

5.0 Implementation and Administration

This section outlines how the Specific Plan is to be implemented and administered. Actions required by the government agencies are presented and a timeframe for development phasing is included. The measures for providing for plan recommendations and policies, and financing mechanisms for public improvements are also presented.

5.1 SPECIFIC PLAN APPROVAL PROCEDURE

5.1.1 Airport District Actions

- **Approval of the Santa Maria Airport Business Park Specific Plan.** At a special meeting of the Airport District Board of Directors on September 12, 1995, action was taken to approve the Santa Maria Airport Business Park Specific Plan dated September 1995, as representative of its intent for the future development of the Specific Plan area.
- **Finalizing Addendum to the Santa Maria Airport Business Park Specific Plan.** At a regular meeting of the Airport District Board of Directors on June 25, 1998, the Board approved the finalizing addendum, which clarified issues of concern contained in the 1995 SMRP Specific Plan.
- **Federal Aviation Administration Approvals.** The Airport District submitted the Santa Maria Airport Business Park Specific Plan and Draft Environmental Impact Report to the Federal Aviation Administration on October 6, 1995 for review.

Prior to implementation of the Specific Plan, the Airport District must refer all agreements and leases for future use of airport property to the Federal Aviation Administration for approval.

5.1.2 City of Santa Maria Actions

- The City Council of the City of Santa Maria, at their regular meeting on December 5, 1995, certified the Environmental Impact Report and adopted the Santa Maria Airport Business Park Specific Plan as follows:

Resolution No. 95-155—a Resolution of the City Council of the City of Santa Maria Amending the General Plan and Adopting Specified Sections of the Santa Maria Airport Business Park Specific Plan, File Nos. GPZ-95-03, SP-95-12, E-95-30.

Ordinance No. 95-16—an Ordinance of the City Council of the City of Santa Maria Adopting Specified Sections of the Santa Maria Airport Business Park Specific Plan (GPZ-95-03, E-95-30).

City Council adopted Resolution 98-177 re-certifying the Final Environmental Impact Report, E-95-30, to include the Addendum to the Santa Maria Airport Business Park EIR, E-98-38

for project GPZ-98-06.

City Council adopted Resolution 98-178 to amend the Land Use and Circulation Elements of the General Plan and portions of the Santa Maria Airport Business Park Specific Plan.

City Council passed and adopted Ordinance 98-12 amending the zoning map and Santa Maria Airport Business Park Specific Plan.

Copies of the Resolutions, Ordinances, and Addendum are presented in the front of this document.

5.1.3 County of Santa Barbara Actions

- **Airport Land Use Commission.** On October 19, 1995 the Santa Barbara County Association of Governments, acting as the Airport Land Use Commission for Santa Barbara County, met to consider the consistency of the Santa Maria Airport Business Park Specific Plan (draft Report dated September, 1995 and accompanying EIR) with the Airport Land Use Plan for Santa Barbara County.

The Board determined that the proposed project is consistent with the Airport Land Use Plan (ALUP) for Santa Barbara County subject to the following conditions:

- Lot coverage for each planning area shall be no greater than that specified in Table 8.
- Side transition slopes are added to the land use guidelines to create proper building setbacks from the runway in compliance with FAA regulations.

5.1.4 Federal Aviation Administration Actions

- Approval of the updated Airport Layout Plan incorporating proposed Specific Plan development.
- Review of Notice(s) of Proposed Construction or Alteration (FAA Form 7460-1) for development projects.
- Approval of agreements and leases for the future use of airport property.

5.1.5 Special Assessment Districts

Prior to approval of any development within the Santa Maria Airport Business Park Specific Plan area, the Specific Plan may be incorporated/annexed into existing special assessment districts and/or new Special Assessment Districts may be established. This requirement may include one or more of the following specific Special Assessment Districts that would provide funding for the ongoing operation and maintenance of the Specific Plan area.

1. **Landscaping and Lighting Special Assessment District**
Authority: Landscaping and Lighting Act of 1972
Streets and Highway Code, Section 22500 through 22679
 - a. Park Operation and Maintenance
 - b. Parkway and Median Maintenance
 - c. Bikeway and Multi-Purpose Trail Maintenance
 - d. Street Lighting and Traffic Signals
 - e. Landscape Maintenance of Drainage Basins

2. **Benefit Assessments District**
Authority: Benefits Assessment Act of 1982
Government Code 54703 et. seq.
 - a. Police Protection
 - b. Fire Protection
 - c. Library Services
 - d. Drainage/Flood Control
 - e. Street Maintenance

5.2 DEVELOPMENT PHASING

This section discusses the phasing of development within the Santa Maria Airport Business Park Specific Plan area. The circulation phasing is also discussed and estimated costs of major development projects required to implement the Specific Plan are also included.

5.2.1 Development Phasing

The actual phasing of development within the Specific Plan area will be in response to economic forces and financing capabilities of the Airport District and others who might participate in the development. However, for purposes of evaluating impacts, an estimate of phasing was made based on various factors. These factors include the Airport District's short-term development objectives, informed assumptions about the absorption rates for industrial, airport services, and commercial development in the Santa Maria area, and assumed logical relationships among key elements of the plan. Three development phases are proposed, as illustrated on Exhibit 48, Proposed Development Phasing. The three development phases are:

Phase I	2006-2015
Phase II	2016-2025
Phase III	2026-beyond

Generally, industrial growth is a relatively slow process that depends on the health of the economy and an area's location relative to new markets. A location that provides reasonable development costs, as well as affordable housing and good schools for employees and their families are other factors influencing industrial attraction. One of the strongest influences on industrial development in the Santa Maria area is Vandenberg Air Force Base and specifically the commercial and military space activities that occur there. Historically however, these activities have had erratic fluctuations in growth rates. Consequently, in addition to marketing property to space oriented industries, the Airport District expects to also market to more general purpose clean industrial and manufacturing businesses.

Phase I - Ten-Year (2006-2015)

Phase I is generally associated with development of the golf course, and includes 38.33 acres of Light Industrial. The phase is intended to coincide with Phase I development identified in the May, 2004, Biological Resources Background Report, prepared by Rincon Consultants, Inc. The Rincon report has become the basis for an Agreement between the Airport District and the U.S. Fish and Wildlife Service.

A significant portion of the Phase I improvements are designed to serve the golf course, a key organizing element of the Santa Maria Airport Business Park project. Additionally, Phase I improvements will create the backbone of many of the systems and components of the park, with minor expansions to each component during subsequent phases. The timeframe for development of the golf course is estimated to be four years before beneficial occupancy late in 2010. This period includes a year for engineering and design (including selecting architectural and engineering firms), nine months to complete financing arrangements, eight months to prepare, advertise and award construction contracts, a year and a half for actual construction, and an additional six to nine months for vegetation growth. Some of these activities can overlap reducing the total time to less than four years. For analysis purposes, the golf course is assumed to be opened during the summer of the fourth year (2010).

The golf course is proposed as a planned development area encompassing 217 acres of the project site. In addition to the golf course itself, the planned development area includes a 182-acre open space conservation preserve; 18 industrial lots totaling 38.33 acres; Pioneer Park, an existing facility occupying 13.31 acres; Detention Basins 4, 7, and 9, and the area to be set aside for the Union Valley Parkway.

A major portion of the drainage improvements, including Basin 9 (30 +/- acre-foot detention) south of Foster Road between State Route 135 and Foxenwood Lane, and Basin 4 (9.3 acre-foot detention) adjacent to Enterprise Parkway must be coordinated with, and are essential to, construction of the golf course. It is estimated that 200,000 cubic yards of excavated material from these basins and additional material from the storm water conveyance south of Pioneer Park and other smaller basins proposed within the golf course, will be used for construction of the golf course.

During this early period there is a requirement for the Santa Barbara County Flood Control and Water Conservation District to design and construct a major drainage conveyance across State Route 135 to Basin 9, and along Foster Road from Basin 9 to approximately 600 feet west of Blosser Road to the golf course creek.

Selected road improvements, as well as sewer and water lines would be constructed in areas proposed for development. Enterprise Parkway will be constructed to full width from Foster Road north and west to the west end of Lot 18. The Enterprise/Foster Road roundabout and Foster Road approaches will be constructed and the Mitchell cul-de-sac improvements north of Enterprise Parkway will be built. Blosser Road frontage improvements will be constructed from Enterprise Parkway north to the airport perimeter fence. While not a requirement of the circulation element, the Airport District may elect to construct a portion of Enterprise Parkway from Lot 18 west to Blosser Road, if traffic and circulation dictates the need.

Sanitary sewer improvements in this phase focus on serving the industrial parcels to be created along Enterprise Parkway. Water distribution facilities are intended to serve the lots being created in this phase, as well as to provide redundant, looped service to this portion of the City of Santa Maria. A water main will be installed in Foster Road from the County Health Department west to Blosser Road, and north in Blosser Road to the north side of the mobile home park, connecting into an existing main. A second water main will be installed from an existing main near City Well 5 south in Enterprise Parkway, providing service to the lots along Enterprise and connecting into an existing main serving the Health Department.

Recycled water improvements are also scheduled to be constructed within this Phase I portion of the project. Improvements are intended to deliver recycled water from Laguna Sanitation District to golf course irrigation storage ponds east and west of Blosser Road. Each pond is intended to provide irrigation water to the portion of the golf course on that side of Blosser Road. Recycled water improvements include installation of water pipe along the Enterprise Parkway right-of-way terminating at the two irrigation ponds, and construction of the ponds. It is assumed that the irrigation ponds will be excavated, lined earth reservoirs. There are no additional recycled water improvements scheduled for Phase II or Phase III of the project.

Improvements within this Phase I include the relocation and installation of electrical, communications, and natural gas facilities. Existing overhead communications wiring just

west of State Highway 135 will be relocated to underground along the Foxenwood Lane right-of-way. Existing overhead power cabling west of Blosser Road will be relocated to underground along the Blosser Road right-of-way. Existing overhead power and communications wiring south of airport buildings along the perimeter fence will be removed and these facilities will receive service from new cabling to be installed along Enterprise Parkway and Mitchell Court. When complete, all developable parcels within the Business Park will be served with natural gas and underground power and communications facilities.

The City of Santa Maria is planning to construct a 2-lane segment of the Union Valley Parkway from State Route 135 westward to Blosser Road. The timetable for construction of this improvement has not been established, but may take place during this initial 10-year period.

Phase II - Second Ten Years (2016-2025)

Phase II development has a two-fold emphasis: to provide developable parcels through a fill-in effort capitalizing on improvements constructed in Phase I, and to provide parcels within a variety of available zoning to attract a broad range of potential tenants. Developable parcels generated in Phase II lie within four distinct groupings: The first group of lots is along the north side of Foster Road adjacent to the golf course. Many of these parcels will have back yard views of the golf course and quick access to Foster Road. The second group of parcels is situated south of Foster Road east of Pioneer Park. Lots within this area are subject to the highest floor area ratios within the entire development. The third group of parcels lies north and south of Enterprise Parkway, at the west end of Phase I development along this corridor. Those lots north of Enterprise will have rear yard direct access to the airport. The fourth area of development to be created in this phase is situated along Skyway Drive with a portion of the parcels being between Airpark Drive and the airport. Lots created along Skyway Drive will offer mixed-use commercial zoning in this Phase. Parcels between Airpark Drive and the airport will be within the airport services zoning.

Access improvements scheduled to be completed within this Phase include road surfacing, widening, or construction as appropriate along Foster Road from Enterprise Parkway west to Blosser Road, along Blosser Road from Foster Road to Enterprise Parkway, Enterprise Parkway from the west end of Phase I development to Blosser Road, Foxenwood Lane from Foster Road to Union Valley Parkway, and Airpark Drive from near the Fire Station to just south of the hotel.

The roundabouts at Blosser and Foster Roads, and at Foster Road and Foxenwood Lane will be constructed during this phase.

Phase I included construction of a significant quantity of storm drainage improvements. As a result, storm drain infrastructure scheduled to be constructed in Phase II is limited to one storm drain pipe along Enterprise Parkway from the west end of the Phase I development, west across Blosser Road to the golf course. There will be no storm drain detention basins constructed in Phase II.

Sanitary sewer improvements to be constructed in this phase include sewer mains along Foster Road, Foxenwood Lane, and the un-named streets east of Pioneer Park and north of Foster Road. Water system improvements will focus on extensions to existing mains to

serve the parcels created in this phase. A new water main will be installed in the un-named street east of Pioneer Park, in the cul-de-sac north of Foster Road, and along Airpark Drive. Additionally, a water main will be installed in Foster Road between Enterprise Parkway and Foxenwood Lane, and in Foxenwood Lane south and west, connecting into an existing main south of the Animal Shelter.

Phase III - Beyond 2025

Phase III continues and concludes the overall Business Park development. The development within this phase is focused on four distinct areas. The first development area lies west of Blosser Road and north of Enterprise Parkway. Parcels within this area will back to the airport providing direct access to the airfield. The second development area lies in the southeast corner of Enterprise Parkway and Blosser Road. Presenting the greatest challenges to development, this area is currently occupied by a mobile home park. When complete, some parcels within this area will back to the golf course, some will front along the east side of Blosser Road, and the remainder will face south and east to an unnamed public street. The third area of development lies along both sides of Foxenwood Lane, between Foster Road and Union Valley Parkway. Parcels within this area offer unique development challenges due to the limited floor area ratios offered in this area of the Business Park. The fourth and final area of development within Phase III focuses along the anticipated extension of Airpark Drive east and south, connecting to the roundabout at Foster Road and Foxenwood Lane. Parcels created in this area will fall within the mixed-use commercial and airport services zonings.

The listing of the individual development areas within this phase as one through four does not necessarily imply the actual sequence of development within this phase. As with all phases of the project, infrastructure construction will be directed based on demand.

Proposed improvements within this phase are intended to serve the parcels created within this phase, while continuing to capitalize on facilities constructed and installed in previous phases. Site access improvements include the construction of Enterprise Parkway west of Blosser Road, ending in a cul-de-sac at the west end of the development. The unnamed road passing through the existing mobile home park will be constructed and Airpark Drive will be extended east and south from the existing end south of the hotel to the roundabout at Foster Road.

As before, a significant portion of the storm drain infrastructure was constructed in Phase I. Drainage improvements in Phase III include the construction of Detention Basin #8 with inlet and outlet piping, a short connecting storm drain from the unnamed street east of Blosser Road onto the golf course, and a storm drain in Airpark Drive flowing north and west, connecting into a recently constructed Detention Basin #3.

Sanitary sewer improvements to be installed in this phase include a sewer main along the back side of the parcels north of Enterprise Parkway, sewer mains in the unnamed road at the mobile home park, and a southerly extension to the sewer main in Airpark Drive. Water mains will be installed in Enterprise Parkway west of Blosser Road, turning north at the westerly end of the development, and then east connecting into an existing water main within the airport proper. A water main will be installed in the unnamed road to be installed within the footprint of the existing mobile home park, and a water main will be installed in

Airpark Drive from the existing end near the hotel east and south connecting into the main in Foster Road at the Airpark Drive – Foster Road roundabout.

The lease for the Village Mobile Home Park expired in 2003. The ultimate buildout of the Specific Plan area eliminates this land use. Under current regulations the Airport District will need to prepare a Conversion Impact Report and supplemental environmental documentation before the conversion/relocation can take place. Proposed improvements within the mobile home park footprint will not occur until such time as the District has successfully closed the park. Prior to this occurring, development that approaches the park (streets, utilities, storm drainage) will occur with due consideration for the residences that remain.

5.2.2 Development Costs

Development costs for Phase I including roadways, storm drainage including detention basins, water, recycled water, sewer, cable and gas utilities is estimated to be \$8,040,000. Cost estimates for Phase II and Phase III improvements have not been estimated at this time, due to the unknown time frame in which they might occur.

In addition to the actual project development costs associated with implementation of the Specific Plan, ongoing costs for the future operation and maintenance of the Specific Plan area will also be incurred.

Although timeframes for implementation of the various development projects have been presented earlier, actual development will occur as the Airport District, City and others respond to financing and market constraints. In addition, the Planning Commission may amend these timeframes as conditions demand.

5.3 IMPLEMENTATION PROGRAM

5.3.1 Measures that Implement the Land Use Plan

LU-M1: Land Use Controls (General Plan/Zoning). The principal method by which a city implements land use policy is through its General Plan and Zoning Ordinance. The authority to designate and zone is inherent in the police power delegated to cities by the California Constitution. The General Plan prescribes uses and densities/intensities of development. The zoning ordinance consist of two basic elements: 1) a map which delineates the boundaries of districts in which like uses at like standards are to be permitted, and 2) text which explains the purpose of the zoning district, lists permitted and conditional uses and defines development standards. By law (California Government Code 65860), the zoning ordinance must be consistent with the General Plan.

Responsible Party: Planning Commission, City Council

Timing: The general plan and zoning proposed and incorporated into this Specific Plan and adopted by the City.

5.3.2 Measures that Implement the Circulation Plan

CIRC-M1: Adopt Circulation Plan. The City shall adopt the recommended street and bicycle path designations and classifications contained in the circulation section of the Santa Maria Research Park Specific Plan. Where standards contained within this plan differ from operative City standards, those contained in this Specific Plan will apply.

Responsible Party: Planning Commission, City Council

Timing: The general plan and zoning proposed are incorporated into this Specific Plan and adopted by the City.

CIRC-M2: Financing: Exactions. The City shall require District to dedicate real property, or in lieu of property a fee, for the purposes of constructing circulation improvements mandated in this Specific Plan. Pursuant to Section 66000 et seq. of the California Government Code, these exactions may be used to obtain easements and open space provided they do not deprive the District of all the economic use of the land.

CIRC-M3: Financing: Mello-Roos Funds. The Mello-Roos Act of 1982 authorizes cities to establish districts within which a special tax may be levied to fund public circulation improvements. The City can pay for these undertakings by means of the tax revenue or with bond financing secure by the tax. Formation of a district and the special tax are subject to the voter/landowner protest provisions of Section 53324 of the California Government Code.

CIRC-M4: Financing: Special Assessment District. Unlike Special Districts, special assessment districts are not independent political jurisdictions. Rather, they are geographic areas in which local governments levy assessments to pay for circulation improvements such as streets, sidewalks, streetlights and parking. Two of the more commonly used Acts that the City could potentially implement are: The Municipal Improvement Act of 1913 (Street and Highways Code section 10,000 et. seq.) in combination with the Improvement Bond Act of 1915 (Street and Highways Code Section 8500 et seq.).

CIRC-M5: Financing: General Obligation Bonds: Pursuant to California Constitution Article X11A, Section 1, the city may increase property tax above the one person limit set by Proposition 13 to secure general obligation bonds "... for the acquisition or improvements of streets or roadways..."

CIRC-M6: Traffic Mitigation Fee Program: Pursuant to AB1600, the City has adopted a Traffic Mitigation Fee Program. This program shall apply to new development within the planning area.

5.3.3 Measures That Implement the Community Design Plan

CD-M1: Adopt the Standards of the Community Design Plan. All development in the Santa Maria Research Park area shall comply with the standards set forth in this Specific Plan. The Plan will operate as a separate and distinct guide for the Santa Maria Research Park planning area. When the Specific Plan is silent on topics, normal City codes and standards will apply. Where standards contained within this

Plan differ from operative City standards, those contained in this Specific Plan will apply.

Responsible Party: Planning Commission, City Council

Timing: Development standards adopted by the City.

CD-M2: Planned Development Permits. Planned Development Permit(s) are required for all development proposed in the Santa Maria Research Park planning area, and will be conducted under the same procedures as all Planned Development Permit(s).

CD-M3: Financing: Special Assessment District. Unlike Special Districts, special assessment districts are not independent political jurisdictions. Rather, they are geographic area in which local governments levy assessments to pay for public projects such as bicycle paths, sidewalks, and landscaping. Two such assessment acts that the City could potentially implement are the Landscaping and Lighting Act of 1972 (Streets and Highways Code Section 22500) and the Tree Planting Act of 1931 (Streets and Highway Code Section 22000).

5.3.4 Measures that Implement the Infrastructure Plan

INF-MI: Adopt Infrastructure Plan. The City shall adopt the recommended water, sewer and drainage improvement plan contained within the infrastructure section of the Santa Maria Research Park Specific Plan.

INF-M2: Financing: Developer Fees. On-site improvements will be financed directly by the developer. City costs and the use of off-site facilities are paid by the developer through development fees charged by the City. Once the City accepts the area's infrastructure facilities as public, maintenance costs are assumed by the City and financed from Water Department billings.

INF-M3: Financing: Supplemental Storm Drainage Capacity. City Ordinance provides potential financial relief where supplemental storm drainage capacity is required over and above the minimum required project capacities. A detailed description of the mechanism is found in Title 11 of the Santa Maria Municipal Code (Subdivision Ordinance). Financing for supplemental drainage improvements within the planning area would be in accordance with the Santa Maria Municipal Code.

INF-M4: Financing: Exactions. The City shall require developers to dedicate real property, or in lieu of property a fee, for the purpose of constructing infrastructure improvements mandated in this Specific Plan. Pursuant to Section 66000 et seq. of the California Government Code, these exactions may be used to obtain easements and open space provided they do not deprive a land owner of all the economic use of his/her land.

INF-M5: Financing: Mello-Roos Funds. The Mello-Roos Act of 1982 authorizes cities to establish districts within which a special tax may be levied to fund public infrastructure improvements. The City can pay for these undertakings by means of the tax revenue or with bond financing secured by the tax. Formation of a district

and the special tax are subject to the voter/landowner protest provisions of Section 53324.

INF-M6: Financing: Special Assessment District. Special Assessment Districts are geographic areas in which local governments levy assessments to pay for infrastructure improvements such as sewers, storm drains, flood control systems, and curbs and gutters. Such a method could be employed in the Santa Maria Research Park planning areas.

INF-M7: Financing: Sewer Revenue Bonds. Use of Sewer Revenue Bonds (Health and Safety Code Section 4950 et seq.) would authorize the City to engage in revenue bond funding of sewer system projects. Voter approval of project proposals is unnecessary unless 15 percent or more of the property owners or registered voters petition for an election.

5.4 MONITORING AND MAINTENANCE PROGRAM

5.4.1 Circulation System

Streets. It is anticipated that the roadways proposed within the Santa Maria Airport Business Park planning area would be constructed to City standards and dedicated as public roads. The City of Santa Maria would commit to maintaining the public roads and their respective rights-of-way. Local industrial streets constructed as public roads would be maintained by the City of Santa Maria. The City would fund the maintenance program using gas tax and other revenues currently utilized for these purposes. The Airport District or its lessees would maintain the landscape setbacks or easements and streetscapes.

Street Lights. Street lights within the Business Park will conform with the City of Santa Maria Standard; low pressure sodium. The Santa Maria Public Airport District will own and maintain the street lights within the Business Park.

Sidewalks and Bikeways. All street bikeways will be maintained by the City of Santa Maria while an 8-foot wide Multi-Purpose Trail-II and sidewalks will be maintained by adjacent property owners. Any sidewalk, pedestrian trail or exclusive bikeway constructed as a private facility would be maintained by a similar entity.

Public Transportation. It is anticipated that public transit service to the Santa Maria Airport Business Park planning area would be provided by the Santa Maria Area Transit (SMAT) as long as the demand for transit services exists in the area.

5.4.2 Infrastructure

Water and Sewer Systems. Water and sewer design would follow the procedures required for any normal subdivision improvement conducted in the City of Santa Maria. Plans would be prepared by a registered civil engineer, checked and approved, if adequate, by the Santa Maria Public Works Department. Financing would be provided by the developer and assured by the proper bonds. Construction

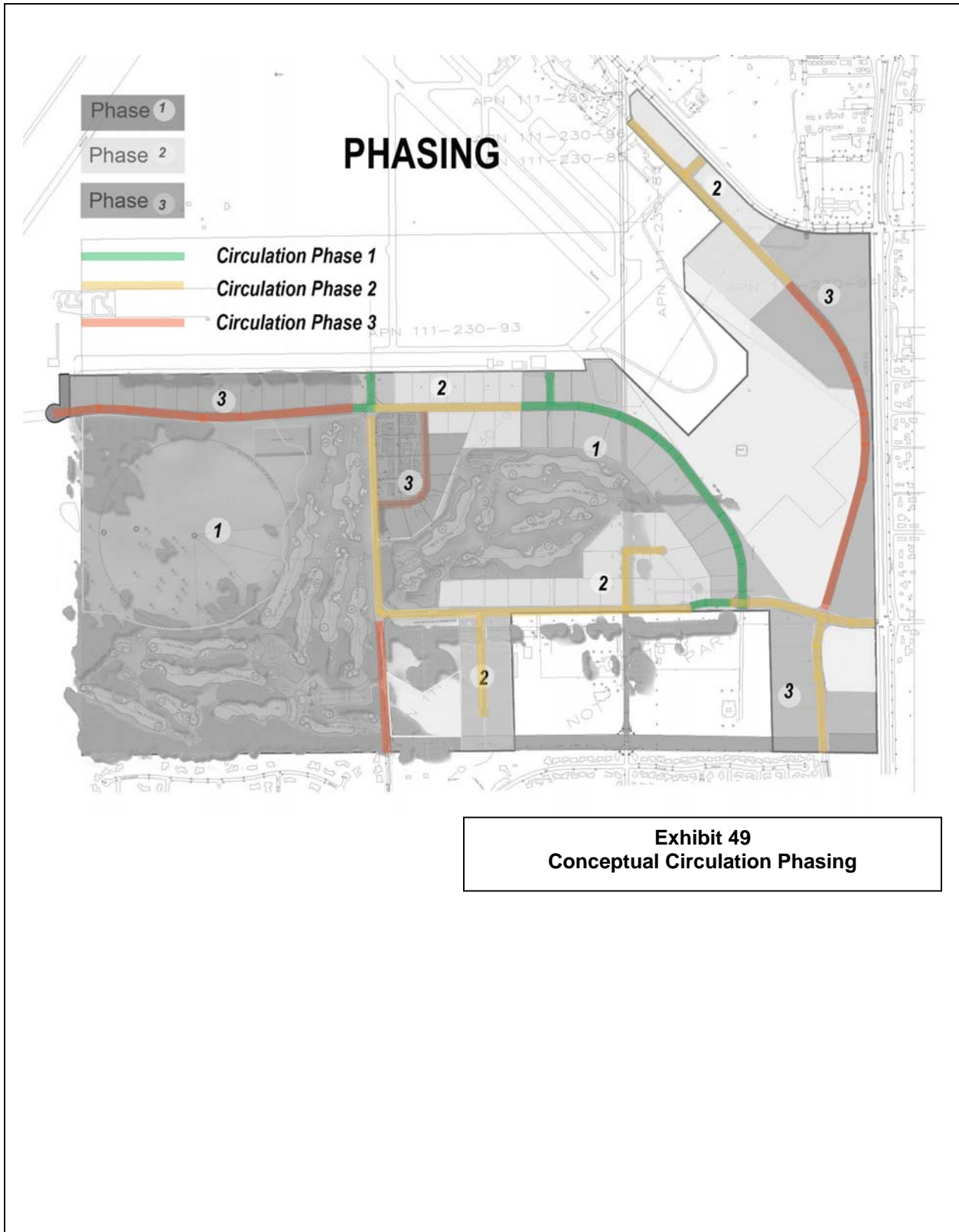
would be inspected by the City. When the completed facilities are approved and accepted by the City, the City would own and maintain them.

Drainage Plan Review. Drainage plans for projects in the planning area would be monitored for proper design and construction by the City of Santa Maria Public Works Department. Maintenance of the facilities after construction would be the responsibility of a local property owners' association, community services district, City of Santa Maria, or other management agency.

5.4.3 Landscaping

The City shall provide for funds for the maintenance of streetscape improvements in public rights-of-way through maintenance districts. The City should consider the appropriateness of establishing a separate entity for the long-term maintenance and management of major streetscape improvement areas.





5.5 SPECIFIC PLAN AMENDMENT PROCEDURE

The Santa Maria Airport Business Park Specific Plan may be amended to address conditions unforeseen at the time of its approval. The procedure is similar to a general plan amendment (Government Code Section 65350 through 65358). The policy sections of the Specific Plan may be amended by resolution while the legislative sections must be amended by ordinance. Amendments by both resolution and ordinance will occur when both the policy and legislative sections are modified. A brief summary of the amendment procedure follows.

1. The applicant should discuss the proposed amendment with the Community Development Department prior to submittal of the application.
2. Applicant submits a complete General Plan/Zoning/Specific Plan amendment application to the Community Development Department that includes a description of proposed land uses, standards and development phasing.
3. The applicant meets with the City staff to determine the project's compliance with City standards and to discuss and resolve potential problems. All City comments, including recommended conditions of approval, are forwarded in the planning staff report to the Planning Commission and the City Council, as appropriate.
4. The Specific Plan amendment request is scheduled for the Planning Commission. All noticing for Planning Commission public hearings shall be in accordance with the City's noticing requirements. The Planning Commission's recommendation will automatically be presented to the City Council for public hearing.

The following findings shall be made by the Planning Commission and City Council prior to approval of an amendment to the Santa Maria Airport Business Park Specific Plan.

- The proposed Specific Plan amendment is consistent with the goals, objectives, policies, and programs of the General Plan.
- The proposed Specific Plan amendment will not adversely affect the public health, safety, and welfare, or result in an illogical land use pattern.
- The proposed Specific Plan amendment will not create internal inconsistencies with the Specific Plan and is compatible with the purpose and intent of the adopted Santa Maria Airport Business Park Specific Plan.

The Planning Commission is a recommending body for Specific Plan amendments; the City Council has final decision-making authority.

5.6 RELATIONSHIP OF SPECIFIC PLAN TO SUBSEQUENT DISCRETIONARY PROJECTS

5.6.1 Environmental Review

The adoption of the Santa Maria Airport Business Park Specific Plan does not exempt subsequent individual projects within the planning area from further environmental review. Any proposed project requiring discretionary approval from the City of Santa Maria would be subject to the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000, et. seq.). The determination of whether a project is "discretionary" or simply "ministerial" (i.e., exempt from CEQA) shall be made in the same manner as all other projects currently conducted within the City limits. The criteria determining whether a project is exempt under CEQA can be found in Articles 17-19 of the State CEQA Guidelines.

It is the City's objective to utilize the certified Santa Maria Airport Business Park Specific Plan Environmental Impact Report whenever possible to avoid duplication of work and expense. In the event that a CEQA-required initial study prepared for a discretionary project consistent with this Specific Plan identifies issues not already sufficiently addressed in the Specific Plan Environmental Impact Report or other documentation, a Negative Declaration, Mitigated Negative Declaration or Environmental Impact Report must be prepared by the City of Santa Maria (Public Resources Code, Section 15000, et. seq.).

5.6.2 Planned Development Permitting

The Planned Development (PD) permit provides the Planning Commission with a forum for holding a public hearing and making specific findings regarding individual projects within the Santa Maria Airport Business Park planning area. This permitting process is required of all new development proposals consistent with Chapter 35 of the Zoning ordinance. Where a use permit is required, the PD permit fulfills the same function.

6. References

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4. Aries Consultants Ltd., Thompson Planning Group, Ltd., Associated Transportation Engineers, Skyway Engineering, Inc., Archaeological Resource Management, Ted Murphy, Ph.D., *Santa Maria Airport Business Park Specific Plan, Draft Environmental Impact Report*, prepared for the City of Santa Maria, September 1995.
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6. Aries Consultants Ltd., Thompson Planning Group, Ltd., Associated Transportation Engineers, Skyway Engineering, Inc., Archaeological Resource Management, Ted Murphy, Ph.D., *Santa Maria Airport Business Park Specific Plan, Final Environmental Impact Report*, prepared for the City of Santa Maria, certified December 5, 1995.
7. Aries Consultants Ltd., *Santa Maria Public Airport Master Plan, Working Paper No. 1., Aviation Demand Forecasts and Existing Airport Facilities*, prepared for the Santa Maria Public Airport District, March 1995.
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12. Michael Brandman Associates, Inc., *Santa Maria Airport Business Park, Draft Environmental Impact Report*, prepared for Santa Maria Public Airport District, April 1990

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15. Fugro-McClelland (West) Inc., *Final Environmental Impact Report, City of Santa Maria, Sphere of Influence Boundary Amendment and Concurrent Annexation*, certified September 15, 1992
16. Michael Brandman Associates, Inc., *General Plan for the City of Santa Maria*, prepared for Community Development Department, April 1987
17. Michael Brandman Associates, Inc., *Santa Maria General Plan*, prepared for Community Development Department, City of Santa Maria, adopted April 21, 1987, republished April 18, 1994
18. Cal Olson, Golf Course Architect, *Draft Golf Course Feasibility Study*, prepared for Michael Brandman Associates, Inc. and Santa Maria Public Airport District, July 7, 1989
19. City of Santa Maria, *Zoning Code*, July 1994
20. City of Santa Maria, *General Plan*
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