- C. Aircraft rescue and firefighting station.
- D. Aircraft sales, manufacture, service and related administrative offices.
- E. Air freight terminal.

- F. Auto rentals.
- G. Aviation equipment and accessories sales and/or repair.
- H. Aviation storage.
- I. Executive/General aviation terminal facilities with related offices and food service uses.
- J. Federal Aviation Administration flight service facilities.
- K. Fixed base operations.
- L. Flying schools.
- M. Fly-in offices.
- N. Fueling facilities.
- O. Museums and other cultural displays relating to aviation.
- Q. Passenger terminals with accessory uses such as restaurants and gift shops.
- R. Private parking lot, subject to the issuance of a Conditional Use Permit under Chapter 29.92 of this Title.
- S. Public parking facilities.
- T. Other aviation-related uses determined to be appropriate by the Planning Commission.
- V. Non-aviation related uses consistent with the applicable regulations of the Federal Aviation Administration and determined to not be in conflict with the use of the adjacent Airport buildings as may determined by the Community Development Director and the Airport Director. (Ord. \_\_\_, Ord. 3965, 1978; Ord. 3690, 1974.)

**29.15.050 Building Heights.**

~~No building or structure shall contain more than three (3) stories nor exceed a height of forty-five feet (45').~~ Building height shall be established as defined in Section 29.87.050 of this Title. (Ord. \_\_\_, 1997; Ord. 3690, 1974.)

**29.15.060 Front Yard.**

~~There shall be a front yard of not less than twenty five feet (25'), except that a fifty foot (50') setback shall be required from the Hollister Avenue and Los Carneros rights of way. The front yard shall be established as defined in Section 29.87.055 of this Title. (Ord. \_\_\_, 1997; Ord. 3690, 1974.)~~

~~**29.15.065 Interior Yards.**~~

~~There shall be interior yards of not less than fifteen feet (15'). (Ord. 3690, 1974.)~~

~~**29.15.090 Utilities.**~~

~~Same as A-C Zone. (Ord. 3690, 1974.)~~

**29.15.100 Off-street Parking.**

Off-street parking and loading space shall be provided as set forth in Chapter 29.90 of this ordinance. (Ord. 3690, 1974.)

~~**29.15.105 Goleta Slough.**~~

~~This section is repealed. (Ord. 4674, 1991; Ord. 3690, 1974.)~~

**29.15.131 Development Potential.**

Notwithstanding any provision of law to the contrary, no application for a land use permit for a nonresidential construction project will be accepted or approved on or after December 6, 1989 un-



less the project complies with the provisions outlined in General Provisions, Development Plan Approval, Section 28.87.300. (Ord. 4670, 1991.)

SECTION 7. Chapter 29.18 (*A-C Airport Commercial Zone*) of Title 29 of the Santa Barbara Municipal Code is hereby amended and reads as follows:

### Chapter 29.18

#### A-C AIRPORT COMMERCIAL ZONE

##### Sections:

29.18.001	Airport Commercial Zone.	29.18.060	Front and Interior Yards.
29.18.005	Legislative Intent.	<del>29.18.090</del>	<del>Utilities.</del>
29.18.030	Uses Permitted.	29.18.100	Off-street Parking.
29.18.040	Performance Standards.	29.18.131	Development Potential.
29.18.050	Building Height.		

29.18.001     Airport Commercial Zone.

The following regulations shall apply in the A-C Zone unless otherwise provided in this ordinance. (Ord. 3690, 1974.)

29.18.005     Legislative Intent.

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

~~The allowed uses other than those specifically permitted are, therefore, prescribed by a series of restrictive performance and development standards of a use in addition to those listed and not specifically excluded, can develop and operate within all of these standards, it is presumed that it will be~~

~~a good neighbor to the other uses in the zone, regardless of the nature of any particular item or product which the use may produce. (Ord. \_\_\_, 1997; Ord. 3690, 1974.)~~

### 29.18.030 Uses Permitted.

~~Any of the following uses:~~

- ~~1. Commercial recreation.~~
- ~~2. Bank, saving and loan.~~
- ~~3. Indoor and outdoor theater.~~
- ~~4. Hotel and motel.~~
- ~~5. Restaurant.~~
- ~~6. Novelty or gift shop and personal services as accessory uses to hotels, motels and restaurants.~~
- ~~7. Sales of boats and boat trailers, and service and repair of boats and trailers as an accessory use.~~
- ~~8. New car agency, including accessory repair conducted entirely within a building.~~
- ~~9. Used car sales.~~
- ~~10. Auto diagnostic center.~~
- ~~11. Motorcycle and bicycle sales and accessory repair.~~
- ~~12. Auto service station.~~
- ~~13. Car wash.~~
- ~~14. Recreational vehicle and mobile home sales.~~
- ~~15. Any A F Zone uses.~~
- ~~16. Any use, provided that it conforms to all of the performance and development standards and other restrictions contained in Section 29.18.040, except that the following uses shall not be allowed regardless of whether they can conform to the standards herein or not:~~
  - ~~a. Any residential use.~~
  - ~~b. Retail sales other than those specifically allowed above.~~

The following uses are expressly permitted in the A-C Zone:

- A. Auto diagnostic center.
- B. Automobile tire installation and repair conducted entirely within a building.
- C. Branch bank or savings and loan, subject to the issuance of a Conditional Use Permit under Chapter 29.92 of this Title.
- D. Commercial recreation.
- E. Indoor theater.
- F. Motorcycles and bicycles and accessories sales and repair.
- G. Photographic shop including photographic developing.
- H. Printing, lithographing, photocopying or publishing establishment.
- I. Restaurant.
- J. Other uses determined to be appropriate by the Planning Commission. (Ord. \_\_\_\_, 1997: Ord. 4269, 1984; Ord. 3690, 1974.)

**29.18.040 Performance Standards.**

~~A. — FIRE AND EXPLOSION HAZARDS. The Fire Marshal shall specify equipment to be installed and the maintenance thereof for adequate fire suppression.~~

~~B. — INCINERATION. There shall be no incineration on the premises.~~

~~C. — RADIATION. All devices emitting radio frequency energy shall be operated in such a manner as to cause no interference with any activity carried on beyond the boundary or leasehold lines of the premises of such establishment, including but not limited to radio and television interference. Radio frequency energy is electromagnetic energy at any frequency in the radio spectrum between ten (10) kilocycles and three (3) million megacycles.~~

~~D. NOISE. The maximum sound pressure level emitted from any use, machinery, equipment or facility of such establishment when measured at the boundary or leasehold line of the premises on which the sound is generated, shall not exceed the values shown in the following table:~~

<del>Octave Band Range in</del> <del>Cycles per Second</del>	<del>Sound Pressure Level in</del> <del>Decibels 0.0002 dyne/cm<sup>2</sup></del>
<del>Below 75</del>	<del>72</del>
<del>75 150</del>	<del>67</del>
<del>151 300</del>	<del>59</del>
<del>301 600</del>	<del>52</del>
<del>601 1200</del>	<del>46</del>
<del>1201 2400</del>	<del>40</del>
<del>2401 4800</del>	<del>34</del>
<del>Above 4800</del>	<del>32</del>

~~If the noise is of an impulsive character, such as hammering, or a periodic character, such as humming or screeching, the above allowable levels shall be reduced by five (5) decibels.~~

~~The sound pressure level may be determined and measured with a sound level meter and associated octave band analyzer according to standards prescribed by the American Standards Association as set forth in a pamphlet entitled "American Standards Sound Level Meters and Measurement of Noise and Other Sounds No. Z24.3", and in a pamphlet published by the said American Standards Association entitled "American Standard Specification for an Octave Band Filter Set for the Analysis of Noise and Other Sounds No. Z24.10". Reference to said pamphlets and their contents is hereby made as though the same were fully restated in this ordinance, and the City Clerk is hereby directed to obtain copies thereof and maintain the same in the Office of the City Clerk.~~

EA. VIBRATION. No equipment, machinery or facility in such establishment shall be operated so as to produce or generate vibration which is perceptible without the aid of instruments, to a person of ordinary, normal sensibilities, at or beyond the boundary or leasehold line of the premises.

**FB. ODOR.** No establishment shall be operated in a manner resulting in the emission of odors to an extent or degree permitting such odor to be detectable at or beyond the boundary or leasehold line of the premises.

~~**G. EMISSION OF DUST, HEAT AND GLARE.** No such establishment shall be operated in such a manner resulting in the emission of dust or other substances susceptible of being transmitted through the air, or heat or glare to an extent or degree permitting such emission or emissions to extend beyond the boundary or leasehold line of the premises.~~

~~**H. SMOKE.** There shall be no smoke generated by or resulting from any use in the Airport Commercial Zone.~~

**IC. ACCESSORY OUTDOOR STORAGE.** There shall be no outdoor storage permitted, whether permanent or temporary. For the purpose of this Section, a storage tank, bin or other container placed outside shall be construed as constituting outside storage of the contents of such container. Trash containers may be stored outside if screened from public view.

~~**J. CONSTRUCTION AND MAINTENANCE OF SITE AND BUILDINGS.** Following approval of the required plot plan and landscaping plan, the lessee of such site shall construct said buildings and install such landscaping in accordance with said plans and without material or substantial deviation therefrom, and said buildings and landscaping shall be thereafter maintained in a clean and orderly condition in order that said premises or establishment, or any part thereof, shall not become offensive or obnoxious to persons occupying properties in sight or view thereof, or traveling on the adjacent streets. (Ord. \_\_, 1997; Ord. 3690, 1974.)~~

**29.18.050 Building Height.**

~~No building or structure shall contain more than three (3) stories nor exceed a height of forty five feet (45').~~ Building height shall be established as defined in Section 29.87.050 of this Title. (Ord. \_\_\_, 1997; Ord. 3690, 1974.)

**29.18.060 Front and Interior Yards.**

~~Same as A-F Zone.~~ The Front Yard shall be established as defined in Section 29.87.055 of this Title. (Ord. \_\_\_, 1997; Ord. 3690, 1974.)

**~~29.18.090 Utilities.~~**

~~All utility, transmission and communication lines, wires, cables, pipes and conduits, together with all related equipment, shall be installed underground or within a building unless outside exposure is necessary to the proper functioning of such equipment. (e.g., telephone lines and gas meters must be inside a building or underground, whereas television antennae and fireplugs may be outside.)~~

~~All nonconforming facilities covered by this section shall be eliminated within five (5) years from date of enactment of this ordinance. (Ord. 3690, 1974.)~~

**29.18.100 Off-street Parking.**

Off-street parking and loading space shall be provided as set forth in Chapter 29.90. (Ord. 3690, 1974.)

**29.18.131 Development Potential.**

Notwithstanding any provision of law to the contrary, no application for a land use permit for a nonresidential construction project will be accepted or approved on or after December 6, 1989 unless the project complies with the provisions outlined in General Provisions, Development Plan Approval, Section 28.87.300. (Ord. 4670, 1991.)

SECTION 8. Chapter 29.21 (*Airport Industrial Zone*) of Title 29 of the Santa Barbara Municipal Code is hereby amended and reads as follows:

**Chapter 29.21**

**A-I-1 AND A-I-2 AIRPORT INDUSTRIAL ZONES**

**Sections:**

<b>29.21.001</b>	<b><u>Airport Industrial Zone In General.</u></b>	<b>29.21.050</b>	<b>Building Height.</b>
<b>29.21.005</b>	<b>Legislative Intent.</b>	<b>29.21.060</b>	<b>Front and Interior Yards.</b>
<b>29.21.030</b>	<b>Uses Permitted.</b>	<b><del>29.21.090</del></b>	<b><del>Utilities.</del></b>
<b>29.21.040</b>	<b>Performance Standards.</b>	<b>29.21.100</b>	<b>Off-street Parking.</b>
		<b>29.21.131</b>	<b>Development Potential.</b>

**29.21.001 Airport Industrial Zone In General.**

The following regulations shall apply in the A-I-1 and A-I-2 Airport Industrial Zones unless otherwise provided in this ordinance. (Ord. \_\_, 1997; Ord. 3690, 1974.)

**29.21.005 Legislative Intent.**

~~It is the intent of this zone classification to provide areas for service industrial uses, particularly those which generate a low volume of traffic in relation to land area used. The portions of the Airport property placed in this zone classification take access from, but do not front directly on Hollister Avenue. It is desirable that the uses in this area contribute as little traffic to Hollister as possible be-~~

~~cause of the very heavy traffic load already borne by this major arterial, particularly during the rush hours. Uses which would be inappropriate if located close to Hollister Avenue and within the immediate public view, because of their unattractive visual qualities, could be placed in an acceptable manner in the area which is zoned A-I. It would still be necessary, however, to assure that adverse impacts of these service industrial uses on adjacent uses in more restrictive zone districts is minimized.~~

It is the intent of the Airport Industrial Zones to provide area for light industrial and manufacturing uses, such as research and development, electronic products manufacture and similar uses, subject to performance and development standards, consistent with the policies contained in the Airport Industrial Area Specific Plan, also known as Specific Plan #6. Specific Plan #6 provides for a graduated change in intensity with more intense development closer to Hollister Avenue in the A-I-2 Zone, including commercial services, such as branch bank, printing and photographic shop, convenience store, secretarial service and restaurant, and light industrial uses. Intensity decreases in the A-I-1 Zone toward the railroad tracks where open yard uses, such as outdoor storage, and contractor's, lumber, sand and brick yards, are allowed. The A-I-1 and A-I-2 Zones define where different intensities of use are allowed in accordance with the Specific Plan. Establishment of commercial services to serve employees of businesses within the Airport Specific Plan area will help reduce traffic. The City of Santa Barbara believes that it is important to minimize direct conflicts between the Airport and Goleta commercial areas; therefore, general commercial retail uses are not allowed because these uses are available in Old Town Goleta and other nearby areas. (Ord. \_\_\_, 1997; Ord. 3690, 1974.)

**29.21.030 Uses Permitted.**

Any of the following uses, provided that such operations are not obnoxious or offensive by reason of emission or odor, dust, gas, fumes, smoke, liquids, wastes, noise, vibrations, disturbances or other similar causes which may impose hazard to life or property. Whether such obnoxious or offensive qualities exist or are likely to result from a particular operation or use shall be determined from the



point of view of all immediately adjoining land and uses and considering the performance and development standards to which they are subject.

~~Any use permitted in the A-C, Airport Commercial Zone, and subject to the restrictions and limitations contained therein:~~

- ~~1. Open storage of vehicles, trailers, recreational vehicles, mobilehomes, equipment, materials.~~
- ~~2. Storage warehouse.~~
- ~~3. Freight terminal.~~
- ~~4. Concrete products storage and manufacture.~~
- ~~5. Lumber yard, including retail sales of lumber only.~~
- ~~6. Iron products storage and manufacture.~~
- ~~7. Contractor's yard.~~
- ~~8. Office incidental and accessory to any allowed use.~~
- ~~9. Golf course, including pro shop.~~
- ~~10. Public utility facilities, including pump plant, transformer yard, switching station, service and equipment yard and similar uses.~~
- ~~11. Rock, sand and gravel yard.~~
- ~~12. Asphalt batching plant.~~
- ~~13. Brick yard.~~
- ~~14. Manufacture and processing of products, provided no more than seventeen (17) persons per acre of site area are employed in all aspects of such operation.~~
- ~~15. Retail sales incidental to an allowed use.~~

A. In the A-I-1 Zone:

The following uses are expressly permitted in the A-I-1 Zone:

1. Appliance and equipment service and repair.
2. Automobile tire installation and repair performed entirely in an enclosed building.
3. Cabinet making or refinishing.

4. Electronic products manufacturing and sales.
5. Freight terminal.
6. Household hazardous waste facility, subject to issuance of a Conditional Use Permit.
7. Laboratory.
8. Manufacture, assembly, processing and distribution of products.
9. Office or retail sales incidental and accessory to any allowed use.
10. Public and quasi-public utility or maintenance facilities, including pump plant, transformer yard, switching station, service and equipment yard and similar uses.
11. Recycling business, subject to the issuance of a Conditional Use Permit.
12. Research and development establishment and related administrative operations.
13. Storage and distribution warehouse.
14. Any use allowed in the A-F Zone.
15. The following open yard uses are allowed north of Francis Botello Road only:
  - a. Automobile repair and body shop.
  - b. Brick yard.
  - c. Concrete and asphalt products storage and manufacture.
  - d. Contractor's yard.
  - e. Lumber yard, including retail sales of lumber only.
  - f. Metal products storage, manufacture and distribution.
  - g. Open storage and rental of vehicles, trailers, recreational vehicles, mobilehomes, equipment and/or materials.
  - h. Rock, sand and gravel yard.
16. The following additional uses are allowed in buildings designated as a Structure of Merit under the provisions of Chapter 22.22 of this Code or determined to be eligible for such designation:
  - a. Any use allowed in the Airport Commercial (A-C) Zone.
  - b. Any use allowed in the Commercial Recreation (C-R) Zone.
17. Other uses determined to be appropriate by the Planning Commission.

B. In the A-I-2 Zone:

The following uses are expressly permitted in the A-I-2 Zone:

1. Any use allowed in the A-I-1 Zone, except household hazardous waste facility, recycling business and open yard uses.

2. Auto diagnostic center.

3. Bookkeeping, accounting and/or tax service.

4. Branch bank, branch savings and loan office, credit union or automatic teller machine, subject to the following provisions:

a. No similar facility is located within three hundred feet (300') of the subject facility.

b. There shall be no drive-up window or drive-up automatic teller machine.

c. Services are limited to deposits, check cashing, cashier and travelers checks issuance, acceptance of loan applications and night deposits. Loan applications processing is excluded.

5. Convenience store not exceeding 2,500 square feet in size.

6. Copying and duplicating service.

7. Courier and small package delivery service.

8. Dry cleaning establishment.

9. Mailing service and supply.

10. Motorcycle or bicycle and related accessories sales and repair.

11. New car agency, including accessory repair conducted entirely within a building or enclosed area.

12. Office supply sales.

13. Photographic shop including photographic developing.

14. Printing, lithographing, photocopying or publishing establishment.

15. Restaurant.

16. Secretarial service.

17. Temporary employment service.

18. Used car sales.

19. Any use allowed in the C-R Zone on property immediately west of Frederic Lopez Road (adjacent to the C-R Zone) when developed in conjunction with a use in the area zoned C-R, immediately east of Frederic Lopez Road, as shown in the Airport Industrial Area Specific Plan.

20. Other uses determined to be appropriate by the Planning Commission. (Ord. \_\_\_, 1997; Ord. 4269, 1984; Ord. 3690, 1974.)

**29.21.040 Performance Standards.**

A. VIBRATION. No equipment, machinery or facility in such establishment shall be operated so as to produce or generate vibration which is perceptible without the aid of instruments, to a person of ordinary, normal sensibilities, at or beyond the boundary or leasehold line of the premises.

B. ODOR. No establishment shall be operated in a manner resulting in the emission of odors to an extent or degree permitting such odor to be detectable at or beyond the boundary or leasehold line of the premises.

C. ACCESSORY OUTDOOR STORAGE. There shall be no outdoor storage permitted, whether permanent or temporary, in the A-I-2 Zone. For the purpose of this Section, a storage tank, bin or other container placed outside shall be construed as constituting outside storage of the contents of such container. Trash containers may be stored outside if screened from public view. (Ord. \_\_\_, 1997.)

**29.21.050 Building Height.**

No building or structure shall contain more than three (3) stories nor exceed a height of forty five feet (45'). Building height shall be established as defined in Section 29.87.050 of this Title. (Ord. \_\_\_, 1997; Ord. 3690, 1974.)

**29.21.060 Front and Interior Yards.**

~~Same as A-F Zone.~~ The front yard shall be established as defined in Section 29.87.055 of this Title. (Ord. \_\_\_, 1997; Ord. 3690, 1974.)

**~~29.21.090 Utilities.~~**

~~All utility, transmission and communication lines, wires, cables, pipes and conduits, together with all related equipment, shall be installed underground or within a building unless outside exposure is necessary to the proper functioning of such equipment (e.g., telephone lines and gas meters must be inside a building or underground, whereas television antennae and fireplugs may be outside.).~~

~~All nonconforming facilities covered by this section shall be eliminated within five (5) years from date of enactment of this ordinance. (Ord. 3690, 1974.)~~

**29.21.100 Off-street Parking.**

Off-street parking and loading space shall be provided as set forth in Chapter 29.90 of this ordinance. (Ord. 3690, 1974.)

**29.21.131 Development Potential.**

Notwithstanding any provision of law to the contrary, no application for a land use permit for a nonresidential construction project will be accepted or approved on or after December 6, 1989, unless the project complies with the provisions outlined in General Provisions, Development Plan Approval, Section 28.87.300. (Ord. 4670, 1991.)

SECTION 9. Chapter 29.23 (*Commercial Recreation Zone*) is hereby added to Title 29 of the Santa Barbara Municipal Code and reads as follows:

Chapter 29.23

C-R COMMERCIAL RECREATION ZONE

Sections:

<u>29.23.001</u>	<u>In General.</u>	<u>29.23.060</u>	<u>Front Yard.</u>
<u>29.23.005</u>	<u>Legislative Intent.</u>	<u>29.23.100</u>	<u>Off-street Parking.</u>
<u>29.23.030</u>	<u>Uses Permitted.</u>	<u>29.23.131</u>	<u>Development Potential.</u>
<u>29.23.050</u>	<u>Building Height.</u>		
<u>29.23.001</u>	<u>In General.</u>		

The following regulations shall apply in the C-R Commercial Recreation Zone unless otherwise provided in this ordinance. (Ord. \_\_, 1997.)

29.23.005     Legislative Intent.

It is the intent of this zone classification to provide areas for any use or development, either public or private, providing pleasure, sport, amusement, exercise or other resources affording relaxation or enjoyment, which is operated primarily for financial gain. Because much of the are in the C-R Zone is in the floodway, many of the uses allowed are uses that would be compatible with allowed development in the floodway. These include golf, miniature golf and other uses which involve minimal changes to the floodway. (Ord. \_\_, 1997.)

29.23.030     Uses Permitted.

The following uses are expressly permitted in the C-R Zone:

- A. Commercial Recreation, as defined in this Title.
- B. Game Arcade, subject to issuance of a Conditional Use Permit as outlined in Chapter 29.92.
- C. Golf course or driving range and related facilities.

D. Health club.

E. Miniature golf course.

F. Outdoor vendor, in association with a commercial recreation use.

G. Pushcart, in association with a commercial recreation use.

H. Restaurant.

I. Restaurant, fast food.

J. Reverse vending machine.

K. Skating rink.

L. As shown in the Airport Industrial Area Specific Plan, any use allowed in the A-I-2 Zone on property immediately east of Frederic Lopez Road (adjacent to the A-I-2 Zone) when developed in conjunction with a use in the area zoned A-I-2, immediately west of Frederic Lopez Road.

M. Other uses determined to be appropriate by the Planning Commission. (Ord. \_\_ 1997.)

**29.23.050 Building Height.**

Building height shall be established as defined in Section 29.87.050 of this Title. (Ord. \_\_, 1997.)

**29.23.060 Front Yard.**

The Front Yard shall be established as defined in Section 29.87.055 of this Title. (Ord. \_\_, 1997.)

**29.23.100 Off-street Parking.**

Off-street parking and loading space shall be provided as set forth in Chapter 29.90 of this ordinance. (Ord. \_\_, 1997.)

**29.23.131 Development Potential.**

Notwithstanding any provision of law to the contrary, no application for a land use permit for a nonresidential construction project will be accepted or approved on or after December 6, 1989, unless the project complies with the provisions outlined in General Provisions, Development Plan Approval, Section 28.87.300, (Ord. \_\_\_, 1997.)

SECTION 10. Section 29.25.020 (*Requirements and Procedures for the G-S-R Zone*) of Title 29 of the Santa Barbara Municipal Code is hereby amended and reads as follows:

**29.25.020 Requirements and Procedures.**

A. **COASTAL DEVELOPMENT PERMIT REQUIRED.** In addition to any other permits or approvals required by the City, a Goleta Slough Coastal Development Permit shall be required prior to commencement of any development within the Goleta Slough Reserve Zone, unless specifically ~~empted~~ excluded. A Coastal Development Permit under the provisions of Section 28.45.009.6, shall not be required if the proposed project is only in the G-S-R and S-D-3 Zones; however, a Goleta Slough Reserve Coastal Development Permit shall be required, unless specifically excluded. If a development is in another zone in addition to the G-S-R and S-D-3 zones, both a Coastal Development Permit under this Chapter and under Section 28.45.009.6 shall be required, unless specifically excluded. ~~from the requirement to have a Goleta Slough Coastal Development Permit.~~ If a development is excluded from a Goleta Slough Coastal Development Permit, as stated in Section 29.25.040 of this Chapter, it shall also be excluded from a Coastal Development Permit under Section 28.45.009.6 of the Municipal Code.

B. **PERMIT PROCESS.** The regulations set forth in Section 28.45.009.6 of the Municipal Code, except as they pertain to the application for a separate Coastal Development permit, shall apply to the processing of a Goleta Slough Coastal Development Permit application.



**C. SUBMITTAL REQUIREMENTS.** In addition to the information required to be submitted with an application for a Coastal Development Permit, or any other application requirements of the Community Development Department, the following information must be submitted with an application for a Goleta Slough Coastal Development Permit:

1. **Development Plan:** A development plan, clearly and legibly drawn, the scale of which shall be large enough to show clearly all details thereof and shall contain the following information:

- (a) Contour lines of existing grade with a minimum of two (2) foot intervals;
- (b) Dimensions of proposed development and location of proposed use with scale, date and north arrow;
- (c) Finished grade contours after completion of development or use clearly showing the location of all proposed grading, cut and fill;
- (d) The location of proposed access to the development site during construction and after the project is completed;
- (e) The location for the stockpiling of any dredged materials or storage of supplies and equipment during or after construction; and
- (f) Habitat mapping and impact assessment by a qualified wetland biologist identifying all upland and wetland habitat locations within at least 100 feet from any development, access way, storage site or disturbed area and discussion of any impacts to the wetland or the 100 foot buffer along the periphery of the wetland.

2. Written description of the project including the purpose of the project and an anticipated schedule for construction and completion.

3. Elevations of the proposed structure from all sides.

4. Written comment on the proposed use or development from the State of California Department of Fish and Game. Review by the Department of Fish and Game shall be coordinated through the City of Santa Barbara Community Development Department Staff.

5. Other information reasonably required by the Community Development Department.

D. NOTICING. Refer to Section 28.45.009 for noticing requirements. (Ord. \_\_\_, 1997; Ord. 4674, 1991; Ord. 4375, 1986.)

SECTION 11. Chapter 29.30 (SP-6 Zone) is hereby added to Title 29 of the Santa Barbara Municipal Code and reads as follows:

Chapter 29.30

AIRPORT INDUSTRIAL AREA SPECIFIC PLAN (SP-6) ZONE

<u>29.30.005</u>	<u>Legislative Intent.</u>	<u>29.30.090</u>	<u>Other Regulations</u>
<u>29.30.030</u>	<u>Uses Permitted.</u>		

29.30.005     Legislative Intent.

It is the purpose of the Airport Industrial Area Specific Plan (SP-6) Zone to establish the boundaries of a Specific Plan area on the northern portion of the Santa Barbara Municipal Airport property. The boundaries are included in the Specific Plan, which is a separate document and is incorporated herein by reference. This Specific Plan sets out development policies and actions for this area. (Ord. \_\_\_, 1997.)

29.30.030.     Uses Permitted.

The uses permitted in the SP-6 Zone are outlined in the various zones established at the Airport. (Ord. \_\_\_, 1997.)

29.30.090.     Other Regulations.

A. The portion of the Specific Plan that is located north of Hollister Avenue shall be effective upon adoption of the Airport Industrial Area Specific Plan and the establishment of the SP-6 Zone. The portion of the Specific Plan that is located south of Hollister Avenue and, therefore, in the Coastal Zone, shall be effective upon certification by the California Coastal Commission.

B. For vacant parcels at the Santa Barbara Municipal Airport, development allowed on such vacant parcels under the provisions of Section 28.87.300 of this Code may be relocated to other City-owned parcels at the Airport if it can be found that the vacant parcel from which the potential square footage is being relocated shall be used for: 1) parking; 2) required open space; 3) Airport operations such as those allowed in the A-A-O Zone described in Chapter 29.12; 4) open space; or 5) wetland protection or mitigation in the G-S-R Zone described in Chapter 29.25 of this Code or other similar non-habitable uses. Otherwise, vacant land square footage is subject to all other provisions of §28.87.300 of Title 28 of this Code.

C. Small additions allowed at the Airport under Section 28.87.300 may be relocated to other City-owned parcels at the Airport even though such relocation may result in more than one small addition on a given parcel. Otherwise, small additions are subject to all other provisions of §28.87.300 of Title 28 of this Code. (Ord. \_\_\_, 1997.)

SECTION 12. Section 29.87.010 (*Construction and Maintenance of Site and Buildings*) is hereby added to Chapter 29.87 (*General Provisions*) of Title 29 of the Santa Barbara Municipal Code and reads as follows:

**29.87.010 Construction and Maintenance of Site and Buildings.**

Following approval of the required plot plan and landscaping plan, the lessee of such site shall construct said buildings and install such landscaping in accordance with said plans and without material or substantial deviation therefrom. In addition, said buildings and landscaping shall be thereafter maintained in a clean and orderly condition in order that said leasehold or establishment, or any part thereof, shall not become offensive or obnoxious to persons occupying properties in sight or view thereof, or traveling on the adjacent streets. (Ord. \_\_\_, 1997.)

SECTION 13. Section 29.87.035 (*Nonconforming Buildings and Uses*) of Chapter 29.87 (*General Provisions*) of Title 29 of the Santa Barbara Municipal Code is hereby amended to read as follows:

**29.87.035 Nonconforming Buildings and Uses.**

The following regulations shall apply to all nonconforming buildings and structures or parts thereof and uses legally existing at the effective date of this ordinance:

A. Any such nonconforming building or structure may be continued and maintained provided there is no physical change other than necessary maintenance and repair in such building or structure, except as permitted in other sections of this ordinance Chapter.

B. Any such nonconforming use of a conforming building may be maintained and continued provided there is no increase or enlargement of the area, space or volume occupied or devoted to such nonconforming use, except as otherwise provided in this ordinance Chapter.

C. Any part of a building, structure or land occupied by such a nonconforming use which is changed to or replaced by a use conforming to the provisions of this ordinance Chapter shall not thereafter be used or occupied by a nonconforming use.

D. Any part of a building, structure or land occupied by such a nonconforming use, which use is abandoned, shall not again be used or occupied for a nonconforming use. Any part of a building structure or land occupied by such a nonconforming use, which use is discontinued or ceases for a period of one (1) year or more, shall not again be used or occupied for a nonconforming use.

E. If no structural alterations are made, a nonconforming use of a building may be changed to another nonconforming use of the same or a more restrictive classification.

~~F. Every non-conforming use of land in the Goleta Slough Reserve Zone (where no main building is involved) existing at the time the ordinance originally establishing the Goleta Slough Reserve Zone becomes effective shall be discontinued within five (5) years from the effective date of this ordinance, except for existing Airport operational, control, or safety related uses, or existing utility facilities which may continue to exist and be maintained in accordance with Subsection 29.25.040.A. Every other nonconforming use of land (where no main building is involved) existing at the time the ordi-~~

~~nance initially adopting this Section became effective shall be discontinued within five (5) years from the effective date of that ordinance.~~

**GE.** The foregoing provisions of this ~~s~~Section shall also apply to building, structures, land or uses which hereafter become nonconforming due to any reclassifications of zones under this ~~ordinance~~ Title or any subsequent change in the regulations of this ~~ordinance~~ Title; provided, however, that where a period of years is specified in this ~~s~~Section for the removal of nonconforming uses, said period shall be computed from the date of such reclassification or change.

**HG.** The provisions of this ~~e~~Chapter concerning the physical change, abandonment, structural alteration, removal, discontinuance, reconstruction, repairing or rebuilding of nonconforming buildings, structures and uses shall not apply to public utility buildings, structures and uses. Nothing in this ~~e~~Chapter shall be construed or applied so as to prevent the expansion, modernization or replacement of public utility buildings, structures, equipment and facilities where there is no change of use or increase in area of the property so used.

**I.** Nothing in the above provisions shall be construed to prohibit any additions or alterations to a nonconforming structure as may be reasonably necessary to comply with any lawful order of any public authority made in the interest of the public health, welfare, safety or morals.

**J.** Nonconforming uses resulting from amendments. The provisions of this ~~ordinance~~ Chapter shall apply to uses which become nonconforming by reason of any amendment to this ~~ordinance~~ Title, as of the effective date of such amendment. (Ord. \_\_\_\_, 1997; Ord. 4674, 1991; Ord. 4375, 1986; Ord. 3690, 1974.)

**SECTION 14.** Section 29.87.050 (*Reduction of Building Height Limits*) of Chapter 29.87 (*General Provisions*) of Title 29 of the Santa Barbara Municipal Code is hereby amended to read as follows:

**29.87.050     ~~Reduction of Building Height Limits.~~**

~~Maximum building heights provided in the individual zones herein may be reduced as required by the Federal Aviation Administration.~~

A. No building or structure shall contain more than three (3) stories nor exceed a height of forty-five feet (45'), as defined in Chapter 28.04 of Title 28 of this Code. In any case, if the height limit in Subsection C. below is more restrictive, it shall supersede the height limit stated in this Subsection A.

B. Aircraft hangars may not exceed sixty feet (60') in height, as defined by Section 29.04.150 (Hangar Height) of this Title. In any case, if the height limit in Subsection C. below is more restrictive, it shall supersede the height limit stated in this Subsection B.

C. The height limits are modified by the approach, transitional and horizontal surfaces, the dimensions of which are determined by the FAA in the Federal Aviation Regulations Part 77, or their successors. No structure shall be erected, moved, altered or reconstructed, nor shall any plant or tree be allowed to grow in such a manner that the height thereof, including all superstructures and appurtenances, will exceed the height limits imposed in this Section. The Airport Director shall verify compliance with this requirement. These height limits are declared necessary in order to reduce to a minimum the hazard to safe landing and take-off of aircraft using the Airport. (Ord. \_\_\_, 1997; Ord. 3690, 1974.)

SECTION 15. Section 29.87.055 (*Required Front Yards*) is hereby added to Chapter 29.87 (*General Provisions*) of Title 29 of the Santa Barbara Municipal Code and reads as follows:

**29.87.055 Required Front Yards.**

A. Measurement of all front yards shall be taken from the face of the curb. If there is no existing curb, the measurement shall be as listed below plus one-half of the width of the adjacent street, measured from the center of the travelled way.

B. A front yard shall be required for all buildings, as follows:

1. The minimum front yard on Hollister Avenue, Fairview Avenue, Los Carneros Road and the first 200 feet north of Hollister Avenue on David Love Place and Frederic Lopez Road shall be twenty feet (20').
2. The minimum front yard on all other roads shall be ten feet (10') for the first story of any structure and twenty feet (20' feet) for the second and third stories of all buildings. (Ord. \_\_\_, 1997.)

SECTION 16. Section 29.87.068 (*Landscaping in Required Front Yard*) of Chapter 29.87 (*General Provisions*) of Title 29 of the Santa Barbara Municipal Code is hereby amended and reads as follows:

**29.87.068 Landscaping in Required Front Yard.**

The ~~front fifteen feet (15')~~ of width of the required front yard shall be used only for landscaping, except that such area may contain pedestrian walkways and reasonable vehicular ways of ingress and egress to and from abutting streets. (Ord. \_\_\_, 1997; Ord. 3690, 1974.)

SECTION 17. Section 29.87.125 (*Procedure*) of Chapter 29.87 (*General Provisions*) of Title 29 of the Santa Barbara Municipal Code is hereby repealed.

**~~29.87.125 Procedure.~~**

~~A. SITE DEVELOPMENT PLAN. Before any building or structure is hereafter erected in any Airport zone, a plot plan of the premises shall be prepared and submitted by the lessee in four (4) copies, drawn to a scale of not less than one inch (1") to equal forty feet (40'), showing the proposed development of such site. Such plot plan shall show the following information:~~

~~1. All buildings existing and proposed, together with the elevations thereof, and showing the outline of exterior walls and roof overhang, including covered walkways.~~

~~2. A landscape plan, prepared by a licensed landscape architect, showing driveways, service areas, parking lots and all other improvements existing and proposed, to the centerline of any adjoining street.~~

~~a. The plan shall show the botanical and common names of the plants to be used, their number, and proposed spacing and location.~~

~~b. The plan shall show combinations of trees and shrubs or ground cover. Ground covers or shrubs alone are not acceptable as a separation from adjoining property, but will be sufficient for areas abutting on streets.~~

~~c. The plan shall show an adequate method of irrigating all planted areas. Irrigation shall be by a permanent watering system.~~

~~3. Parking lot layout, showing detail of stalls.~~

~~4. All existing and proposed utilities.~~

~~5. Site grading, showing detail of slope treatment including but not limited to planting and erosion control. Said grading plan and layout may be submitted on a separate plan.~~

~~6. Said plan shall be submitted to the Airport Commission for its recommendation to the City Council.~~

~~7. Before making its recommendation to City Council, the Airport Commission shall obtain a report on the proposed development from the Airport Director or Property Manager, who shall make such report to the Airport Commission within fifteen (15) days of receipt of the site development and/or landscape plans.~~

~~B. ARCHITECTURAL CONTROL. The plans and elevations for all buildings and structures to be erected in any Airport zone shall be reviewed by the Architectural Board of Review in the manner and according to the procedure set forth in Chapter 22.68 of the Code of Santa Barbara. (Ord. 3690, 1974.)~~



~~SECTION 18. Section 29.87.150 (Utilities) is hereby added to Chapter 29.87 (General Provisions) of Title 29 of the Santa Barbara Municipal Code and reads as follows:~~

~~**29.87.150 Utilities.**~~

~~A. All utility, transmission and communication lines, wires, cables, pipes and conduits, together with all related equipment, shall be installed underground or within a building unless outside exposure is necessary to the proper functioning of such equipment (e.g., telephone utility lines and gas meters must be inside a building or underground, whereas antennae and fireplugs may be outside).~~

~~B. Antennas shall be subject to all applicable provisions of Title 28 of this Code. (Ord. \_\_\_\_\_, 1997)~~

SECTION 19. Section 29.87.195 (*Landscaping Requirements*) of Chapter 29.87 (*General Provisions*) of Title 29 of the Santa Barbara Municipal Code is hereby amended and reads as follows:

**29.87.195 Landscaping Requirements.**

A. The landscape development plan shall include a landscaped area equal to not less than ~~twenty-five percent (25%)~~ fifteen percent (15%) of the area of the premises leasehold or parcel, including landscaping, within required yards, walkways and bikeways, but excluding paved areas for vehicular use. At least one (1) shade tree for each two thousand (2,000) square feet of such paved area shall be provided. Paved areas used for movement and storage of aircraft shall not be included in the area of the premises leasehold or parcel for purposes of calculating required landscaped area.

~~B. No part of any building or structure, or any part of a parked vehicle shall be permitted to protrude or intrude into any required planting areas from ground level up. Parking spaces shall be provided with approved tire stops, bumper stops or other barriers for this purpose.~~

~~C. Except where buildings abut planting areas, all planting areas shall be separated from adjoining unplanted areas by a curb that is no less than four inches (4") above pavement level.~~

~~DB. All planting areas shall be maintained in a manner that will sustain normal growth. (Ord. \_\_\_, 1997; Ord. 3690, 1974.)~~

SECTION 20. Section 29.87.215 (*Boat Sales Yards*) of Chapter 29.87 (*General Provisions*) of Title 29 of the Santa Barbara Municipal Code is hereby repealed.

~~29.87.215 Boat Sales Yards.~~

~~Sales of boats and boat trailers and services and repair of boats and boat trailers as an accessory use shall be subject to the following regulations:~~

~~A. The premises shall at all times be kept free of all debris and junk, and be maintained in a neat and orderly manner.~~

~~B. Service and repair activities not conducted wholly within a building shall be conducted in such areas as are screened so as to be separated from view from all adjoining or contiguous streets by an ornamental fence, wall or other similar landscaping feature approved by the Architectural Board of Review, having a height of not less than six feet (6').~~

~~C. Open areas shall be improved according to a landscape plan approved by the Architectural Board of Review.~~

~~D. Open areas devoted to the display, parking or maneuvering of boats or boat trailers and their towing vehicles shall be fully hard surfaced with asphaltic concrete of a minimum thickness of two inches (2") or equivalent street surfacing materials, and such hard surfaced areas shall be separated from adjacent public street rights of way by a landscaped strip no less than fifteen feet (15') wide.~~

~~E. Building or substantial rebuilding of boats and boat trailers shall not be permitted, whether or not such work constitutes servicing or repairing. (Ord. 4269, 1984; Ord. 3690, 1974.)~~

SECTION 21. Chapter 29.90 (*Automobile Parking Requirements*) of Title 29 of the Santa Barbara Municipal Code is hereby amended and reads as follows:

### Chapter 29.90

### AUTOMOBILE PARKING REQUIREMENTS

#### Sections:

- 29.90.001 General.
- 29.90.012 ~~Parking Requirements in Specific Zones.~~

- 29.90.001 General.

The standards and regulations for parking as set forth in Title 28, Chapter 28.90 of the Zoning Ordinance ~~(Part 23 of Ordinance No. 2585)~~, of the City of Santa Barbara shall apply to the Santa Barbara Municipal Airport. (Ord. \_\_, 1997; Ord. 3690, 1974.)

- 29.90.012 ~~Parking Requirements in Specific Zones.~~

~~For the following zones, parking spaces shall be on the same lot with the main building or on lots contiguous thereto, and shall be provided in the following ratios:~~

~~a. A-C Zone:~~

~~One (1) parking space for each two hundred (200) square feet of gross floor area or fraction thereof.~~

~~b. A-F and A-I Zone:~~

~~One (1) parking space for each five hundred (500) square feet of gross floor area or fraction thereof.~~

~~c. A-A-P Zone:~~

~~Parking is not permitted in this zone.~~

**A. PARKING REQUIREMENTS FOR SPECIFIC USES:** In any zone, parking space requirements for new or expanded uses shall be provided in the following ratios for specific types of use:

<b>PARKING REQUIREMENTS FOR SPECIFIC USES</b>		
<b>USE</b>	<b>PARKING REQUIREMENT<sup>1</sup></b>	<b>BICYCLE PARKING REQUIRED<sup>2</sup></b>
<u>Automobile Repair</u>	3 -	No
<u>Aviation Facilities</u>	<u>1 space/250 sf for office and retail square footage only</u>	Yes
<u>Commercial Recreation</u>	<u>Case by Case<sup>4</sup></u>	
<u>Convenience Store</u>	<u>1 space/250 sf</u>	Yes
<u>Heavy Equipment, Including Large Truck, Repair</u>	<u>1 space/5,000 sf of land area</u>	No
<u>Industrial, Manufacturing and Research and Development</u>	<u>1 space/500 sf</u>	Yes
<u>Landscape Nursery</u>	<u>1 space/2,000 sf of land area</u>	Yes
<u>Movie Theater</u>	<u>1 space/4 seats</u>	Yes
<u>New and Used Automobile Sales</u>	<u>Case by Case<sup>4</sup></u>	No
<u>Office</u>	<u>1 space/250 sf</u>	Yes
<u>Open Storage Yard Uses</u>	<u>1 space/250 sf of office and retail plus 1 space/5,000 sf of land area</u>	Yes
<u>Restaurant, Fast Food</u>	<u>1 space/100 sf</u>	Yes
<u>Restaurant, Sit Down</u>	<u>1 space/250 sf or 1 space/3 seats, whichever is greater</u>	Yes
<u>Retail</u>	<u>1 space/250 sf</u>	Yes
<u>Warehouse</u>	<u>1 space/250 sf of office and retail plus 1 space/2,000 sf</u>	Yes
<sup>1</sup> <u>Parking space requirements are for building square footage unless otherwise indicated.</u> <sup>2</sup> <u>Bicycle parking requirement is one (1) space for every seven (7) automobile parking spaces.</u> <sup>3</sup> <u>As much paved area for outside storage and parking of vehicles as there is area used for servicing of vehicles.</u> <sup>4</sup> <u>Parking requirements shall be determined on a case by case basis by the City Transportation and Parking Manager in consultation with the Community Development Director.</u>		

**B. PARKING REQUIREMENTS FOR SPECIFIC ZONES:**

1. A-A-O Zone: Parking is not allowed in this zone.
2. G-S-R Zone: Parking is not allowed in this zone, except in association with an allowed use which requires parking.

**C. BUILDINGS IN EXCESS OF 10,000 SQUARE FEET.** For industrial, manufacturing, research and development and office uses, a reduction of the required parking will be allowed for those buildings or building complexes containing in excess of 10,000 square feet of floor area at the following rate:

1. Buildings or building complexes containing 10,000 to 30,000 square feet shall provide ninety percent (90%) of the required parking.
2. Buildings or building complexes containing 30,001 to 50,000 square feet shall provide eighty percent (80%) of the required parking.
3. Buildings or building complexes containing in excess of 50,000 square feet shall provide seventy percent (70%) of the required parking.

If a project is developed in phases, parking shall be provided to meet the full demand of the initial phase or phases. The reduction will occur as later phases are built. (Ord. \_\_\_, 1997; Ord. 3690, 1974.)

SECTION 22. Chapter 29.92 (*Variances, Modifications, Conditional Use Permits and Zone Changes*) of Title 29 of the Santa Barbara Municipal Code is hereby amended and reads as follows:

**Chapter 29.92****VARIANCES, MODIFICATIONS, CONDITIONAL  
USE PERMITS AND ZONE CHANGES****Section:**

**29.92.001**    **Variances, Modifications,  
Conditional Use Permits and  
Zone Changes.**

**29.92.001 Variances, Modifications, Conditional Use Permits and Zone Changes.**

The regulations set forth in Chapters 28.92 and 28.94 of Title 28, the Zoning Ordinance (~~Part 24 of Ordinance No. 2585~~), shall apply to the granting of variances, modifications, conditional use permits and zone changes. (Ord. \_\_, 1997; Ord. 3690, 1974.)

SECTION 23. Chapter 29.96 (*Zoning Upon Annexation*) of Title 29 of the Santa Barbara Municipal Code is hereby amended and reads as follows:

**Chapter 29.96****ZONING UPON ANNEXATION****Section:**

**29.96.001 Zoning upon Annexation.**

**29.96.001 Zoning upon Annexation.**

The regulations set forth in Chapter 28.96 of Title 28, the Zoning Ordinance (~~Part 26 of Ordinance No. 2585~~), shall govern zoning upon annexation. (Ord. \_\_, 1997; Ord. 3690, 1974.)

SECTION 24. Chapter 29.98 (*Enforcement and Penalty*) of Title 29 of the Santa Barbara Municipal Code is hereby amended and reads as follows:

**Chapter 29.98****ENFORCEMENT AND PENALTY****Section:**

**29.98.001 Enforcement.**

**29.98.001 Enforcement.**

The duties and procedures for enforcement shall be as set forth in Chapter 28.98 of Title 28, the Zoning Ordinance (~~Part 28 of Ordinance No. 2585~~). (Ord. \_\_, 1997; Ord. 3690, 1974.)

SECTION 25. Section 29.99.003 (*Repeals*) of Chapter 29.99 (*Validity and Repeals*) of Title 29 of the Santa Barbara Municipal Code is hereby repealed.

~~29.99.003 — Repeals.~~

~~Ordinance No. 2966 of the City of Santa Barbara and all amendments thereto are hereby repealed and all ordinances of the City of Santa Barbara inconsistent herewith, to the extent of such inconsistency, and no further, are hereby repealed.~~

~~The repeal of any of the above mentioned ordinances does not revive any other ordinance or portion thereof repealed by said ordinance.~~

~~Such repeals shall not affect or prevent the prosecution or punishment of any person for the violation of any ordinance repealed hereby for any offense committed prior to the repeal. (Ord. 3690, 1974.)~~

Bill No.  
Ord. No.  
Adopted:

[D:\...UHAIR\TITLE-29.ORD]

**Table E-1  
SPECIFIC PLAN PARKING REQUIREMENT RECOMMENDATIONS**

<b>USE</b>	<b>PARKING REQUIREMENT<sup>1</sup></b>	<b>BICYCLE PARKING REQUIRED<sup>2</sup></b>
Automobile Repair	3	No
Aviation Facilities	1 space/250 sf for office and retail square footage only	Yes
Commercial Recreation	Case by Case <sup>4</sup>	
Convenience Store	1 space/250 sf	Yes
Heavy Equipment, Including Large Truck, Repair	1 space/5,000 sf of land area	No
Industrial, Manufacturing and Research and Development	1 space/500 sf	Yes
Landscape Nursery	1 space/2,000 sf of land area	Yes
Movie Theater	1 space/4 seats	Yes
New and Used Automobile Sales	Case by Case <sup>4</sup>	No
Office	1 space/250 sf	Yes
Open Storage Yard Uses	1 space/250 sf of office and retail plus 1 space/5,000 sf of land area	Yes
Restaurant, Fast Food	1 space/100 sf	Yes
Restaurant, Sit Down	1 space/250 sf or 1 space/3 seats, whichever is greater	Yes
Retail	1 space/250 sf	Yes
Warehouse	1 space/250 sf of office and retail plus 1 space/2,000 sf	Yes

<sup>1</sup> Parking space requirements are for building square footage unless otherwise indicated.

<sup>2</sup> Bicycle parking requirement is one (1) space for every seven (7) automobile parking spaces.

<sup>3</sup> As much paved area for outside storage and parking of vehicles as there is area used for servicing of vehicles.

<sup>4</sup> Parking requirements shall be determined on a case by case basis by the City Transportation and Parking Manager in consultation with the Community Development Director.

**EXHIBIT NO. 12**

**APPLICATION NO.**

LCP Amend 2-97

Santa Barbara City