City of Santa Barbara
California

PLANNING COMMISSION
STAFF REPORT

REPORT DATE:	April 6, 2006
AGENDA DATE:	April 13, 2006
PROJECT ADDRESS:	40 Cass Place, Santa Barbara (MST2004-00334)
TO:	Planning Commission
FROM:	Planning Division, (805) 564-5470 Janice Hubbell, AICP, Senior Planner April Verbanac, Environmental Planner

I. SUBJECT

The project consists of demolition of a 6,400 square foot building and construction of three (3) metal aircraft hangars totaling approximately 31,000 square feet (24 T-Hangars total) located at 40 Cass Place. The proposed T-Hangars will provide enclosed storage for small general aviation aircraft. The proposed T-Hangar complex also includes 2,400 sq. ft. of storage space and a 300 sq. ft. restroom, construction of a new taxi lane, replacement of existing security fencing, realignment of an existing airfield service road and the entrance drive to the project site (Cass Place), and installation of approximately 10,000 sq. ft. of new landscaping. Grading for the T-Hangar project consists of 8,250 cubic yards (cu. yds.) of cut and 8,250 cu. yds. of fill. There will be a net loss of 33 shared parking spaces.

The proposed project also includes the Taxiway B realignment project, which consists of the demolition of the existing northern end of Taxiway B (approximately 93,200 sq. ft.), including removal of existing taxiway paving and lighting, and construction of a new Taxiway B (approximately 167,760 sq. ft.) including asphalt paving, drainage, marking, lighting and signing within the Santa Barbara Municipal Airport airfield. Grading for the Taxiway B realignment project consists of 15,000 cu. yds. cut and 2,600 cu. yds. fill.

The discretionary application required for this project is a Coastal Development Permit for construction of improvements in the Appealable Jurisdiction of the Coastal Zone (SBMC § 28.45.009).

II. EXECUTIVE SUMMARY

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

subject to the Findings in the Staff Report and the Conditions outlined in Exhibit A.

DATE APPLICATION ACCEPTED: March 16, 2006
DATE ACTION REQUIRED: September 16, 2006

Project Location

III. SITE DESCRIPTION

Applicant:	City of Santa Barbara Airport Department
Property Owner:	City of Santa Barbara
Project Address:	40 Cass Place, Santa Barbara, CA 93117
Parcel Number:	073-045-003
General Plan:	Major Public and Institutional
Zoning:	Airport Facility (A-F) Airport Approach and Operations (A-A-O) Special District – Coastal Zone (SD-3)
Environmental Assessment:	T-Hangar: Environmental Impact Report Addendum CEQA Guidelines Section 15164 Taxiway B Re-Alignment: Exempt - CEQA Guidelines Section 15301
Existing Use:	Vacant Industrial Building, Taxiway
Proposed Use:	Aircraft T-Hangars, Taxiway
Topography:	Generally flat and paved, with minimal slopes
Access:	James Fowler Road from Highway 217 or Hollister Avenue
Adjacent Land Uses:	
North:	Hollister Avenue, Industrial and Commercial uses
South:	Airport Airfield
East:	Airport Airfield
West:	Various Industrial/Commercial Uses

IV. SITE STATISTICS

PARKING:

Existing:	118 spaces
Required:	78 spaces per SBMC §29.90.012
Provided:	85 spaces

FLOOR AREA:

Demolition:	Industrial:	6,400 sq. ft. (Measure E Credit)
New Construction:	T-Hangars:	30,000 sq. ft. (28,300 sq. ft. Aircraft Parking –Measure E exempt; 2,700 sq. ft. Non-Residential –Measure E eligible)

V. PROJECT DESCRIPTION

T-Hangars

The proposed project involves demolition of an approximately 6,400 square foot building and construction of three prefabricated metal aircraft hangars totaling approximately 31,000 square feet (24 T-Hangars total), which also includes 2,400 sq. ft. of storage space

and a 300 sq. ft. restroom. The proposed T-Hangar project also includes construction of a new taxi lane (approximately 50 ft. wide x 440 ft. long), replacement of existing security fencing, realignment of an existing airfield service road (removal of 350 ft. and construction of a new 230 ft. long section) and realignment of the entrance drive to the project site (Cass Place). The T-Hangar project also includes installation of approximately 10,000 sq. ft. of new landscaping along the street frontage of Firestone Road, a new drainage system for the site and undergrounding of utilities.. Grading for the T-Hangar project consists of 8,250 cubic yards (cu. yds.) of cut and 8,250 cu. yds. of fill.

Taxiway B

The project also involves the realignment of the northern portion of Taxiway B on the airfield within the air operations area north of Taxiway A and east of Runway 15L-33R. The primary purpose of the taxiway realignment is to correct an approximate 120-foot offset between the northern and southern section of Taxiway B. Taxiway B serves small aircraft and business jets accessing Signature Aviation, Stratman Aero Service, and Mercury Air. Currently, the taxiway offset causes pilot confusion, leading general aviation pilots to occasionally enter the restricted Airline terminal ramp area. The Federal Aviation Administration (FAA) Runway Incursion Action Team has recommended the realignment to prevent runway incursions. Currently, in the northern section of Taxiway B from Taxiway A to Taxiway C, the centerline is located 340-feet from the centerline of Runway 15L-33R, whereas the FAA approved Airport Layout Plan shows the future alignment 225-feet from the Runway 15L-33R centerline. This project relocates the northern section of Taxiway B to its approved location per the FAA-approved Airport Layout Plan.

Project implementation will involve demolition of all existing components of the northern portion of Taxiway B (approximately 93,200 sq. ft.). Existing pavement will be pulverized and recycled for use as road base off site, and existing light fixtures, cable and conduit will be removed. The existing taxiway area will be graded to drain, topsoil will be applied and then area seeded with native grasses.

A new Taxiway B alignment (approximately 167,760 sq. ft.) will be constructed and will include new asphalt paving, drainage, marking, lighting and signing. The additional taxiway surface area associated with the proposed project (an increase of 74,560 sq. ft.) is primarily a result of providing a 20-foot wide paved shoulder on each side of the realigned section of Taxiway B, where none currently exist with the present alignment. The paved shoulders will prevent aircraft from sinking in the infield should aircraft leave the taxiway.

Construction of the new taxiway will require that native material be excavated and replaced with aggregate base and asphalt concrete on a cement treated subgrade. The new taxiway will be equipped with medium intensity taxiway lights and signs and the pavement will be marked in conformance with FAA standards. The area between the new taxiway and Runway 15L-33R will be graded to drain and seeded with native grasses. Drainage will be by surface flow to three new catch basins and from there via

pipe to the existing drainage system, which currently runs just west of the new taxiway. The proposed catch basins will prevent standing water in this location.

Grading for the proposed project will consist of 15,000 cu. yds. of cut and 2,600 cu. yds. of fill (12,400 cu. yds. export). Excess grading material will be disposed at an approved and permitted location selected by the contractor and the disposal location will be a required component of the City's construction specifications during the contractor bid process. Demolition of the old taxiway alignment and construction of the new taxiway will result in soil disturbance to an airfield area currently vegetated primarily with grasses and previously graded as part of the Safety Area Grading Project completed in 1999. No sensitive habitat or wetland areas will be disturbed by the proposed project. Disturbed areas not subject to paving for the new taxiway will be treated with topsoil and native grass seeding.

Access to the project sites will occur primarily via Highway 101 to either Los Carneros or Fairview Avenue, then proceeding on Hollister Avenue to the site. It is anticipated that excavators, backhoes, front end loaders, and motor graders will all be used for the grading portion of the project. Trucks will be used to bring new sub-base to the site as well as the new asphalt and Portland cement concrete. It is anticipated that project construction for proposed T-Hangars will require 90 days to complete, and the Taxiway B realignment 50 days to complete. Nighttime construction will be required for Taxiway B improvements to allow for work during periods when the taxiway is not being used. All nighttime construction activities will be conducted within the airfield and distant from neighboring properties, and will be carried out consistent with standard City and Airport policies for construction and maintenance of airfield facilities.

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

VI. OTHER REVIEW

A. Architectural Board of Review

The T-hangar project was conceptually reviewed by the Architectural Board of Review (ABR) on May 24, 2004 and October 18, 2004 (Exhibit D). The ABR provided favorable comments on the project, stating that the site plan and landscape design were successful and the project was ready for preliminary approval.

B. Environmental Review

T-Hangar Improvements

The Guidelines of the California Environmental Quality Act (CEQA) Section 15164 provide that an Addendum to a previous environmental impact report may be prepared if only minor changes or additions are necessary to make the prior document adequate for the current project proposal (See Exhibit E, EIR Addendum).

The proposed T-Hangar project site is located in the north-central portion of the Santa Barbara Airport and the site was previously addressed for new development potential in

the Santa Barbara Airport Final Environmental Impact Statement/ Environmental Impact Report (FEIS/EIR) for the Aviation Facilities Plan, dated August 2002.

The Aviation Facilities Plan addresses a number of projects determined necessary to meet projected aviation passenger and aircraft operation needs of the Airport through the year 2015 and, among other airfield safety and airport facility improvements, identified locations for a total of 115 new T-Hangars in the northeast portion of the Santa Barbara Airport, south of Hollister Avenue and approximately 0.3 mile east of the proposed project location. The Final EIS/EIR for the Aviation Facilities Plan found that the airfield safety projects and other airport facility improvements would result in significant unavoidable impacts to a number of environmental resources; however, the FEIS/EIR concluded that the T-Hangar portion of the Aviation Facilities Plan would not contribute to or result in unavoidable significant impacts.

Based on the analysis of the Addendum to the Aviation Facilities Plan FEIS/EIR, the proposed T-Hangar project would not result in environmental impacts not previously identified and evaluated in the Aviation Facilities Plan FEIS/EIR. No environmental effects would be substantially more severe than as identified in the previous FEIS/EIR. No mitigation measures or alternatives previously determined to be infeasible that would substantially reduce significant effects as identified in the FESI/EIR have been found feasible. There are no mitigation measures or alternatives considerably different from those analyzed in the FEIS/EIR that would substantially reduce potential environmental impacts as identified in the FEIS/EIR for the Aviation Facilities Plan.

Therefore, pursuant to State CEQA Guidelines Section 15162, no Subsequent Negative Declaration or Environmental Impact Report is required for the current project, because new information and changes in circumstances, project description, impacts and mitigations are not substantial and do not involve new significant impacts or a substantial increase in the severity of previously identified impacts.

Taxiway B Re-Alignment Improvements

The Guidelines of the California Environmental Quality Act (CEQA) include several types of projects that are exempt from environmental review. Staff and the City's Environmental Analyst reviewed the project and determined that the project qualifies for an exemption per CEQA Section 15301, Existing Facilities, because the project involves minor alterations to an existing facility and involves no expansion of the existing use. Additionally, the Taxiway B realignment does not result in effects on sensitive archaeological or biological resources.

VII. ISSUES

A. Parking Facilities

Existing parking facilities at the project site are currently comprised of 118 shared spaces located in various locations within the immediate commercial/industrial area, which is generally defined as the area bound by Firestone Road on the north, Cook Place on the south, Cass Place on the east and Burns Place on the west. Construction of the proposed

T-Hangars and associated facilities will result in removal of 43 shared parking spaces in various locations within the area. The proposed project will install 10 new spaces; therefore, the proposed project will result in a net loss of 33 parking spaces from the project area, resulting in a total of 85 spaces with full project implementation.

A parking analysis (Exhibit G) was completed by Airport staff to evaluate the proposed changes to the shared parking resources of the project area. The analysis found that the parking requirement pursuant to SBMC §29.90.012 of the various industrial and commercial uses in the project area would continue to be met and exceeded onsite with project implementation. The Zoning Ordinance parking requirement for the various uses in the complex is 78 spaces; therefore, the project would exceed the parking requirement with a provision for 85 spaces. Transportation staff has reviewed this analysis and has confirmed the required parking for the complex will be met on site.

B. Floodplain

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

D. Plan and Policy Consistency

1. Zoning Ordinance Consistency

The project is located in the Airport Facility (A-F), Airport Approach and Operations (A-A-O) and Coastal Overlay (SD-3) zones. The proposed T-Hangars are a permitted use in the A-F zone as is the Taxiway B realignment project in the A-A-O zone.

2. General Plan Consistency

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

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

a. Water and Marine Environments/Environmentally Sensitive Habitat

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

No portion of this project is located adjacent to or within coastal, riparian, and marine habitats or sensitive plant or wildlife species. All improvements would occur in already developed areas adjacent to the existing General Aviation facilities and the airfield at the Airport.

Both the T-Hangar and Taxiway B realignment improvements will involve project components to enhance site drainage of the project areas by grading and installing drainage devices to convey runoff to the existing Airport drainage system. No changes in storm water drainage are anticipated as a result of the Taxiway B realignment project. A Final Drainage Report for the T-Hangar project was prepared by Penfield & Smith, July 26, 2005 to evaluate post-project drainage conditions for the project site (Exhibit H). The Final Drainage Report concluded that the T-Hangar project would result in a slight increase runoff; however, the proposed drainage system is designed to accommodate a 10-year storm event and all runoff would be conveyed to the existing drainage system.

Section 402 of the Clean Water Act establishes a framework for regulating storm water discharges associated with construction activities, pursuant to the NPDES. A statewide general permit has also been issued for construction activities. Since the Proposed Action construction site area exceeds 1 acre for both projects, the Airport must obtain a General Construction Activity Storm Water Permit from the Regional Board. As part of this Permit, the Airport must prepare a Storm Water Pollution Prevention Plan (SWPPP) tailored to the specific construction activities associated with proposed construction activities. Therefore, given the proposed drainage improvements and the requirement that a SWPPP be prepared for the improvements, the project would not have the potential for adverse impacts to sensitive habitats as a result of sedimentation and runoff.

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

b. Hazards

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

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

The project site, as is the Airport as a whole and most of the region, is subject to seismic activity. Potential hazards related to seismic activity include: fault displacement and ground shaking (primarily from nearby historically active More Ranch fault), liquefaction, and tsunamis. The

proposed building addition would be located well outside the 50-foot fault setbacks of the More Ranch fault, located to the south of the project site. Therefore, the project may be found consistent with the applicable policies related to hazards.

c. Cultural Resources

Section 30244 of the Coastal Act and Policy 1.0 of the Conservation Element of the General Plan provide for protection of archeological, historic, or architectural resources. An Extended Phase I Archaeological Survey, prepared by Applied Earthworks, Inc. July 2004, was conducted for the project site, which found that no prehistoric or historical archaeological resources are recorded within or adjacent to the project area. The Extended Phase I Archaeological Survey was reviewed and accepted by the Historic Landmarks Commission on August 4, 2004. The project site does not contain either a historic structure or site designated or eligible for designation as a National, State, or City landmark nor does the site have ethnic cultural or religious significance. Upon excavation of backhoe trenches during the survey; however, historical materials associated with previously demolished buildings identified in 1929 and 1938 aerial photos of the site were discovered 42-48 inches below grade. A site record documenting the discovery was completed and submitted to the Historical Resources Information Systems at the University of California, Santa Barbara.

The project work is limited to excavation and grading to remove existing pavement and construction of new pavement and foundation not exceeding 36 inches below grade. The Extended Phase I Archaeological Survey finds that the area of disturbance will be mostly contained in documented fill material (occurring approximately 40 inches below grade) associated with fill operations conducted in 1942 to raise the airport grade when the airport served as a Marine Corp Air Station. Therefore, the survey concludes that it is unlikely that historical resources will be affected by construction activities. However, trenching for utilities may reach a depth of 48 inches below grade and could potentially affect unknown cultural and historic resources at the site. As such, impacts to Cultural Resources remain potentially significant but mitigable to less than significant levels.

In addition to the mitigation measure identified in the FEIS/EIR for potential unknown cultural resources, mitigation measures assuring that construction personnel are notified of potential cultural resource occurrence on the site and assuring that resource discovery procedures are appropriately implemented have been required as a condition of approval of Coastal Development Permit.

Therefore, the project may be found consistent with the protection of cultural resources.

d. Visual Quality

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

No grading or new buildings are proposed that would alter natural landforms. The site is not located in the immediate vicinity of coastal resources and would not obscure ocean or coastal views or impact the visual quality of the coastal area, and all utilities at the proposed T-Hangar site will be underground. For the reasons stated above, the project may be considered consistent with the visual quality policies.

e. Public Services

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

VIII. RECOMMENDATION/FINDINGS

The project is consistent with policies to protect water and marine environments, environmentally sensitive habitats, cultural resources, and visual quality. It is Staff's position that the project may be found consistent with the City's Zoning Ordinance, City Local Coastal Plan, Local Coastal Plan – Airport and Goleta Slough, General Plan, and the California Coastal Act. Therefore, Staff recommends that the Planning Commission make the following findings for the Coastal Development Permit and Development Plan, and approve the project subject to the Conditions of Approval contained in Exhibit A.

Findings for the Coastal Development Permit:

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

1. The project is not located near sensitive biological habitat, and would not adversely affect such habitat in the general vicinity; and
2. The project would not contribute to flood hazards; and
3. The project shall incorporate a Storm Water Pollution Prevention Plan (SWPPP), which incorporates Best Management Practices to protect water quality; and

4. The project shall protect and preserve archaeologically sensitive areas; and

5. The project is consistent with the visual character of the surrounding area and the Santa Barbara Airport; and

6. The project is consistent with the uses in the Airport Facilities (A-F) zone and Airport Approach and Operations (A-A-O) zone (SBMC Chapter 29.15).

Exhibits:

A. Conditions of Approval
B. Site Plan
C. Applicant's Letter
D. ABR Minutes dated May 24, 2004 & October 18, 2004
E. Addendum to Aviation Facilities Plan FEIS/EIR
F. Revised Mitigation Monitoring & Reporting Program
G. Parking Analysis
H. Santa Barbara T-Hangar Final Drainage Report, Penfield & Smith, July 26, 2005.
I. Relevant Policies

PLANNING COMMISSION CONDITIONS OF APPROVAL

40 CASS PLACE
COASTAL DEVELOPMENT PERMIT
APRIL 13, 2006

A. **Uninterrupted Flow of Water.** The Applicant shall provide for the uninterrupted flow of water through the Real Property including, but not limited to, swales, natural water courses, conduits and any access road, as appropriate. The Applicant is responsible for the adequacy of any project related drainage facilities and for the continued maintenance thereof in a manner that will preclude any hazard to life, health or damage to the Real Property or any adjoining property.

B. **Landscape Plan Compliance.** The Applicant shall comply with the Landscape Plan as approved by the Architectural Board of Review (ABR). Such plan shall not be modified unless prior written approval is obtained from the ABR. The landscaping on the Real Property shall be provided and maintained in accordance with said landscape plan.

C. **Approved Development.** The development of the Real Property approved by the Planning Commission on April 13, 2006 is limited to 31,000 square feet of T-hangars (24 individual aircraft parking spaces), relocation and expansion of Taxiway B, and the improvements shown on the site plans signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.

D. **Storm Water Pollution Control Systems Maintenance.** The Owner(s) shall maintain the drainage system, storm drain water interceptor and other storm water pollution control devices in accordance with the Operations and Maintenance Procedure Plan approved by the Building Official and/or the Public Works Director.

E. **Public Works Requirements Prior to Building Permit Issuance.** The Owner shall submit the following, or evidence of completion of the following to the Public Works Department for review and approval, prior to the issuance of a Building Permit for the project.

1. **Storm Water Quality Controls.** The Applicant shall apply storm water quality control guidelines to the project per the Public Works Department Construction Project Best Management Practices.

F. **Community Development Requirements Prior to Building or Public Works Permit Application/Issuance.** The following shall be finalized prior to, and/or submitted with, the application for any Building or Public Works permit:

1. **Pre-Construction Conference.** Prior to commencement of construction, a construction conference shall be scheduled by the General Contractor. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, Building Division, Planning Division, Airport Department and the Contractor and Subcontractor(s).

2. **Contractor and Subcontractor Notification.** The Owner shall notify in writing all contractors and subcontractors of the site rules, restrictions and Conditions of Approval. Submit a copy of the notice to the Planning Division.

EXHIBIT A

3. **Grading Plan Requirement for Archaeological Resources.** For construction activities resulting in ground disturbance exceeding 40 inches below grade for the proposed T-Hangar project the Airport shall assure before construction that all ground disturbances within the low Prehistoric and Historic Native American sensitivity zone north of Runway 7-25 and east of Runway 15R/33L shall be monitored by a City-qualified archaeologist and Native American observer consistent with the City MEA for Cultural Resource Guidelines. Any required significance testing or mitigation activities shall be performed consistent with the City MEA for Cultural Resources Guidelines for Phase 2 and Phase 3 studies.

   The following information shall be printed on the grading plans:

   If archaeological resources are encountered or suspected, work shall be halted or redirected immediately and the Planning Division shall be notified. The archaeologist shall assess the nature, extent and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List, etc.

   If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Planning Division grants authorization.

   If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Planning Division grants authorization. *Mitigation Measure 3.9-5*

4. **Construction Contingency Plan Required.** A Construction Contingency Plan shall be developed addressing methods to control potential mitigation of contamination discovered during construction as well as safety considerations for on-site personnel and the general public. Details of the plan shall include but not be limited to the following: *Mitigation Measure 3.6-1*

   a. Procedures for identification of contaminated soil.

   b. Measures that shall be taken immediately to protect workers and the public from exposure to contaminated areas (e.g., fencing or hazard flagging, covering of contaminated soils with plastic, etc.) and prevent migration of the contaminants to the surrounding environment.

c. Steps to be taken following initial discovery of contaminate soil: Notification shall be made to the Santa Barbara Hazardous Materials Unit immediately following identification of contamination within the construction area.

5. **Storm Water Pollution Prevention Plan (SWPPP).** A SWPPP shall be prepared for the proposed project, which must meet state NPDES General Construction Permit requirements, and must be approved by the Building Division. The SWPPP shall incorporate all feasible Best Management Practices (BMPs) to reduce erosion from construction activities, to prevent sediment in stormwater discharges, and to minimize non-stormwater pollutants at the project site to the maximum extent possible.

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

Signed:

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

G. Construction Implementation Requirements. All of these construction requirements shall be carried out in the field for the duration of the project construction.

1. **Construction Operation Requirements.** The following requirements shall be specified on the construction plans submitted to the Building Department for Building Permits and be adhered to during grading and construction to reduce emissions from construction equipment: *Mitigation Measure 3.5-8*

a. Use heavy-duty diesel powered construction equipment manufactured after 1996 (with federally mandated "clean diesel engines).

b. Engine size of construction equipment shall be the minimum practical size.

c. Minimize the number of construction equipment operating simultaneously through efficient management practices.

d. Maintain construction equipment in tune per manufacturer's specifications.

e. Equip construction equipment onsite with two to four degree engine retard or pre-combustion chamber engines.

f. Install catalytic converters on gasoline-powered equipment.

g. Install diesel catalytic converters.

h. Replace diesel-powered equipment with electric equipment.

i. Minimize construction worker trips by requiring carpooling and by providing lunch or by requiring workers to bring lunch to the site.

2. **Hazardous Materials Contingencies.** If hazardous materials are encountered, following initial actions specified in the Construction Contingency Plan, a project-specific remediation plan shall be developed and implemented to reduce contaminant concentrations to acceptable levels. The details of the plan would be dependent on the extent and types of contamination but would include characterization of the problem, a review of remedial options (i.e. feasibility study), and a detailed plan for implementation of the chosen alternative. These plans would require review and approval by EHSD and Airport staff, taking in to account potential flooding impacts and prevention of contaminant runoff to nearby creeks. Excavation of any other remediation activities necessary shall be consistent with all biology, air quality (dust suppression), archaeology, and other mitigation measures applicable to the project. *Mitigation Measure 3.6-2*

3. **Refueling and Equipment Maintenance.** Procedures for refueling and equipment maintenance shall be developed and documented to prevent surface spills or other releases of hazardous material from contaminating surface and/or groundwater. These activities shall be conducted in a controlled area, on an impervious surface, where potential spills can be managed without affecting surface or groundwater quality. Fuels and oils shall be stored in appropriately sealed containers. The staging area used for the storage of these materials shall be lined and surrounded by protective dikes to provide full containment of any spilled materials. *Mitigation Measure 3.6-3*

4. **Demolition/Construction Materials Recycling.** Recycling and/or reuse of demolition/construction materials shall be carried out to the extent feasible, and containers shall be provided on site for that purpose, in order to minimize construction-generated waste conveyed to the landfill. Indicate on the plans the location of a container for collection of demolition/construction materials.

5. **Construction-Related Truck Trips.** Construction-related truck trips shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.). The purpose of this condition is to help reduce truck traffic on adjacent streets and roadways.

6. **Construction Related Traffic Routes.** The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods, subject to approval by the Public Works Director.

7. **Haul Routes.** The haul routes for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Public Works Director.

8. **Construction Parking/Storage.** Construction parking and storage shall be provided as follows:

   a. During construction, free parking spaces for construction workers and construction shall be provided on-site or off-site in a location subject to the approval of the Public Works Director.

   b. Storage or staging of construction materials and equipment within the public right-of-way is prohibited.

9. **Dust control.** During site grading and transportation of fill materials,

   a. Water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this shall include wetting down such areas late in the late morning and after work is completed for the day. Increased watering frequency shall be required whenever the wind speed exceeds 15 mph. Reclaimed water shall be used whenever possible. The amount of disturbed area and vehicle speeds on dirt areas shall be minimized. *Mitigation Measure 3.5-1*

   b. The amount of disturbed area and on-site vehicle speeds shall be minimized. *Mitigation Measure 3.5-2*

   c. If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin. *Mitigation Measure 3.5-3*

   d. After cleaning, grading, earth moving, or excavation is completed, the disturbed area shall be treated by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. *Mitigation Measure 3.5-4*

   e. The contractor shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary to prevent transport of dust off site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD prior to land use clearance for map recordation and land use clearance for finish grading for the structure. Trucks transporting fill material to and from the site shall be covered from the point of origin to the point of destination. *Mitigation Measure 3.5-5*

   f. All dust control mitigation measures shall be specified on a cover sheet for the construction plans submitted for building permits. *Mitigation Measure 3.5-6*

   g. The Contractor shall utilize shrouding or water application during demolition of buildings to mitigate emissions of fugitive dust. *Mitigation Measure 3.5-7*

10. **Expeditious Paving.** All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used, as directed by the Building Inspector.

11. **Gravel Pads.** Gravel pads shall be installed at all access points to the project site to prevent tracking of mud on to public roads.

H. **Prior to Certificate of Occupancy.** Prior to issuance of the Certificate of Occupancy, the Owner of the Real Property shall complete the following:

1. **Repair Damaged Public Improvements.** Repair any damaged public improvements caused by construction (curbs, gutters, sidewalks, etc.) subject to the review and approval of the Public Works Department. Where tree roots are the cause of the damage, the roots shall be pruned under the direction of a qualified Arborist.

NOTICE OF COASTAL DEVELOPMENT PERMIT TIME LIMITS:

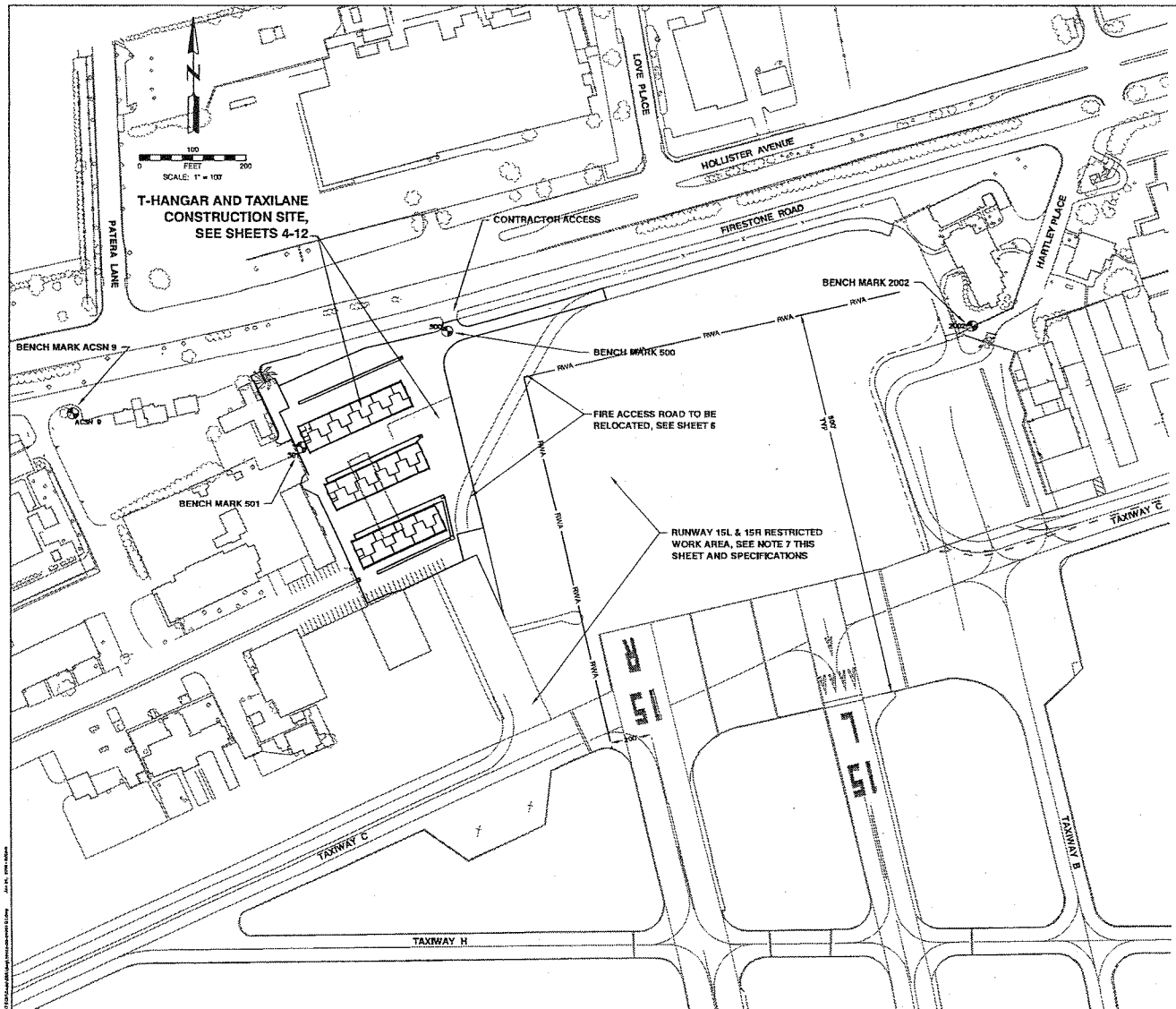
The Planning Commission's action approving the Coastal Development Permit shall expire two (2) years from the date of approval, per SBMC 28.45.009.q, unless:

1. Otherwise explicitly modified by conditions of approval of the development permit, or unless construction or use of the development has commenced.

2. A building permit for the work authorized by the coastal development permit is issued prior to the expiration date of the approval.

3. A one (1) year time extension may be granted by the Planning Commission if the construction authorized by the permit is being diligently pursued to completion and issuance of a Certificate of Occupancy. Not more than three (3) extensions may be granted.

EXHIBIT B



NOTES:

1. THE CONTRACTOR MAY USE, IF NECESSARY, AN AREA DESIGNATED BY THE ENGINEER TO STORE EQUIPMENT AND MATERIALS. THE AREA SHALL BE CLEANED TO THE SATISFACTION OF THE ENGINEER AT THE END OF CONSTRUCTION.
2. TEMPORARY BENCH MARKS ARE NAILS DRIVEN INTO PAVEMENT. THESE POINTS SHALL BE USED TO ESTABLISH VERTICAL CONTROL DURING CONSTRUCTION. THE CONTRACTOR SHALL ACCURATELY OFFSET THESE POINTS AS NECESSARY OUT OF WORK AREA.
3. THE CONTRACTOR MAY OBTAIN WATER FOR CONSTRUCTION AS DESCRIBED IN THE PROJECT SPECIFICATIONS. THE CONTRACTOR SHALL FOLLOW WATER CONSERVATION MEASURES AS CALLED FOR IN THE PROJECT SPECIFICATIONS.
4. ALL ASPHALT CONCRETE, PORTLAND CONCRETE, ASPHALT TREATED SAND, OR AGGREGATE BASE EXCAVATED AS PART OF THIS PROJECT SHALL BE DISPOSED OF OFF-SITE AT THE CONTRACTOR'S EXPENSE. SEE SPECIFICATIONS REGARDING REUSE.
5. SEE MISCELLANEOUS PROVISIONS IN SPECIFICATION BOOK FOR WORK STAGING REQUIREMENTS.
6. MANY AREAS OF THE AIRPORT ARE CLASSIFIED AS WETLANDS. ACCESS ON THESE AREAS IS PROHIBITED. ALL AREAS MORE THAN 20 FEET FROM PAVEMENT EDGES SHOULD BE CONSIDERED WETLANDS UNLESS SPECIFICALLY DESIGNATED OTHERWISE. THE CONTRACTOR IS NOT ALLOWED MORE THAN 15 FEET FROM THE EDGE OF THE PAVEMENT UNLESS SPECIFICALLY AUTHORIZED BY THE CITY.
7. CONTRACTOR SHALL INSTALL WARNING SIGNS AND APPROXIMATELY 300 FEET OF CAUTION TAPE 30' FROM AND PARALLEL TO THE RUNWAY SAFETY AREA LINE TO PREVENT EQUIPMENT OR WORK VEHICLES FROM ENCROACHING INTO THE RUNWAY SAFETY AREA WITHOUT PRIOR AUTHORIZATION FROM THE AIRPORT CONTROL TOWER. A FINE OF $10,000 WILL BE ASSESSED FOR EACH TRESPASS OCCURRENCE.

NOTES:

1. COORDINATE VALUES ARE LOCAL REFERENCE COORDINATES AND ARE NOT BASED ON THE CALIFORNIA COORDINATE SYSTEM.
2. ELEVATIONS ARE TIED TO NAVD '88.

CONTROL POINTS

DESCRIPTION	NORTHING	EASTING	ELEVATION
ACSN 9	1,984,549.77	6,005,367.90	11.63
2002	1,984,717.43	6,007,046.44	12.93
TBM 500	1,984,707.89	6,006,068.61	12.42
TBM 501	1,984,485.94	6,005,313.57	11.57

REGISTERED PROFESSIONAL ENGINEER MARK S. ANDREWS No. 35468 Exp. 9-30-07 CIVIL STATE OF CALIFORNIA

NO.	DESCRIPTION	DATE	APPROVED
	REVISIONS		

Designed: MSA
Drawn: MEH
Check: LBM
Fld.Bk.No.
Page:
Atlas:

MEAD & HUNT — ENGINEERS ARCHITECTS SCIENTISTS PLANNERS — 797 Anacapa Blvd., Santa Rosa, California 95401 (707) 575-5810 FAX (707) 576-4721

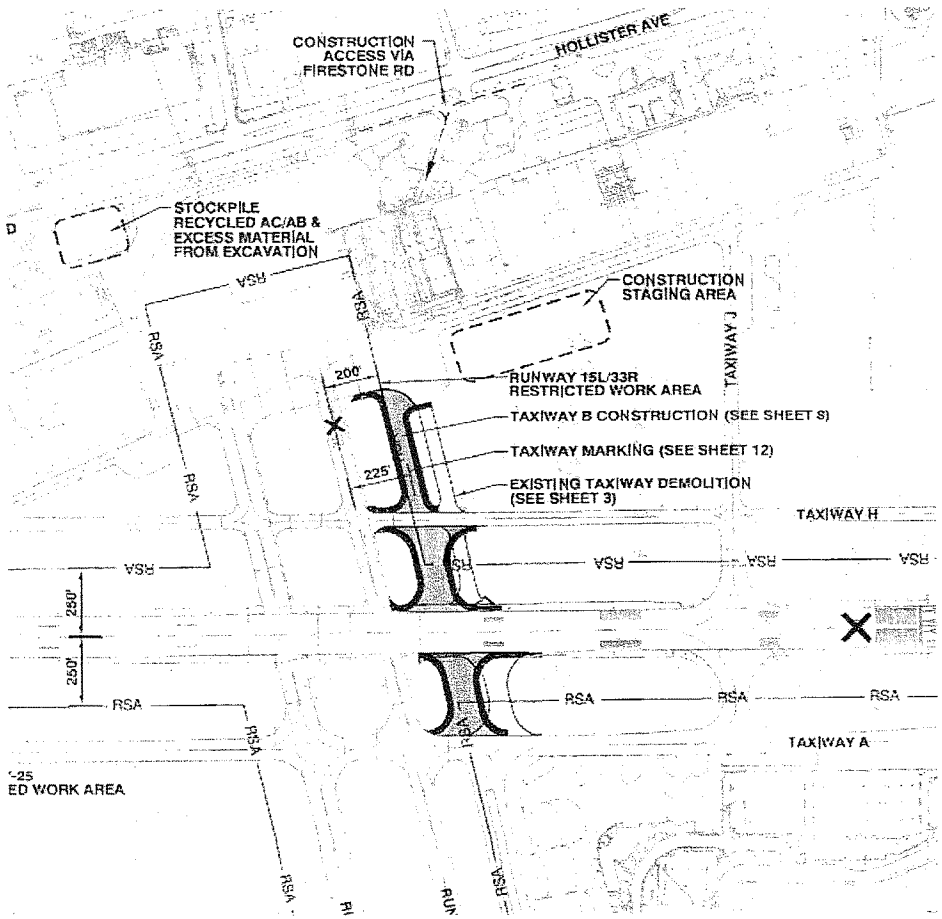
PROJECT LAYOUT PLAN & GENERAL NOTES

PenField & Smith — ENGINEERS • SURVEYORS • PLANNERS
101 E. VICTORIA ST. SANTA BARBARA CALIFORNIA 93101
(805) 963 - 9532
MAILING ADDRESS: P.O. BOX 98 (93102)

CITY OF SANTA BARBARA
PUBLIC WORKS DEPARTMENT - ENGINEERING DIVISION
APPROVED: _____ DATE _____ 20 ___
CITY ENGINEER

Date: JANUARY 2006
Scale: 1" = 300'
Job File No: 19425-00-04001
PROJ.NO. 04003
SHT. 2 OF 35 SHTS.
DWG.NO. C-5-B 0606

Taxiway B Realignment



City of Santa Barbara

Santa Barbara Airport

www.flysba.com

February 23, 2006

RECEIVED

FEB 2 3 2006

CITY OF SANTA BARBARA
PLANNING DIVISION

Administration
805.967.7111

Marketing
805.692.6004

Engineering
805.692.6018

Maintenance
805.692.6060

Operations/Noise
805.692.6005

Patrol
805.681.4803

Planning
805.692.6023

Property Mgmt.
805.692.6022

Visitors' Center
805.964.7622

Fax
805.964.1380

601 Firestone Rd.
Santa Barbara, CA
93117

Planning Commission
City of Santa Barbara
630 Garden Street
Santa Barbara, CA 93110

SUBJECT: CDP APPLICATION FOR THE SANTA BARBARA AIRPORT T HANGAR AND TAXIWAY BRAVO REALIGNMENT PROJECT - REVISED

Dear Commissioners:

We are requesting a Coastal Development Permit (CDP) to construct twenty four aircraft T-hangars and realign a portion of taxiway B on Airport Property. The site is located in the Airport Facilities zone (A-F), Airport Approach and Operations zone (A-A-O) and Special District – Coastal (SD3) zones and is designated as Major Public and Institutional in the Local Coastal Plan. The Assessors Parcel Number for each project is 073-450-003, which contains 826.24 acres. The project is described below:

Pre Application Reviews:

The T-hangar project has previously been reviewed by the Architectural Board of Review on both May 24 and October 18, 2004. The board made recommendations and continued the project following Planning Commission approval.

The T-hangar portion of the project has also been to the Historical Landmarks Commission on October 18, 2004. The board approved the recommendations of the Phase I Archaeology report prepared for the project.

Background

T-hangars - Both the Airport Industrial Specific Plan and the Aviation Facilities Plan identified Future T-hangar developments. This T-hangar development and includes 24 T-hangars and associated taxi lanes, utilities, grading and drainage. No structures are proposed in the A-A-O zone. T Hangars provide covered and secure storage for aircraft.

Taxiway Bravo Realignment - Taxiway B serves both small aircraft and business jets accessing Signature Aviation, Stratman Aero Service, and Mercury Air. Currently, the northern and southern sections of Taxiway B are offset approximately 120'. This taxiway offset causes pilot confusion, leading general aviation pilots to enter the restricted Airline terminal ramp area. The Federal Aviation Administration Runway Incursion Action Team has recommended the realignment to prevent runway incursions. Currently, in the northern section of Taxiway B from Taxiway A to Taxiway C, the centerline is located 340-feet from the centerline of Runway 15L-33R, whereas the FAA approved Airport Layout Plan shows the future alignment 225-feet from the Runway

15L-33R centerline. This project relocates the northern section of Taxiway B to its Airport Layout Plan approved location.

Project Description – T-hangars

The project is located at 40 Cass Place on Airport property. The existing site has a combination of uses. The 4.38 acre site is comprised of a 6,400 square feet building with associated parking, an undedicated roadway (Cass Place), and open ground vegetated with low grasses and weeds.

We are proposing to demolish the 6,400 square feet building and existing paving (approximately 44,500 sf), and grade the site to drain. Underground utilities will be constructed including electric, telephone, waterlines and hydrants to provide fire protection, and sanitary sewer. Native soil will be excavated and replaced with aggregate base and asphalt concrete. Portland cement concrete slabs will be poured for the hangar foundations. The T-hangars (approximately 31,000 square feet) are proposed to be prefabricated single story metal structures nested together in three buildings each containing 9, 8, and 7 hangar units respectively. One restroom will be provided in one of the buildings. A taxi lane will provide access between the hangars and the airfield. The taxi lane will be just east of the hangars and will be approximately 50 feet wide by 440 feet long. The existing service road which runs north of Runways 15R-33L and 15L-33R will be realigned to provide for a safer transition through the new T-hangar area. Approximately 350 feet of the existing service road will be removed, and a new section 230 feet long and 22 feet wide will connect to the paved areas around the hangars.

Drainage will consist of surface flow through new concrete valley gutters into new storm drain pipe that ties into the existing airfield storm drain system. A total of approximately 1,100 feet of new storm drain pipe, including 21", 15", and 12" storm drain pipe will be installed.

The existing security fence will be removed and replaced with new to enclose the hangar area. About 10,000 square feet of landscaping is proposed along the Firestone Road frontage.

A parking analysis was completed by Airport staff to analyze the changes to existing parking resources on the property as well as to ensure parking demand is still met on site following completion of this project. This analysis looked at the existing buildings and uses within the project area bordered by Firestone Road on the north, Cook Place on the South, Cass Place on the East and Burns Place on the West. It concluded that there are six buildings within these project limits. The uses varied from office, research and development, and open storage yard use. The analysis showed that the required parking for this area is 78 spaces and that after our project, there will be 85 spaces. Our project specifically removes a total of 43 spaces, and installs 10 spaces, including 3 parking spaces for visitors inside the security fence near the proposed gate. Aircraft owners typically park their cars inside the hangars when using their aircraft. A copy of the parking analysis summary is attached as Table 1 and the study area limits are shown as Figure 1.

Project statistics are listed below:

Grading	Cut 8,250 cubic yards
	Fill 8,250 cubic yards
Paving	Demolish - 44,500 square feet
	New - 160,000 square feet
	Net new paving – 115,500 square feet
Building	Demolish – 6,400 square feet

	New - 31,000 square feet of hangar (not subject to Measure E)
	New - 300 square feet restroom & 2,400 square feet storage (subject to Measure E)
Landscaping	10,000 square feet

Project Description – Taxiway B Realignment

This project is located on airport property, within the air operations area north of Taxiway A and east of Runway 15L-33R in an unimproved area currently covered with native grasses. The project consists of demolition of the existing Taxiway B (approximately 93,200 S.F.) and the removal of existing taxiway lighting; and the construction of a new taxiway B (approximately 167,760 S.F.) including asphalt paving, drainage, marking, lighting and signing.

The existing taxiway pavement will be pulverized and the existing asphalt and base will be removed for reuse as recycled road base. All existing light fixtures, cable and conduit will be removed. Topsoil will be applied and the area will be graded to drain and reseeded with native grasses. Along the new taxiway alignment, native material will be excavated and replaced with aggregate base and asphalt concrete on a cement treated subgrade. The new taxiway will be equipped with Medium Intensity Taxiway Lights and signs and the pavement will be marked in conformance with FAA standards. The area between the new taxiway and Runway 15L-33R will be graded to drain and seeded with native grasses. Drainage will be by surface flow to three new catch basins and from there via pipe to the existing drainage system, which currently runs just west of the new taxiway.

Project statistics are as follows:

Earthwork	Cut 15,000 cubic yards
	Fill 2,600 cubic yards
Paving	Demolition 93,200 square feet
	New 167,760 square feet
	Net increase 74,560 square feet

Work Area and Schedule

Each work areas is located on Airport property with the T-hangars located at 40 Cass Place, and the Taxiway located east of Runway 15L/33R in the operations area of he airfield. The work is scheduled to take place as soon as all permits are acquired. The expected duration for the T-hangar project is ninety working days, comprised of ten days for demolition, and fifteen days for grading plus the fabrication of the T-hangars on site, while the expected duration of the Taxiway B project is fifty working days with demolition taking approximately ten days and grading taking another fifteen. It is expected that each project will occur simultaneously.

Equipment, Access Points, Storage Areas, and Travel Routes

For each project, there will be various types of mechanized equipment used. Excavators, backhoes, front end loaders, and motor graders will all be utilized for the grading portion of the project. Trucks will be utilized to bring new sub base to the site as well as the new asphalt and Portland cement concrete. Mostly hand crews and a small crane will likely be on site to assembly the T-hangars.

Access points to the project include Hollister Avenue at Aero Camino and Hollister Avenue at Hartley Place. An existing vacant lot on the corner of Firestone Road and Cass Place is within the T-hangar project boundaries will be used for a contractor storage and staging yard for the T-hangar project. An existing grass area between Taxiway C between Taxiway B and the new location of the Taxiway B will be the contractor storage and staffing yard for the taxiway B Realignment Project Travel routes will likely include Highway 101 to either Los Carneros or Fairview Avenue proceeding on Hollister Avenue to the site.

Vegetation and Biology

The project will not affect any wetland areas as defined by the Army Corps of Engineers and the California Coastal Commission. The T-hangar project will have approximately 10,000 square feet of new landscape area and all disturbed areas inside the airfield, including the former Taxiway B location will be revegetated with native grasses.

Archeology

The T-hangar site is within the American Period / Early 20th Century and Cultural Prehistoric - Low Sensitivity Zones as defined in the City Airport Phase I Archeological Assessment. A phase I report has been prepared for and reviewed by the Historical Landmarks Committee.

The Taxiway B realignment is not in an Archaeological Sensitive Zone per the city's Master Environmental Assessment report.

Other Permits

The City will obtain the other necessary environmental permits for this project including a Clean Water Act Section 401 permit and certification and Storm Water Permit required by the State Water Resources Control Board.

If you have any questions regarding this project, please call me at (805) 692-6020. Thank you for your assistance.

Sincerely,

Leif Reynolds
Project Engineer

Attachments:
1) Table 1 – Parking Analysis Summary
2) Figure 1 – Parking Analysis Site Plan

Table 1
Santa Barbara Airport
T-Hangar Project Parking Analysis
February 2006

Building Address	Airport Building #	Square Feet	Use	Parking Requirement	Parking Required	Parking Provided
51 Cass Place	303	6,400	Research & Development	1 space / 500 sf	13	11
		11,030	Open Yard	1 space / 5,000 sf	3	
53 Cass Place	304	3,960	Office	1 space / 250 sf	16	16
1407 Firestone Road	311	1,160	Office	1 space / 250 sf	5	7
1440 Cook Place	344	11,408	Research & Development	1 space / 500 sf	23	34
		46,316	Open Yard	1 space / 5,000 sf	10	
1409 Firestone Road	351	1,172	Office	1 space / 250 sf	5	7
1411 Firestone Road	352	720	Office	1 space / 250 sf	3	10
				Total	78	85

ABR Comments

May 24, 2004

(COMMENTS ONLY; PROJECT REQUIRES ENVIRONMENTAL ASSESSMENT AND SUBSTANTIAL CONFORMANCE WITH THE AIRPORT MASTER PLAN.)

(3:27)

Owen Thomas and Leif Reynolds, City Airport Department, present.

Motion: Continued indefinitely with the following comments: 1) Study introducing more traditional architectural elements such as the following to all proposed structures, but especially to the building closest to Firestone Road: a) Study opportunities for creating a deep eave condition and introducing bookend conditions of parapet walls as seen in some of the older airport buildings. b) Introduce different traditional materials on the bookends such as turning the metal sidings on a horizontal axis. c) The vents as proposed are not acceptable; provide more traditional venting opportunities such as dormer or penthouse vents. d) The window and door details should be more traditional and in keeping with older warehouse vernacular. e) Introduce more significant break-ups between the bay doors. f) Introduce more traditional detailing at the bay doors, such as cross bracing. 2) The landscape plan is acceptable as presented.

Action: Pierron/Bartlett, 8/0/0.

October 18, 2004

(COMMENTS ONLY; PROJECT REQUIRES COASTAL REVIEW AND SUBSTANTIAL CONFORMANCE WITH THE AIRPORT MASTER PLAN.)

(4:34)

Owen Thomas, Applicant; Kirk Gradin; and Sarah Iza, Case Planner, present.

Motion: Continued indefinitely to the Planning Commission with the following comments: 1) Applicant is to study increasing the bow dimension on the center bay. 2) Study the proposed vent at the ends of the center bay. 3) The Board prefers the vertical corragated sheet metal. 4) Provide more pronounced trim on the doors. 5) The Board would not require the terra cota color. The grey color suggested by the applicant would be acceptable.
Action: LeCron/Pierron, 7/0/0.

EXHIBIT D

CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

ADDENDUM TO ENVIRONMENTAL IMPACT REPORT (SCH #2000111037) FOR SANTA BARBARA AIRPORT T-HANGAR PROJECT 40 CASS PLACE, SANTA BARBARA (MST2004-00334)

April 6, 2006

This Addendum is prepared in accordance with State CEQA Guidelines Section 15164, which provides that an Addendum to a previous environmental impact report may be prepared if only minor changes or additions are necessary to make the prior document adequate for the current project.

PRIOR ENVIRONMENTAL DOCUMENT

The proposed T-Hangar project site is located in the north-central portion of the Santa Barbara Airport, south of Hollister Avenue at 40 Cass Place. The project site was previously addressed as new development in the Santa Barbara Airport Final Environmental Impact Statement/ Environmental Impact Report (FEIS/EIR) for the Aviation Facilities Plan, dated August 2002.

The Aviation Facilities Plan addresses a number of projects determined necessary to meet projected aviation passenger and aircraft operation needs of the Airport through the year 2015 and, among other airfield safety and airport facility improvements, identified locations for a total of 115 new T-Hangars in the northeast portion of the Santa Barbara Airport, south of Hollister Avenue and approximately 0.3 mile east of the proposed project location (See Attachment 1, Project Vicinity Map). The Final EIS/EIR for the Aviation Facilities Plan found that the Airfield Safety projects and other airport facility improvements would result in significant unavoidable impacts to a number of environmental resources; however, the FEIS/EIR concluded that the T-Hangar portion of the Aviation Facilities Plan would not contribute to or result in unavoidable significant impacts.

CURRENT PROJECT DESCRIPTION

The proposed project involves demolition of an approximate 6,400 square foot building and construction of three prefabricated metal aircraft hangars totaling approximately 31,000 square feet (24 T-Hangars total), which also include 2,400 sq. ft. of storage space and a 300 sq. ft.

EXHIBIT E

restroom (See Attachment 2, Site Plan). The proposed T-Hangar project also includes construction of a new taxi lane, replacement of existing security fencing, realignment of an existing airfield service road and the entrance drive to the project site (Cass Place), and installation of approximately 10,000 sq. ft. of new landscaping. Grading for the T-Hangar project consists of 8,250 cubic yards (cu. yds.) of cut and 8,250 cu. yds. of fill.

The proposed project would involve construction of 24 T-Hangars from the pool of 115 T-Hangars previously identified and evaluated in the Aviation Facilities Plan FEIS/EIR. However, as noted above, the proposed project location for the new T-Hangar construction is approximately 0.3 mile west of the previously identified T-Hangar site evaluated in the FEIS/EIR. Therefore, in accordance with State CEQA Guidelines Section 15164, this Addendum to the Aviation Facilities Plan Final EIS/EIR is provided to identify and evaluate potential environmental impacts not previously identified in the FESI/EIR that may result from the change in project site location for T-Hangar construction.

PROJECT IMPACTS AND MITIGATIONS

The Aviation Facilities Plan FEIS/EIR found that construction of the T-Hangar component of the Plan would contribute to or result in potentially significant environmental impacts that could be mitigated to less than significant levels with respect to Air Quality impacts associated with construction fugitive dust, Hazardous Materials, and Cultural Resources. The Aviation Facilities Plan FEIS/EIR further found that construction of the T-Hangar component of the Plan would contribute to or result in adverse but less than significant environmental impacts not requiring mitigation with respect to Air Quality impacts associated with combustion emissions during construction. No other potential impacts to environmental resources resulting from T-Hangar construction were identified.

The project site is a developed site currently occupied by a vacant building and primarily consisting of paved surfaces associated driveways and parking areas serving the various industrial and office uses of the project area. The project area containing the existing airfield service road consists of open ground vegetated with low grasses and weeds. The project will involve demolition of the existing 6,400 sq. ft. building and surrounding pavement and construction of a three (3) prefabricated metal T-Hangars, new pavement surface for access, parking and a new taxi lane, replacement of existing security fencing, realignment of an existing airfield service road and the entrance drive to the project site (Cass Place), and installation of approximately 10,000 sq. ft. of new landscaping along the Firestone Road frontage. Grading for the T-Hangar project consists of 8,250 cubic yards (cu. yds.) of cut and 8,250 cu. yds. of fill.

Given the developed and disturbed nature of the project site, and its location in an urban area of surrounding airport-related, and industrial and commercial land uses, the proposed project would not result in any changes in environmental effects previously evaluated in the FEIS/EIR relating to aesthetics/visual resources, biological resources, geophysical conditions, water resources, agricultural resources, or land use. In addition, because the proposed T-Hangar site is in proximity to the original T-Hangar site identified in the FEIS/EIR (both sites are just south of Hollister Avenue, are accessed directly via Firestone Road and are only 0.3 miles apart), and because the project does not involve an intensification of land use or increased development potential of any

facility previously evaluated in the FEIS/EIR, the proposed project would not result in any changes in environmental effects relating to noise, population and housing, public services, recreational resources, energy supply, fire protection, or transportation/circulation.

Air Quality

Air quality impacts from aircraft and vehicles associated with operation if new T-Hangars in the Aviation Facilities Plan Area were found to be insignificant. The change in project location will not in anyway affect the quantity or type of aircraft and vehicle operations associated with the proposed T-Hangars previously evaluated in the Aviation facilities Plan FEIS/EIR and the project would not result in construction of a T-Hangar quantity exceeding that identified in the Aviation Facilities Plan. Therefore, the proposed project would not result in additional aircraft use or traffic generation and resultant air quality impacts beyond that analyzed in the Aviation Facilities Plan FEIS/EIR. As such, potential impacts related to aircraft and vehicle operations associated with the proposed T-Hangars would remain insignificant.

The Aviation Facilities Plan FEIS/EIR found that construction of the T-Hangar component of the Plan would contribute to or result in potentially significant Air Quality impacts associated with construction fugitive dust that could be mitigated to less than significant levels, and that T-Hangar build-out would contribute to or result in adverse but less than significant Air Quality impacts associated with combustion emissions during construction not requiring mitigation. As described above, the proposed project would not result in construction of more T-Hangars than identified in the Aviation Facilities Plan and anticipated construction methods, timing and duration would be similar to that evaluate in the FEIS/EIR. Therefore, the proposed project would not result in additional construction-related air quality impacts beyond that analyzed in the Aviation Facilities Plan FEIS/EIR and air quality impacts would remain potentially significant and mitigable for construction activity fugitive dust, and adverse but less than significant for construction combustion emissions. Pursuant to the findings of the FEIS/EIR mitigation measures 3.5-1 – 3.8-8 are required for all construction activities associated with the proposed T-Hangar project.

Hazardous Materials

The Aviation Facilities Plan FEIS/EIR found that construction of the T-Hangar component of the Plan would contribute to or result in potentially significant Hazardous Materials impacts that could be mitigated to less than significant levels with respect to exposure to contaminated soils exposed by grading and other previously unidentified contamination discovered during construction, and contamination from accidental spills during vehicle maintenance and refueling.

The proposed project would involve construction methods, timing and duration similar to that considered in the FEIS/EIR and use activities associated with the proposed T-Hangars would be similar to those anticipated and evaluated in the FEIS/EIR. Therefore, the proposed project would not result in additional impacts related to potential exposure to contaminated soils exposed by grading and other previously unidentified contamination discovered during construction, or contamination from accidental spills during vehicle maintenance and refueling beyond that analyzed in the Aviation Facilities Plan FEIS/EIR. Impacts would remain potentially significant

and mitigable. Pursuant to the findings of the FEIS/EIR the mitigation measures 3.6-1 – 3.6-3 are applicable to all construction activities and vehicle maintenance and refueling procedures associated with the proposed T-Hangar project.

Cultural Resources

The Aviation Facilities Plan FEIS/EIR found that construction of the T-Hangar component of the Plan would contribute to or result in potentially significant Cultural Resource impacts that could be mitigated to less than significant levels associated with potential impacts to unknown resources during construction.

Pursuant to the findings of the Santa Barbara Airport FEIS/EIR for the Aviation Facilities Plan, the project area for the proposed T-Hangars is located in a low sensitivity zone for prehistoric and historic resources. The proposed project will occur in a disturbed area previously subject to fill operations, grading and paving when the existing facilities were constructed.

An Extended Phase I Archaeological Survey, prepared by Applied Earthworks, Inc. July 2004, was conducted for the project site which found that no prehistoric or historical archaeological resources are recorded within or adjacent to the project area. The project site does not contain either a historic structure or site designated or eligible for designation as a National, State, or City landmark nor does the site have ethnic cultural or religious significance. Upon excavation of backhoe trenches during the survey; however, historical materials associated with previously demolished buildings identified in 1929 and 1938 aerial photos of the site were discovered 42-48 inches below grade. A site record documenting the discovery was completed and submitted to the Historical Resources Information Systems at the University of California, Santa Barbara.

The project work is limited to excavation and grading to remove existing pavement and construction of new pavement and foundation not exceeding 36 inches below grade. The Extended Phase I Archaeological Survey indicates that the area of disturbance will be mostly contained in documented fill material (occurring approximately 40 inches below grade) associated with fill operations conducted in 1942 to raise the airport grade when the airport served as a Marine Corp Air Station. Therefore, the survey concludes that it is unlikely that historical resources will be affected by construction activities. However, trenching for utilities may reach a depth of 48 inches below grade and could potentially affect unknown cultural and historic resources at the site. As such, impacts to Cultural Resources remain potentially significant but mitigable to less than significant levels.

Pursuant to the findings of the FEIS/EIR mitigation measure 3.9-5 is applicable to all construction activities and vehicle maintenance and refueling procedures associated with the proposed T-Hangar project. In addition, measures assuring that construction personnel are notified of potential cultural resource occurrence on the site and assuring that resource discovery procedures are appropriately implemented is included in mitigation measure 3.9-5 of the FEIS/EIR:

Conclusion

The proposed T-Hangar project would not result in environmental impacts not previously identified and evaluated in the Aviation Facilities Plan FEIS/EIR. No environmental effects would be

substantially more severe than as identified in the FEIS/EIR. No new mitigation measures or alternatives would reduce any potential environmental impact as identified in the FEIS/EIR.

Mitigation Measures and Mitigation Monitoring and Reporting Program (MMRP)

Minor technical revisions have been made to applicable mitigation measures to incorporate more detailed project description specifications. These minor technical revisions are provided in Attachment 3 and are not substantially different from the mitigation measures included in the previous environmental document. The Mitigation Monitoring and Reporting Program (MMRP) provided in the Final EIS/EIR has been revised to include the revised mitigation measures and to make it specific to the proposed T-Hangar project. The revised MMRP is provided in Attachment 4.

CEQA FINDING

Based on the above review of the project, in accordance with State CEQA Guidelines Section 15162, no Subsequent Negative Declaration or Environmental Impact Report is required for the current project, because new information and changes in circumstances, project description, impacts and mitigations are not substantial and do not involve new significant impacts or a substantial increase in the severity of previously identified impacts.

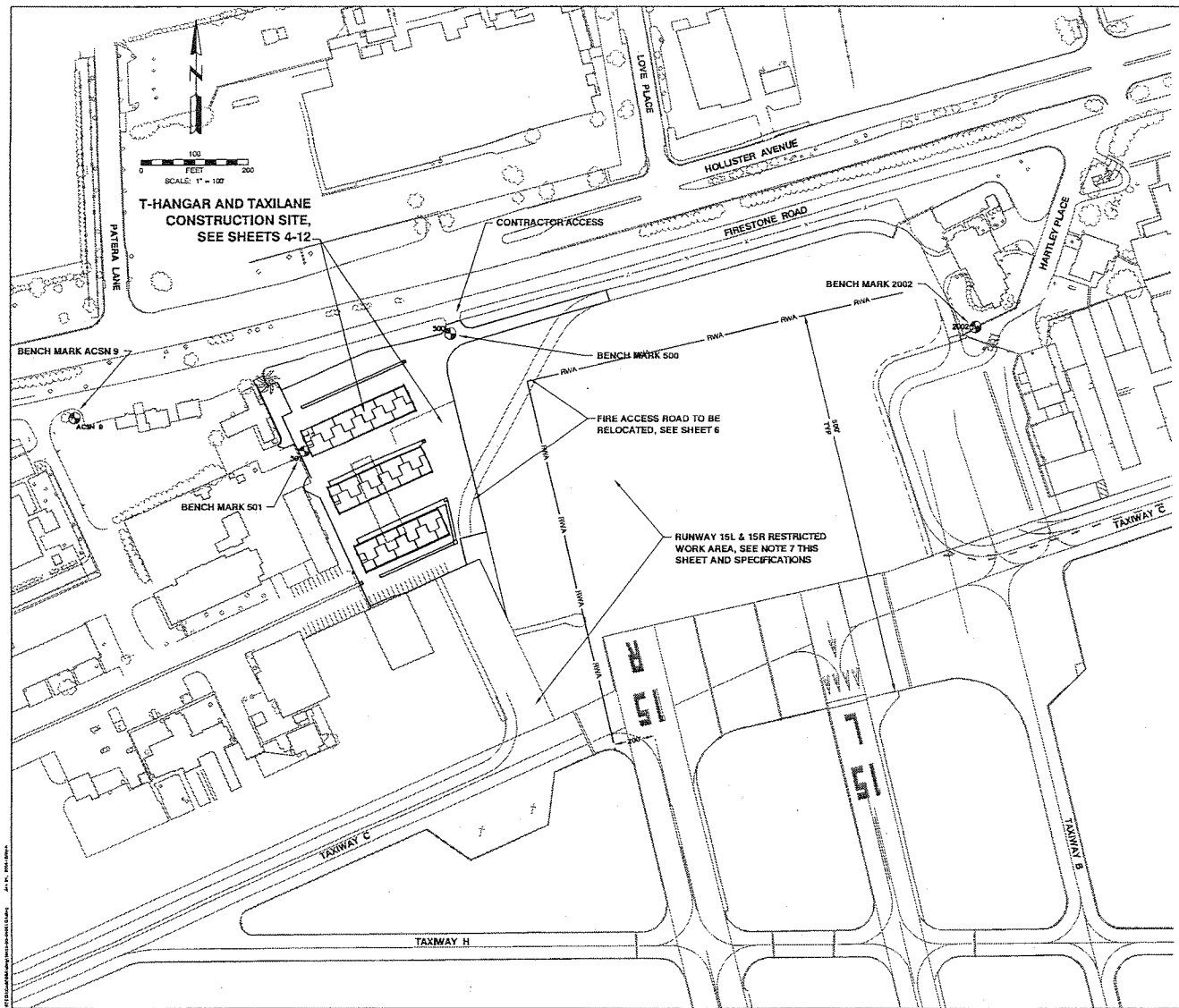
This Addendum identifies the current project changes and minor changes to project impacts. With application of identified mitigation measures, project impacts will be less than significant. This addendum, together with Aviation Facilities Plan Final Environmental Impact Statement/Environmental Impact Report (**SCH #2000111037**), constitute adequate environmental documentation in compliance with CEQA for the current project.

Prepared by: _____ **Date:** 4/5/06
April Verbanac, Environmental Planner III

Reviewed by: _____ **Date:** 4/6/06
Michael Berman, Environmental Analyst

Attachments:
1. Project Vicinity Map
2. Site Plan
3. Revisions to Mitigation Measures
4. Revised Mitigation Monitoring and Reporting Program

ATTACHMENT 1



NOTES:

1. THE CONTRACTOR MAY USE, IF NECESSARY, AN AREA DESIGNATED BY THE ENGINEER TO STORE EQUIPMENT AND MATERIALS. THE AREA SHALL BE CLEANED TO THE SATISFACTION OF THE ENGINEER AT THE END OF CONSTRUCTION.
2. TEMPORARY BENCH MARKS ARE NAILS DRIVEN INTO PAVEMENT. THESE POINTS SHALL BE USED TO ESTABLISH VERTICAL CONTROL DURING CONSTRUCTION. THE CONTRACTOR SHALL ACCURATELY OFFSET THESE POINTS AS NECESSARY OUT OF WORK AREA.
3. THE CONTRACTOR MAY OBTAIN WATER FOR CONSTRUCTION AS DESCRIBED IN THE PROJECT SPECIFICATIONS. THE CONTRACTOR SHALL FOLLOW WATER CONSERVATION MEASURES AS CALLED FOR IN THE PROJECT SPECIFICATIONS.
4. ALL ASPHALT CONCRETE, PORTLAND CONCRETE, ASPHALT TREATED SAND, OR AGGREGATE BASE EXCAVATED AS PART OF THIS PROJECT SHALL BE DISPOSED OF OFF-SITE AT THE CONTRACTORS EXPENSE. SEE SPECIFICATIONS REGARDING REUSE.
5. SEE MISCELLANEOUS PROVISIONS IN SPECIFICATION BOOK FOR WORK STAGING REQUIREMENTS.
6. MANY AREAS OF THE AIRPORT ARE CLASSIFIED AS WETLANDS. ACCESS ON THESE AREAS IS PROHIBITED. ALL AREAS MORE THAN 20 FEET FROM PAVEMENT EDGES SHOULD BE CONSIDERED WETLANDS UNLESS SPECIFICALLY DESIGNATED OTHERWISE. THE CONTRACTOR IS NOT ALLOWED MORE THAN 15 FEET FROM THE EDGE OF THE PAVEMENT UNLESS SPECIFICALLY AUTHORIZED BY THE CITY.
7. CONTRACTOR SHALL INSTALL WARNING SIGNS AND APPROXIMATELY 300 FEET OF CAUTION TAPE 30' FROM AND PARALLEL TO THE RUNWAY SAFETY AREA LINE TO PREVENT EQUIPMENT OR WORK VEHICLES FROM ENCROACHING INTO THE RUNWAY SAFETY AREA WITHOUT PRIOR AUTHORIZATION FROM THE AIRPORT CONTROL TOWER. A FINE OF $10,000 WILL BE ASSESSED FOR EACH TRESPASS OCCURRENCE.

NOTES:

1. COORDINATE VALUES ARE LOCAL REFERENCE COORDINATES AND ARE NOT BASED ON THE CALIFORNIA COORDINATE SYSTEM.
2. ELEVATIONS ARE TIED TO NAVD 88.

CONTROL POINTS

DESCRIPTION	NORTHING	EASTING	ELEVATION
ACSN 9	1,984,649.77	6,005,367.90	11.63
2002	1,984,717.43	6,007,046.44	12.93
TBM 500	1,984,707.89	6,006,068.81	12.42
TBM 501	1,984,485.84	6,005,313.37	11.57

REGISTERED PROFESSIONAL ENGINEER MARK S. ANDERSON No. 35468 Exp. 9-30-07 CIVIL STATE OF CALIFORNIA

ATTACHMENT 2

NO.	DESCRIPTION	DATE	APPROVED
	REVISIONS		

Designed: MSA
Drawn: M&H
Check: LBM
Fld.Bk.No.
Page:
Atlas:

MEAD & HUNT — ENGINEERS ARCHITECTS SCIENTISTS PLANNERS

PROJECT LAYOUT PLAN & GENERAL NOTES

Penfield & Smith — ENGINEERS • SURVEYORS • PLANNERS
101 E. VICTORIA ST. SANTA BARBARA CALIFORNIA 93101
(805) 963 - 9532
MAILING ADDRESS: P.O. BOX 98 (93102)

CITY OF SANTA BARBARA
PUBLIC WORKS DEPARTMENT—ENGINEERING DIVISION
APPROVED: _____ DATE _____, 20___
CITY ENGINEER

Date: JANUARY 2006
Scale: 1" = 300'
Job File No: 19425-00-04001
PROJ.NO. 04003
SHT. 2 OF 35 SHTS.
DWG.NO. C-5-B 0506

ATTACHMENT 3
REVISIONS TO MITIGATION MEASURES
FINAL AVIATION FACILITIES PLAN EIR

Prior Mitigation Measure	Revised Mitigation Measure
3.5-8: Prior to permit issuance for grading or structural development, the applicant should record an agreement to comply with the following conditions that would be adhered to during grading and construction to reduce emissions from construction equipment. a. Use heavy-duty diesel powered construction equipment manufactured after 1996 (with federally mandated "clean diesel engines). b. Engine size of construction equipment shall be the minimum practical size. c. Minimize the number of construction equipment operating simultaneously through efficient management practices. d. Maintain construction equipment in tune per manufacturer's specifications. e. Equip construction equipment onsite with two to four degree engine retard or pre-combustion chamber engines. f. Install catalytic converters on gasoline-powered equipment. g. Install diesel catalytic converters. h. Replace diesel-powered equipment with electric equipment. i. Minimize construction worker trips by requiring carpooling and by providing lunch onsite.	3.5-8: The following requirements shall be specified on the construction plans submitted to the Building Department for Building Permits and be adhered to during grading and construction to reduce emissions from construction equipment: a. Use heavy-duty diesel powered construction equipment manufactured after 1996 (with federally mandated "clean diesel engines). b. Engine size of construction equipment shall be the minimum practical size. c. Minimize the number of construction equipment operating simultaneously through efficient management practices. d. Maintain construction equipment in tune per manufacturer's specifications. e. Equip construction equipment onsite with two to four degree engine retard or pre-combustion chamber engines. f. Install catalytic converters on gasoline-powered equipment. g. Install diesel catalytic converters. h. Replace diesel-powered equipment with electric equipment. i. Minimize construction worker trips by requiring carpooling and by providing lunch or by requiring workers to bring lunch to the site.
3.6-1: A Construction Contingency Plan shall be developed addressing methods to control potential migration of contamination discovered during construction as well as safety considerations for onsite construction personnel and the general public. Details of the plan shall include but not be limited to: a. Soils monitoring for identification of contaminated soil during and after construction for eroded and graded soils. b. Measures that shall be taken immediately to protect workers and the public from exposure to contaminated areas (e.g., fencing or hazard flagging, covering contaminated soils with plastic, etc.) and prevent migration of the contaminants to the surrounding environment. c. Steps to be taken following initial discovery of contaminated soils. Notification shall be made to the Santa Barbara County Environmental Health Services Division of the Santa Barbara County Fire Department immediately following identification of contamination within the construction area.	3.6-1: A Construction Contingency Plan shall be developed addressing methods to control potential mitigation of contamination discovered during construction as well as safety considerations for on-site personnel and the general public. Details of the plan shall include but not be limited to the following: a. Procedures for identification of contaminated soil. b Measures that shall be taken immediately to protect workers and the public from exposure to contaminated areas (e.g., fencing or hazard flagging, covering of contaminated soils with plastic, etc.) and prevent migration of the contaminants to the surrounding environment. c. Steps to be taken following initial discovery of contaminated soil: Notification shall be made to the Santa Barbara County Hazardous Materials Unit immediately following identification of contamination within the construction area.

Prior Mitigation Measure	Revised Mitigation Measure
3.6-2 Following initial actions specified in the Construction Contingency Plan, a project-specific remediation plan shall be developed and implemented to reduce contaminant concentrations to acceptable levels. The details of the plan would be dependent on the extent and types of contamination but would include characterization of the problem, a review of remedial options (i.e. feasibility study), and a detailed plan for implementation of the chosen alternative. These plans would require review and approval by EHSD and Airport staff, taking in to account potential flooding impacts and prevention of contaminant runoff to nearby creeks. Excavation of any other remediation activities necessary shall be consistent with all biology, air quality (dust suppression), archaeology, and other mitigation measures applicable to the project.	No revision.
3.6-3 Procedures for refueling and equipment maintenance shall be developed and documented to prevent surface spills or other releases of contaminants from contaminating surface and/or groundwater. These activities shall be conducted in a controlled area where potential spills can be managed without affecting surface or groundwater quality. Fuels and oils shall be stored in appropriately sealed containers. The staging area used for the storage of these materials shall be lined and surrounded by protective dikes to provide full containment of any spilled materials.	3.6-3 Procedures for refueling and equipment maintenance shall be developed and documented to prevent surface spills or other releases of hazardous material from contaminating surface and/or groundwater. These activities shall be conducted in a controlled area, on an impervious surface, where potential spills can be managed without affecting surface or groundwater quality. Fuels and oils shall be stored in appropriately sealed containers. The staging area used for the storage of these materials shall be lined and surrounded by protective dikes to provide full containment of any spilled materials.

Prior Mitigation Measure	Revised Mitigation Measure
3.9-5 The Airport shall assure before construction that all ground disturbances within the low Prehistoric and Historic Native American sensitivity zone north of Runway 7-25 and east of Runway 15R/33L shall be monitored by a City-qualified archaeologist and Native American observer consistent with the City MEA for Cultural Resource Guidelines. Any required significance testing or mitigation activities shall be preformed consistent with the City MEA for Cultural Resources Guidelines for Phase 2 and Phase 3 studies.	3.9-5 **Grading Plan Requirement for Archaeological Resources.** For construction activities resulting in ground disturbance exceeding 40 inches below grade for the proposed T-Hangar project the Airport shall assure before construction that all ground disturbances within the low Prehistoric and Historic Native American sensitivity zone north of Runway 7-25 and east of Runway 15R/33L shall be monitored by a City-qualified archaeologist and Native American observer consistent with the City MEA for Cultural Resource Guidelines. Any required significance testing or mitigation activities shall be preformed consistent with the City MEA for Cultural Resources Guidelines for Phase 2 and Phase 3 studies. The following information shall be printed on the grading plans: If archaeological resources are encountered or suspected, work shall be halted or redirected immediately and the Planning Division shall be notified. The archaeologist shall assess the nature, extent and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List, etc. If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Planning Division grants authorization. If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Planning Division grants authorization.

Santa Barbara Airport T-Hangar Project

MITIGATION MONITORING AND REPORTING PROGRAM

PURPOSE

The purpose of the Mitigation Monitoring and Reporting Program (MMRP) is to ensure compliance with all applicable mitigation measures identified in the Aviation Facilities Plan Final Environmental Impact Statement/Environmental Impact Report, August 2002, and the Addendum for the proposed Santa Barbara Airport T-Hangar project to mitigate or avoid potentially significant adverse environmental impacts resulting from the proposed project. The implementation of this MMRP shall be accomplished by City staff and the project developer's consultants and representatives. The program shall apply to the following phases of the project:

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

I. RESPONSIBILITIES AND DUTIES

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

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

A. PRE-CONSTRUCTION BRIEFING

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

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

The MMRP shall be presented to those in attendance. The briefing presentation shall include project background, the purpose of the MMRP, duties and responsibilities of each participant, communication procedures, monitoring

criteria, compliance criteria, filling out of reports, and duties and responsibilities of the PEC and project consultants.

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

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

II. IMPLEMENTATION PROCEDURES

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

A. MONITORING PROCEDURES

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

B. REPORTING PROCEDURES

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

1. Schedule

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

2. General Progress Reports

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

3. Final Report

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

   a. A brief summary of all monitoring activities.

   b. The date(s) the monitoring occurred.

   c. An identification of any violations and the manner in which they were dealt with.

   d. Any technical reports required, such as noise measurements.

e. A list of all project mitigation monitors.

C. MMRP MATRIX

The following MMRP Matrix describes each initial study mitigation measure, monitoring activities and the responsibilities of the various parties, along with the timing and frequency of monitoring and reporting activities. For complete language of each condition, the matrix shall be used in conjunction with the mitigation measures described in full in the Initial Study.

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

AIRPORT T-HANGAR PROJECT MST 2004-00334
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

Mitigation. Measure & Condition	Summary of Mitigation Requirements	Mitigation Responsibility & Frequency	Monitor	Monitoring Action & Frequency	Monitor Report Frequency	City Compliance Check	Verification
Example: AES-1	The buildings shall not exceed 26 feet in height.	Project Architect	Planning Division and Building & Safety Inspector	Check plans to ensure building height limitations	At building plan check and prior to finalizing building permit	Twice, at building plan check for the residences and prior to C of O by building inspector	N/A
3.5-1	Water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this shall include wetting down such areas late in the late morning and after work is completed for the day. Increased watering frequency shall be required whenever the wind speed exceeds 15 mph. Reclaimed water shall be used whenever possible.	Contractor – continually throughout the construction period.	Project Environmental Coordinator (PEC)	Continually throughout the construction period.	Biweekly	Building Division	Weekly
3.5-2	The amount of disturbed area and on-site vehicle speeds shall be minimized.	Contractor – continually throughout the construction period.	PEC	Continually throughout the construction period.	Biweekly	Building Division	Weekly
3.5-3	If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin	Contractor – continually throughout the construction period.	PEC	Continually throughout the construction period.	Biweekly	Building Division	Weekly

Mitigation. Measure & Condition	Summary of Mitigation Requirements	Mitigation Responsibility & Frequency	Monitor	Monitoring Action & Frequency	Monitor Report Frequency	City Compliance Check	Verification
3.5-4	After cleaning, grading, earth moving, or excavation is completed, the disturbed area shall be treated by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.	Contractor – continually throughout the construction period.	PEC	Continually throughout the construction period.	Biweekly	Building Division	Weekly
3.5-5	The contractor shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary to prevent transport of dust off site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD prior to land use clearance for map recordation and land use clearance for finish grading for the structure. Trucks transporting fill material to and from the site shall be covered from the point of origin to the point of destination.	Contractor – continually throughout the construction period.	PEC	Continually throughout the construction period.	Biweekly	Building Division	Once prior to construction.
3.5-6	All dust control mitigation measures shall be specified on a cover sheet for the construction plans submitted for building permits.	Airport Supervising Engineer –in preparing plans for building permit	Airport Project Planner	Review plans for compliance once during plan check.	Once.	Building Division	Once prior to construction.

Mitigation. Measure & Condition	Summary of Mitigation Requirements	Mitigation Responsibility & Frequency	Monitor	Monitoring Action & Frequency	Monitor Report Frequency	City Compliance Check	Verification
3.5-7	The Contractor shall utilize shrouding or water application during demolition of buildings to mitigate emissions of fugitive dust.	Contractor daily throughout demolition process.	PEC	Ensure implementation during construction	Biweekly throughout demolition.	Building Division	Once prior to construction.
3.5-8	The following requirements shall be specified on the construction plans submitted to the Building Department for Building Permits and be adhered to during grading and construction to reduce emissions from construction equipment: a. Use heavy-duty diesel powered construction equipment manufactured after 1996 (with federally mandated "clean diesel engines). b. Engine size of construction equipment shall be the minimum practical size. c. Minimize the number of construction equipment operating simultaneously through efficient management practices. d. Maintain construction equipment in tune per manufacturer's specifications. e. Equip construction equipment onsite with two to four degree engine retard or pre-combustion chamber engines. f. Install catalytic converters on	Airport Supervising Engineer shall develop plan and Contractor shall implement on site.	PEC	Ensure plan is developed and implemented as needed during construction period.	Biweekly throughout construction period.	Planning Division / Building Division	Weekly during construction.

Mitigation. Measure & Condition	Summary of Mitigation Requirements	Mitigation Responsibility & Frequency	Monitor	Monitoring Action & Frequency	Monitor Report Frequency	City Compliance Check	Verification
	gasoline-powered equipment. g. Install diesel catalytic converters. h. Replace diesel-powered equipment with electric equipment. Minimize construction worker trips by requiring carpooling and by providing lunch or by requiring workers to bring lunch to the site.						
3.6-1	A Construction Contingency Plan shall be developed addressing methods to control potential mitigation of contamination discovered during construction as well as safety considerations for on-site personnel and the general public. Details of the plan shall include but not be limited to the following: a. Procedures for identification of contaminated soil. b Measures that shall be taken immediately to protect workers and the public from exposure to contaminated areas (e.g., fencing or hazard flagging, covering of contaminated soils with plastic, etc.) and prevent migration of the contaminants to the surrounding environment. c. Steps to be taken following initial discovery of contaminated soil: Notification shall be made to the	Airport Supervising Engineer shall develop plan and Contractor shall implement on site.	PEC	Ensure plan is developed and implemented as needed during construction period.	Biweekly throughout construction period.	Planning Division/Building Division	Weekly during construction.

Mitigation. Measure & Condition	Summary of Mitigation Requirements	Mitigation Responsibility & Frequency	Monitor	Monitoring Action & Frequency	Monitor Report Frequency	City Compliance Check	Verification
	Santa Barbara County Hazardous Materials Unit immediately following identification of contamination within the construction area.						
3.6-2	Following initial actions specified in the Construction Contingency Plan, a project-specific remediation plan shall be developed and implemented to reduce contaminant concentrations to acceptable levels. The details of the plan would be dependent on the extent and types of contamination but would include characterization of the problem, a review of remedial options (i.e. feasibility study), and a detailed plan for implementation of the chosen alternative. These plans would require review and approval by EHSD and Airport staff, taking in to account potential flooding impacts and prevention of contaminant runoff to nearby creeks. Excavation of any other remediation activities necessary shall be consistent with all biology, air quality (dust suppression), archaeology, and other mitigation measures applicable to the project.	Airport Supervising Engineer shall develop plan and Contractor shall implement on site.	PEC	Ensure plan is developed and implemented as needed throughout construction period.	Biweekly throughout construction period	Planning Division/Building Division	Once prior to construction.
3.6-3	Procedures for refueling and equipment maintenance shall be developed and documented to prevent surface spills or	Airport Supervising Engineer shall	PEC	Ensure procedures are developed and implemented as	Biweekly throughout construction	Building Division	Once prior to construction.

Mitigation. Measure & Condition	Summary of Mitigation Requirements	Mitigation Responsibility & Frequency	Monitor	Monitoring Action & Frequency	Monitor Report Frequency	City Compliance Check	Verification
	other releases of hazardous material from contaminating surface and/or groundwater. These activities shall be conducted in a controlled area, on an impervious surface, where potential spills can be managed without affecting surface or groundwater quality. Fuels and oils shall be stored in appropriately sealed containers. The staging area used for the storage of these materials shall be lined and surrounded by protective dikes to provide full containment of any spilled materials.	develop procedures and Contractor shall implement on site.		needed throughout construction period.	period		
3.9-5	**Grading Plan Requirement for Archaeological Resources.** For construction activities resulting in ground disturbance exceeding 40 inches below grade for the proposed T-Hangar project the Airport shall assure before construction that all ground disturbances within the low Prehistoric and Historic Native American sensitivity zone north of Runway 7-25 and east of Runway 15R/33L shall be monitored by a City-qualified archaeologist and Native American observer consistent with the City MEA for Cultural Resource Guidelines. Any required significance testing or mitigation activities shall be preformed consistent with the City MEA for Cultural Resources Guidelines for	Airport Supervising Engineer shall ensure requirement shown on construction plans; contractor and project archaeologist shall ensure procedures are carried out on site	PEC	Ensure requirement shown on plans and carried out throughout construction period.	Biweekly throughout construction period	Planning Division	Once prior to construction.

Mitigation. Measure & Condition	Summary of Mitigation Requirements	Mitigation Responsibility & Frequency	Monitor	Monitoring Action & Frequency	Monitor Report Frequency	City Compliance Check	Verification
	Phase 2 and Phase 3 studies. The following information shall be printed on the grading plans: If archaeological resources are encountered or suspected, work shall be halted or redirected immediately and the Planning Division shall be notified. The archaeologist shall assess the nature, extent and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List, etc. If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of						

Mitigation. Measure & Condition	Summary of Mitigation Requirements	Mitigation Responsibility & Frequency	Monitor	Monitoring Action & Frequency	Monitor Report Frequency	City Compliance Check	Verification
	the find. Work in the area may only proceed after the Planning Division grants authorization. If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Planning Division grants authorization						

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   b. The date(s) the monitoring occurred.

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e. A list of all project mitigation monitors.

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AIRPORT T-HANGAR PROJECT MST 2004-00334
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX

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Example: AES-1	The buildings shall not exceed 26 feet in height.	Project Architect	Planning Division and Building & Safety Inspector	Check plans to ensure building height limitations	At building plan check and prior to finalizing building permit	Twice, at building plan check for the residences and prior to C of O by building inspector	N/A
3.5-1	Water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this shall include wetting down such areas late in the late morning and after work is completed for the day. Increased watering frequency shall be required whenever the wind speed exceeds 15 mph. Reclaimed water shall be used whenever possible.	Contractor – continually throughout the construction period.	Project Environmental Coordinator (PEC)	Continually throughout the construction period.	Biweekly	Building Division	Weekly
3.5-2	The amount of disturbed area and on-site vehicle speeds shall be minimized.	Contractor – continually throughout the construction period.	PEC	Continually throughout the construction period.	Biweekly	Building Division	Weekly
3.5-3	If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin	Contractor – continually throughout the construction period.	PEC	Continually throughout the construction period.	Biweekly	Building Division	Weekly

Mitigation. Measure & Condition	Summary of Mitigation Requirements	Mitigation Responsibility & Frequency	Monitor	Monitoring Action & Frequency	Monitor Report Frequency	City Compliance Check	Verification
3.5-4	After cleaning, grading, earth moving, or excavation is completed, the disturbed area shall be treated by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.	Contractor – continually throughout the construction period.	PEC	Continually throughout the construction period.	Biweekly	Building Division	Weekly
3.5-5	The contractor shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary to prevent transport of dust off site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD prior to land use clearance for map recordation and land use clearance for finish grading for the structure. Trucks transporting fill material to and from the site shall be covered from the point of origin to the point of destination.	Contractor – continually throughout the construction period.	PEC	Continually throughout the construction period.	Biweekly	Building Division	Once prior to construction.
3.5-6	All dust control mitigation measures shall be specified on a cover sheet for the construction plans submitted for building permits.	Airport Supervising Engineer –in preparing plans for building permit	Airport Project Planner	Review plans for compliance once during plan check.	Once.	Building Division	Once prior to construction.

Mitigation. Measure & Condition	Summary of Mitigation Requirements	Mitigation Responsibility & Frequency	Monitor	Monitoring Action & Frequency	Monitor Report Frequency	City Compliance Check	Verification
3.5-7	The Contractor shall utilize shrouding or water application during demolition of buildings to mitigate emissions of fugitive dust.	Contractor daily throughout demolition process.	PEC	Ensure implementation during construction	Biweekly throughout demolition.	Building Division	Once prior to construction.
3.5-8	The following requirements shall be specified on the construction plans submitted to the Building Department for Building Permits and be adhered to during grading and construction to reduce emissions from construction equipment: a. Use heavy-duty diesel powered construction equipment manufactured after 1996 (with federally mandated "clean diesel engines). b. Engine size of construction equipment shall be the minimum practical size. c. Minimize the number of construction equipment operating simultaneously through efficient management practices. d. Maintain construction equipment in tune per manufacturer's specifications. e. Equip construction equipment onsite with two to four degree engine retard or pre-combustion chamber engines. f. Install catalytic converters on	Airport Supervising Engineer shall develop plan and Contractor shall implement on site.	PEC	Ensure plan is developed and implemented as needed during construction period.	Biweekly throughout construction period.	Planning Division / Building Division	Weekly during construction.

Mitigation. Measure & Condition	Summary of Mitigation Requirements	Mitigation Responsibility & Frequency	Monitor	Monitoring Action & Frequency	Monitor Report Frequency	City Compliance Check	Verification
	gasoline-powered equipment. g. Install diesel catalytic converters. h. Replace diesel-powered equipment with electric equipment. Minimize construction worker trips by requiring carpooling and by providing lunch or by requiring workers to bring lunch to the site.						
3.6-1	A Construction Contingency Plan shall be developed addressing methods to control potential mitigation of contamination discovered during construction as well as safety considerations for on-site personnel and the general public. Details of the plan shall include but not be limited to the following: a. Procedures for identification of contaminated soil. b Measures that shall be taken immediately to protect workers and the public from exposure to contaminated areas (e.g., fencing or hazard flagging, covering of contaminated soils with plastic, etc.) and prevent migration of the contaminants to the surrounding environment. c. Steps to be taken following initial discovery of contaminated soil: Notification shall be made to the	Airport Supervising Engineer shall develop plan and Contractor shall implement on site.	PEC	Ensure plan is developed and implemented as needed during construction period.	Biweekly throughout construction period.	Planning Division/Building Division	Weekly during construction.

Mitigation. Measure & Condition	Summary of Mitigation Requirements	Mitigation Responsibility & Frequency	Monitor	Monitoring Action & Frequency	Monitor Report Frequency	City Compliance Check	Verification
	Santa Barbara County Hazardous Materials Unit immediately following identification of contamination within the construction area.						
3.6-2	Following initial actions specified in the Construction Contingency Plan, a project-specific remediation plan shall be developed and implemented to reduce contaminant concentrations to acceptable levels. The details of the plan would be dependent on the extent and types of contamination but would include characterization of the problem, a review of remedial options (i.e. feasibility study), and a detailed plan for implementation of the chosen alternative. These plans would require review and approval by EHSD and Airport staff, taking in to account potential flooding impacts and prevention of contaminant runoff to nearby creeks. Excavation of any other remediation activities necessary shall be consistent with all biology, air quality (dust suppression), archaeology, and other mitigation measures applicable to the project.	Airport Supervising Engineer shall develop plan and Contractor shall implement on site.	PEC	Ensure plan is developed and implemented as needed throughout construction period.	Biweekly throughout construction period	Planning Division/Building Division	Once prior to construction.
3.6-3	Procedures for refueling and equipment maintenance shall be developed and documented to prevent surface spills or	Airport Supervising Engineer shall	PEC	Ensure procedures are developed and implemented as	Biweekly throughout construction	Building Division	Once prior to construction.

Mitigation. Measure & Condition	Summary of Mitigation Requirements	Mitigation Responsibility & Frequency	Monitor	Monitoring Action & Frequency	Monitor Report Frequency	City Compliance Check	Verification
	other releases of hazardous material from contaminating surface and/or groundwater. These activities shall be conducted in a controlled area, on an impervious surface, where potential spills can be managed without affecting surface or groundwater quality. Fuels and oils shall be stored in appropriately sealed containers. The staging area used for the storage of these materials shall be lined and surrounded by protective dikes to provide full containment of any spilled materials.	develop procedures and Contractor shall implement on site.		needed throughout construction period.	period		
3.9-5	**Grading Plan Requirement for Archaeological Resources.** For construction activities resulting in ground disturbance exceeding 40 inches below grade for the proposed T-Hangar project the Airport shall assure before construction that all ground disturbances within the low Prehistoric and Historic Native American sensitivity zone north of Runway 7-25 and east of Runway 15R/33L shall be monitored by a City-qualified archaeologist and Native American observer consistent with the City MEA for Cultural Resource Guidelines. Any required significance testing or mitigation activities shall be preformed consistent with the City MEA for Cultural Resources Guidelines for	Airport Supervising Engineer shall ensure requirement shown on construction plans; contractor and project archaeologist shall ensure procedures are carried out on site	PEC	Ensure requirement shown on plans and carried out throughout construction period.	Biweekly throughout construction period	Planning Division	Once prior to construction.

Mitigation. Measure & Condition	Summary of Mitigation Requirements	Mitigation Responsibility & Frequency	Monitor	Monitoring Action & Frequency	Monitor Report Frequency	City Compliance Check	Verification
	Phase 2 and Phase 3 studies. The following information shall be printed on the grading plans: If archaeological resources are encountered or suspected, work shall be halted or redirected immediately and the Planning Division shall be notified. The archaeologist shall assess the nature, extent and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List, etc. If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of						

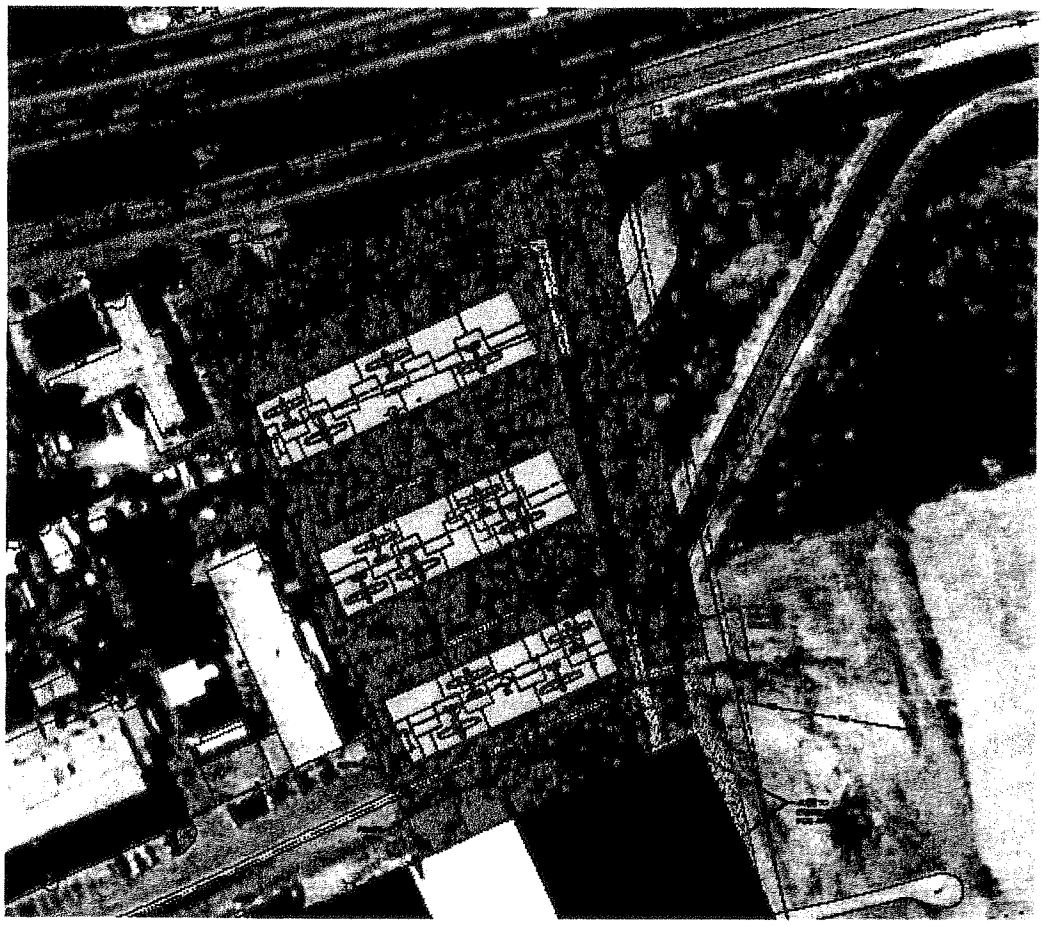
Mitigation. Measure & Condition	Summary of Mitigation Requirements	Mitigation Responsibility & Frequency	Monitor	Monitoring Action & Frequency	Monitor Report Frequency	City Compliance Check	Verification
	the find. Work in the area may only proceed after the Planning Division grants authorization. If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Planning Division grants authorization						

Table 1
Santa Barbara Airport
T-Hangar Project Parking Analysis
February 2006

Building Address	Airport Building #	Square Feet	Use	Parking Requirement	Parking Required	Parking Provided
51 Cass Place	303	6,400	Research & Development	1 space / 500 sf	13	11
		11,030	Open Yard	1 space / 5,000 sf	3	
53 Cass Place	304	3,960	Office	1 space / 250 sf	16	16
1407 Firestone Road	311	1,160	Office	1 space / 250 sf	5	7
1440 Cook Place	344	11,408	Research & Development	1 space / 500 sf	23	34
		46,316	Open Yard	1 space / 5,000 sf	10	
1409 Firestone Road	351	1,172	Office	1 space / 250 sf	5	7
1411 Firestone Road	352	720	Office	1 space / 250 sf	3	10
				Total	78	85

EXHIBIT G

SANTA BARBARA AIRPORT
T-HANGAR PROJECT
FINAL DRAINAGE REPORT



July 26, 2005

CLIENT: Mead & Hunt

PREPARED BY: Penfield & Smith
101 East Victoria Street
Santa Barbara, CA 93101
(805) 963-9532

PROJECT MANAGER: Kevin J. Connors, P.E.
PROJECT ENGINEER: Kelly R. Smith, P.E.

REGISTERED PROFESSIONAL ENGINEER
KEVIN JAMES CONNORS
43862
EXP. 6-30-07
CIVIL
STATE OF CALIFORNIA

P&S WORK ORDER NO.: 15172.02

EXHIBIT H

PURPOSE OF REPORT

The purpose of this report is to outline the existing drainage condition and describe the post-project drainage condition for the development of a new airplane hangar site at the Santa Barbara Airport. On-site and off-site facilities, as applicable, are described and analyzed. Peak 10-year and 25-year flow rates were calculated and recommendations for development of the site are provided.

LOCATION

The project site is located on Santa Barbara Airport property and is bound by Firestone Road on the north, Cook Place to the south, Cass Place on the west, and the edge of the airport infield on the east. See Figure A.

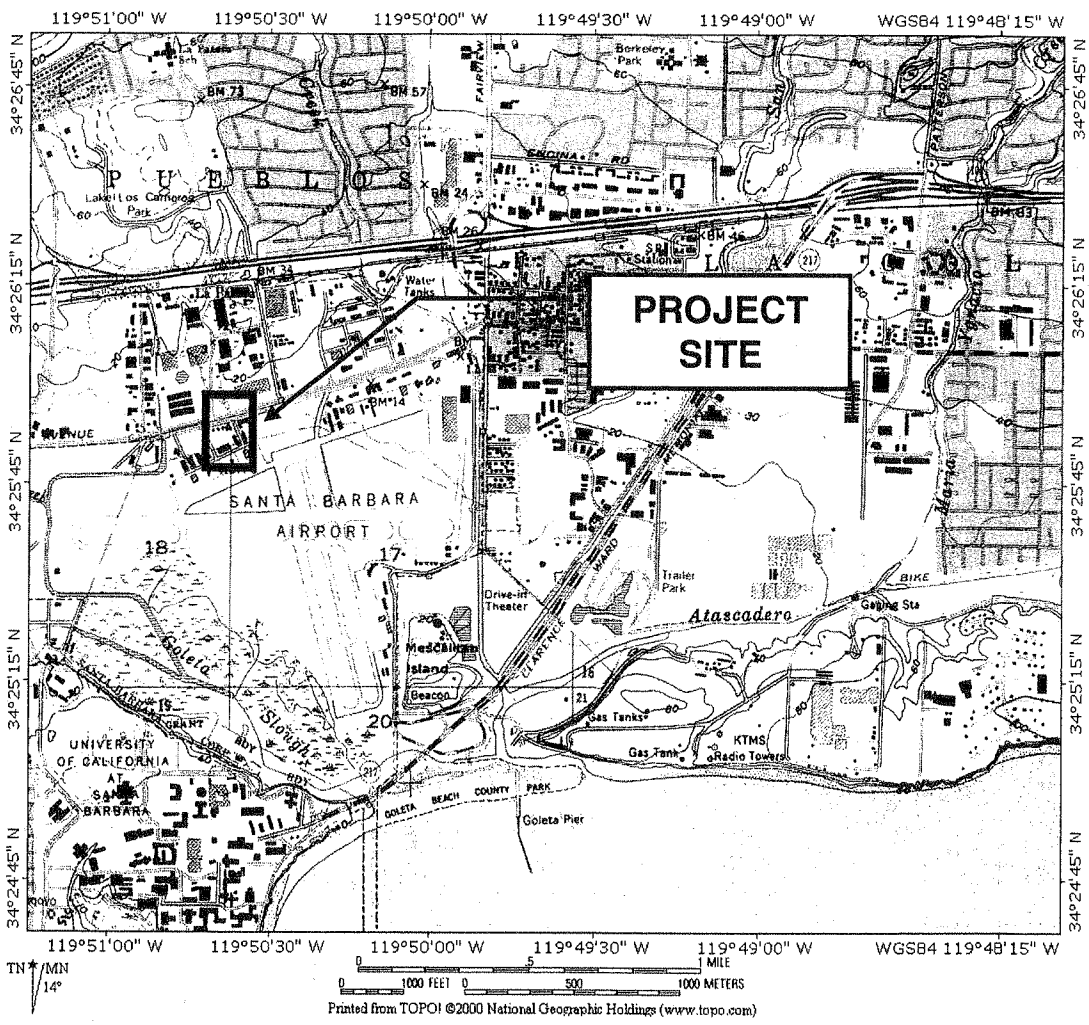


Figure A. Vicinity Map

BACKGROUND

The Santa Barbara Airport is proposing to construct three airplane hangar buildings and associated paved taxiways at the project site.

The project site encompass approximately 3.21 acres and is zoned A1A. The site currently has an 8,600 square foot building with the majority of the site either paved road or parking area. A portion of the site, slightly less than 1 acre, is undeveloped and covered with grasses and weeds. The site is located in the 100-year floodplain and slopes generally to the southeast with an average slope of less than 1%. The surrounding area consists of airport facilities, commercial buildings, vacant lots, and paved roads and parking areas.

METHOD OF ANALYSIS

A detailed site topographic map was prepared to locate as many of the surface features as feasible. Existing storm drain systems were identified by review of the City storm drain atlas and field investigation. A site visit was made to determine the existing off-site and on-site drainage.

The pre and post project watershed areas for the site and peak storm flows for the 10-year and 25-year storm events were calculated by the Rational Method using Santa Barbara County Flood Control Design programs (see attached calculations). The total watershed area that drains to airport in-field area to the east of the project was analyzed and is shown in Exhibit A, Existing Drainage Conditions. The watershed area for the proposed project condition based on the proposed grading is shown in Exhibit B, Proposed Drainage Conditions. The overall site watershed for the proposed project was divided into ten separate drainage areas for this analysis. The limits of the ten drainage areas are shown on Exhibit C, Proposed Drainage System.

The drainage system was designed for the proposed site based on Manning's equation for pipe flow. At the direction of the City of Santa Barbara Airport Staff, the storm drain system was designed to handle the site drainage for a 10-year storm event.

RESULTS

Existing Condition

The project site is within the 100-year floodplain and has very flat topography with isolated areas of ponding. The majority of the site has ground slopes of 1% or less. The project area drains by surface flow to the south and east towards the airport in-field area where it enters a storm drain system that drains into the Goleta Slough and Tecolotito Creek. A

small portion of the site adjacent to Firestone road drains to the north of the site into an earthen swale that drains to the west along Firestone Road into Carneros Creek which merges into Tecolotito Creek.

There is a 6-foot wide concrete drainage swale in the center of Cook Place that drains to the airport in-field area to the east of the project site. The swale runs through the southern portion of the project site. From the outlet of the existing swale, flow continues under the airfield access road through a culvert and overland to a catch basin approximately 200' east in the airport in-field area. The storm drain system as described above drains into the Goleta Slough and Tecolotito Creek.

The limit of the existing watershed encompasses 11.29 acres as shown on attached Exhibit A. The total watershed peak flow drains to the existing storm drain inlet in the airport infield by surface flow for all storm events. The total watershed peak flow for the existing site condition is shown in Table 1 below and the attached calculations.

TABLE 1 – PRE PROJECT WATERSHED PEAK FLOWS

Storm Event (yr)	Flow (cfs)
10	17.0
25	20.8

Proposed Condition

The proposed project includes three hangar buildings with four paved airplane taxiways fronting the hangar spaces and one taxiway running north and south which connects the hangar area with the airport runways. Storm water runoff will be directed via surface flow to concrete swales running the length of the four taxiways fronting the three hangar buildings and an earthen swale along the east side of the north south taxiway. The concrete swales direct storm runoff to drainage inlets and into storm drain pipes that connect to the existing airfield storm drain system that drains to the Goleta Slough south of the main runway.

The proposed project watershed area is approximately 11.70 acres as shown in Exhibit B, Proposed Drainage Conditions. The increased watershed area is a result of the proposed project grading directing additional flow to the existing airfield storm drain system that drains to the Goleta Slough south of the main runway. The total watershed peak flow for the proposed site condition that will flow to the existing storm drain system through the series of catch basins to the existing airfield storm drain system east of the site is shown in Table 2 below and the attached calculations.

TABLE 2 – POST PROJECT WATERSHED PEAK FLOWS

Storm Event (yr)	Flow (cfs)
10	18.9
25	23.1

The pre and post project hydrology shows an increase in peak flow rates for the area draining to the existing storm drain system of 1.8 cfs for the 10-year and 2.3 cfs for a 25-year storm event. The increase in peak flow rates is due to increases in the overall drainage area draining to the airport infield area east of the site and impermeable area that will result from paving of the undeveloped portion of project site.

The proposed drainage system for the project site shown in Exhibit C was design to accommodate a 10-year storm event. Design and installation of a storm drain system to accommodate storm events greater than a 10-year event was not considered in this analysis due to the hydraulic capacity of the existing infield storm drain system and location of the site within the 100-year floodplain.

A summary of the proposed storm drain system, shown on Exhibit C, is provided in Table 3. Table 3 identifies the storm drain pipe within the system along with catch basins (CB) at each end of the pipe, pipe length, catch basin invert elevations, pipe slope, tributary drainage areas, flow in the pipe (Q-Flow), the pipe diameter, and the ratio of depth of flow in the pipe verses overall diameter of the pipe (d/D).

TABLE 3 – SUMMARY OF PROPOSED STORM DRAIN SYSTEM

Pipe ID	CB in	CB out	Length (ft)	Inv in	Inv out	Slope %	Tributary Areas	Q-Flow (cfs)	Pipe Size (in)	d/D
SD1	CB2	CB1	209.23	6.37	5.32	0.5	2,3,4,5,6, 7,8,9,10	12.76	21	0.73
SD2	CB3	CB2	65.51	6.70	6.37	0.5	4,5,6	4.13	15	0.62
SD3	CB4	CB3	115.93	7.28	6.70	0.5	5,6	2.76	12	0.71
SD4	CB5	CB4	151.76	8.04	7.28	0.5	6	1.38	10	0.61
SD5	CB6	CB2	189.65	7.32	6.37	0.5	7,8,9,10	5.56	15	0.77
SD6	CB7	CB6	179.74	8.22	7.32	0.5	8,9,10	3.55	15	0.56
SD7	CB8	CB7	102.83	8.73	8.22	0.5	9,10	1.76	10	0.73
SD8	CB9	CB8	32.72	8.89	8.73	0.5	10	0.23	8	0.31
SD9	CB10	CB3	72.94	7.07	6.7	0.5	2	1.69	10	0.71
SD10	CB11	NA	21.29	10.30	10.19	0.5	11	0.10	8	0.21

CONCLUSION

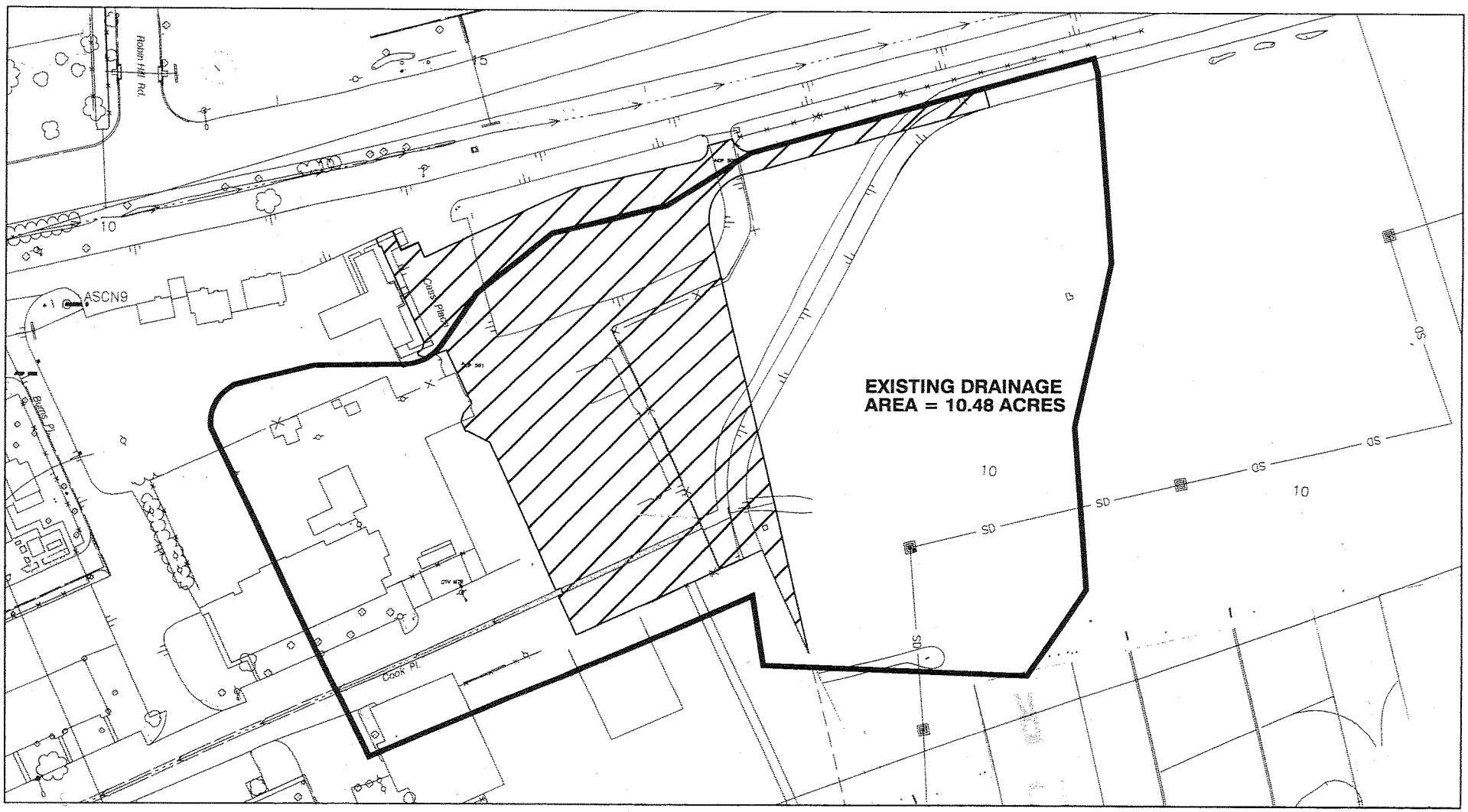
The proposed drainage system was design to accommodate watershed peak flows for a 10-year storm event. This was based on the limited hydraulic capacity of the existing infield storm drain system and location of the site within the 100-year floodplain. According to the Master Drainage Plan for the Santa Barbara Airport (URS Corporation, September 2001), the capacity of the existing storm drain system has insufficient capacity for the 5, 10, and 25-year storm events. Improvements to the existing airfield storm drain system to correct drainage deficiencies identified in the Master Drainage Plan for the Santa Barbara Airport would be extensive and beyond the scope of this project.

The proposed project would increase the amount of storm water runoff directed to the existing airfield storm drain system east of the site. The existing storm drain system drains into the Goleta Slough south of the main runway. This increase is due to increased watershed area resulting from project grading and an increase in impervious area due to site paving.

Two options were reviewed to reduce the amount of storm water runoff that reaches the existing storm drain system. A detention basin in the infield area would be a logical solution. However, a detention basin would attract waterfowl creating a bird strike hazard for aircraft and could interfere with airfield operations by creating topographic obstructions in the runway protection zone. This option was eliminated from consideration since it was not compatible with airport operations. The other option considered to reduce peak flow rates for the proposed project was to decrease the amount of impervious area. The Impervious area was reduced for the proposed project where possible. A portion of the site along Firestone Road that was originally design as paved area was changed landscaped area. Reduction of paved areas for taxiways was reviewed but determined to compromise aircraft safety and was not an option for the proposed project. The use of pervious paving was also considered for site paving areas. However, due to high groundwater table and general soil profile at the site as identified in the project Soils Engineering Report prepared by Earth Systems Pacific, dated January 27, 2004, pervious paving would be ineffective at reducing site runoff.

The impacts of increased peak flow rates for the proposed project would be limited to airport property alone. Adjacent properties would not be impacted by increased drainage from the proposed project since this portion of the airport drains directly into the Goleta Slough and to the Ocean.

EXHIBITS



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ENGINEERS • SURVEYORS • PLANNERS
CAMARILLO SANTA BARBARA SANTA MARIA LANCASTER
15172.02 EXISTING DRAINAGE.dwg

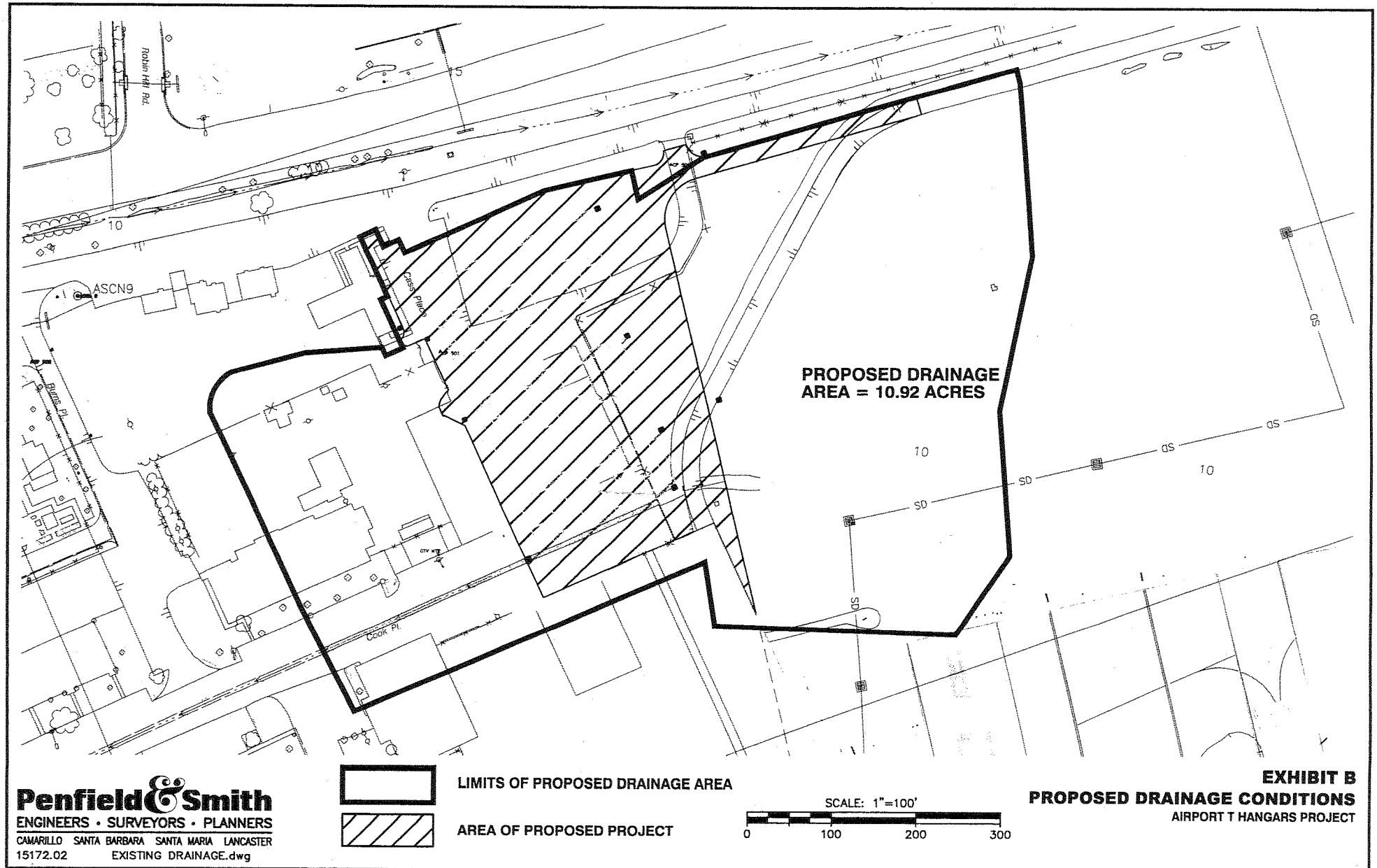
LIMITS OF EXISTING DRAINAGE AREA

AREA OF PROPOSED PROJECT

SCALE: 1"=100'

0 100 200 300

EXHIBIT A
EXISTING DRAINAGE CONDITIONS
AIRPORT T HANGARS PROJECT



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15172.02 EXISTING DRAINAGE.dwg

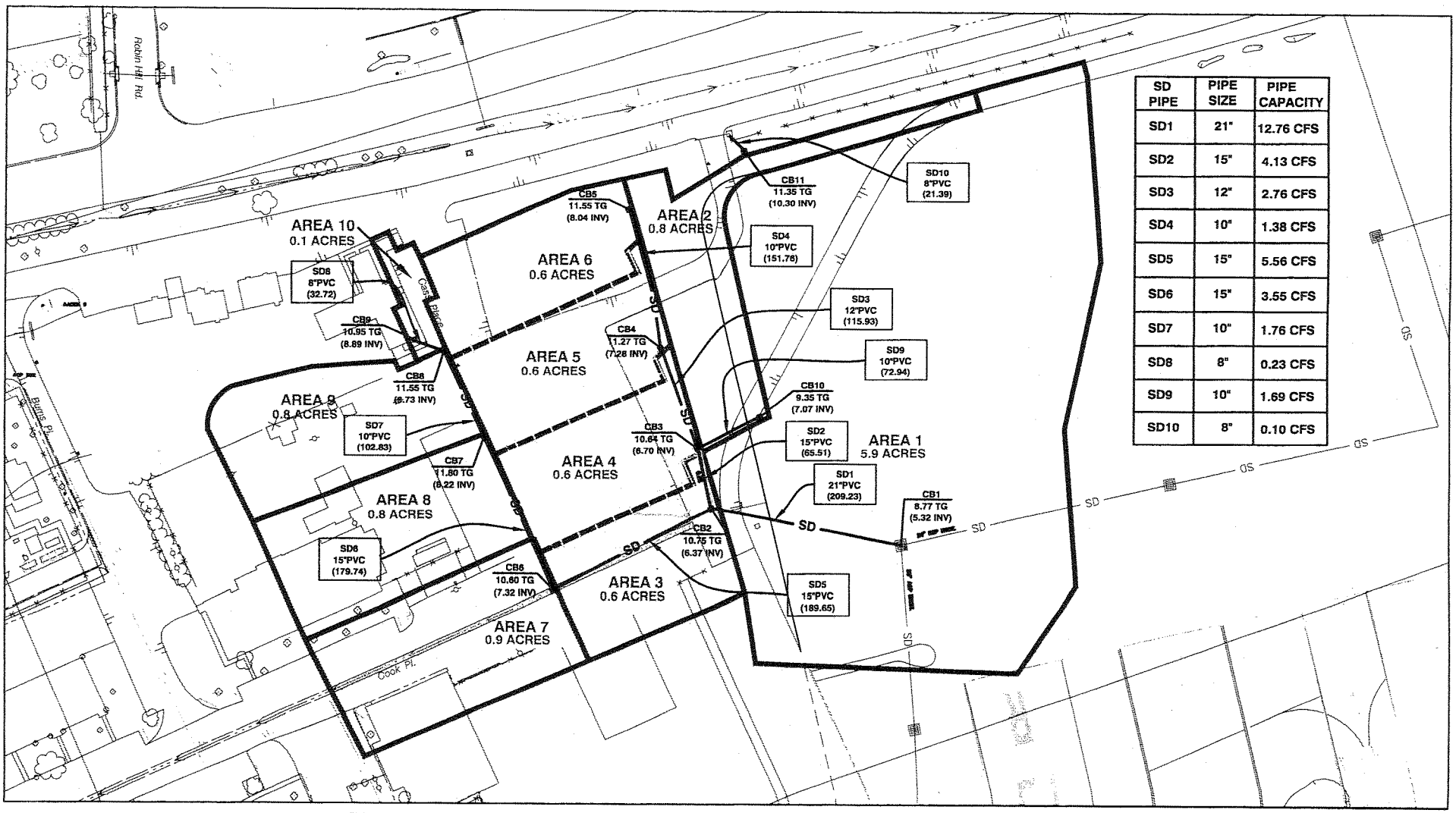
LIMITS OF PROPOSED DRAINAGE AREA

AREA OF PROPOSED PROJECT

SCALE: 1"=100'

0 100 200 300

EXHIBIT B
PROPOSED DRAINAGE CONDITIONS
AIRPORT T HANGARS PROJECT



SD PIPE	PIPE SIZE	PIPE CAPACITY
SD1	21"	12.76 CFS
SD2	15"	4.13 CFS
SD3	12"	2.76 CFS
SD4	10"	1.38 CFS
SD5	15"	5.56 CFS
SD6	15"	3.55 CFS
SD7	10"	1.76 CFS
SD8	8"	0.23 CFS
SD9	10"	1.69 CFS
SD10	8"	0.10 CFS

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15172.02 EXISTING DRAINAGE.dwg

AREA 1 0.6 ACRES
AREA 2 0.8 ACRES
LIMITS OF DRAINAGE AREAS

—SD— STORM DRAIN PIPE LINE

SCALE: 1"=100'
0 100 200 300

EXHIBIT C
PROPOSED DRAINAGE SYSTEM
AIRPORT T HANGARS PROJECT

CALCULATIONS


15R RPZ
15L RPZ
AREA 5
AREA 4
AREA 3
AREA 2
Robin Hill Rd.

Runoff Calculations - 10 yr. Storm Event

Airport T-Hanger Project
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July 21, 2005

Pre-Project Condition

Drainage Area	Area (acre)	Paving / Roof (%)	Ci (coeff)	Grass / Lawn (%)	Cp (coeff)	C (coeff)	i (in/hr)	Q-RUNOFF (cfs)
Area 1	5.9	0%	0.88	100%	0.4	0.40	2.61	6.16
Area 2	0.76	20%	0.88	80%	0.4	0.50	2.61	0.98
Area 3	0.6	100%	0.88	0%	0.4	0.88	2.61	1.38
Area 4	0.6	100%	0.88	0%	0.4	0.88	2.61	1.38
Area 5	0.6	100%	0.88	0%	0.4	0.88	2.61	1.38
Area 6	0.33	20%	0.88	80%	0.4	0.50	2.61	0.43
Area 7	0.9	95%	0.88	5%	0.4	0.86	2.61	2.01
Area 8	0.8	96%	0.88	4%	0.4	0.86	2.61	1.80
Area 9	0.8	69%	0.88	31%	0.4	0.73	2.61	1.53
Area10	0	76%	0.88	24%	0.4	0.76	2.61	0.00
Total Site	11.29						TOTAL SITE RUNOFF	17.04

Post-Project Condition

Drainage Area	Area (acre)	Paving / Roof (%)	Ci (coeff)	Grass / Lawn (%)	Cp (coeff)	C (coeff)	i (in/hr)	Q-RUNOFF (cfs)
Area 1	5.9	0%	0.88	100%	0.4	0.40	2.61	6.16
Area 2	0.8	85%	0.88	15%	0.4	0.81	2.61	1.69
Area 3	0.6	100%	0.88	0%	0.4	0.88	2.61	1.38
Area 4	0.6	100%	0.88	0%	0.4	0.88	2.61	1.38
Area 5	0.6	100%	0.88	0%	0.4	0.88	2.61	1.38
Area 6	0.6	100%	0.88	0%	0.4	0.88	2.61	1.38
Area 7	0.9	95%	0.88	5%	0.4	0.86	2.61	2.01
Area 8	0.8	96%	0.88	4%	0.4	0.86	2.61	1.80
Area 9	0.8	69%	0.88	31%	0.4	0.73	2.61	1.53
Area10	0.1	100%	0.88	0%	0.4	0.88	2.61	0.23
Total Site	11.7						TOTAL STORM DRAIN SYSTEM RUNOFF	12.76
							TOTAL SITE RUNOFF	18.92

Runoff Calculations - 25 yr. Storm Event

Airport T-Hanger Project
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July 21, 2005

Pre-Project Condition

Drainage Area	Area (acre)	Paving / Roof (%)	Ci (coeff)	Grass / Lawn (%)	Cp (coeff)	C (coeff)	i (in/hr)	Q-RUNOFF (cfs)
Area 1	5.9	0%	0.88	100%	0.4	0.40	3.18	7.50
Area 2	0.76	20%	0.88	80%	0.4	0.50	3.18	1.20
Area 3	0.6	100%	0.88	0%	0.4	0.88	3.18	1.68
Area 4	0.6	100%	0.88	0%	0.4	0.88	3.18	1.68
Area 5	0.6	100%	0.88	0%	0.4	0.88	3.18	1.68
Area 6	0.33	20%	0.88	80%	0.4	0.50	3.18	0.52
Area 7	0.9	95%	0.88	5%	0.4	0.86	3.18	2.45
Area 8	0.8	96%	0.88	4%	0.4	0.86	3.18	2.19
Area 9	0.8	69%	0.88	31%	0.4	0.73	3.18	1.86
Area10	0	76%	0.88	24%	0.4	0.76	3.18	0.00
Total Site	11.29						TOTAL SITE RUNOFF	20.76

Post-Project Condition

Drainage Area	Area (acre)	Paving / Roof (%)	Ci (coeff)	Grass / Lawn (%)	Cp (coeff)	C (coeff)	i (in/hr)	Q-RUNOFF (cfs)
Area 1	5.9	0%	0.88	100%	0.4	0.40	3.18	7.50
Area 2	0.8	85%	0.88	15%	0.4	0.81	3.18	2.06
Area 3	0.6	100%	0.88	0%	0.4	0.88	3.18	1.68
Area 4	0.6	100%	0.88	0%	0.4	0.88	3.18	1.68
Area 5	0.6	100%	0.88	0%	0.4	0.88	3.18	1.68
Area 6	0.6	100%	0.88	0%	0.4	0.88	3.18	1.68
Area 7	0.9	95%	0.88	5%	0.4	0.86	3.18	2.45
Area 8	0.8	96%	0.88	4%	0.4	0.86	3.18	2.19
Area 9	0.8	69%	0.88	31%	0.4	0.73	3.18	1.86
Area10	0.1	100%	0.88	0%	0.4	0.88	3.18	0.28
Total Site	11.7						TOTAL STORM DRAIN SYSTEM RUNOFF	15.55
							TOTAL SITE RUNOFF	23.06

Storm Drain Pipe Flow

Airport T-Hanger Project
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July 21, 2005

Pipe ID	CB in	CB out	Length (ft)	Inv in	Inv out	Slope	Tributary Areas	Q-FLOW (cfs)
SD1	CB2	CB1	209.23	6.37	5.32	0.005	2,3,4,5,6,7,8,9,10	12.76
SD2	CB3	CB2	65.51	6.70	6.37	0.005	4,5,6	4.13
SD3	CB4	CB3	115.93	7.28	6.70	0.005	5,6	2.76
SD4	CB5	CB4	151.76	8.04	7.28	0.005	6	1.38
SD5	CB6	CB2	189.65	7.32	6.37	0.005	7,8,9,10	5.56
SD6	CB7	CB6	179.74	8.22	7.32	0.005	8,9,10	3.55
SD7	CB8	CB7	102.83	8.73	8.22	0.005	9,10	1.76
SD8	CB9	CB8	32.72	8.89	8.73	0.005	10	0.23
SD9	CB10	CB3	72.94	7.07	6.7	0.005	2	1.69
SD10	CB11	NA	21.92	10.3	10.19	0.005	11	0.10

Storm Drain Design Summary

Airport T-Hanger Project
W:\WORK\15000-15999\15172\02 T-HANGARS\Drainage\SD SIZING CALCS\Drainage Calcs.xls
July 21, 2005

SDR 35 PVC DRAIN PIPE
VERIFY MINIMUM 12" COVER

	Q-FLOW (cfs)	Pipe Size (in)	d/D
SD1	12.76	21	0.73
SD2	4.13	15	0.62
SD3	2.76	12	0.71
SD4	1.38	10	0.61
SD5	5.56	15	0.77
SD6	3.55	15	0.56
SD7	1.76	10	0.73
SD8	0.23	8	0.31
SD9	1.69	10	0.71
SD10	0.10	8	0.21

PIPE HYDRAULIC CALCULATOR

(Based on Manning's Equation, Open channel flow)

PROJECT: T-HANGER STORM DRAIN
LOCATION: SANTA BARBARA AIRPORT
CLIENT: CITY OF SANTA BARBARA
W.O. #: 15172.02

PENFIELD & SMITH, INC.
111 E. VICTORIA ST.
SANTA BARBARA, CA 93102
PHONE : 805-963-9532

CALCULATED BY: BTF DATE: 14-Feb-06
CHECKED BY: KJC DATE: 14-Feb-06
DIRECTORY: W:\Work\

			Capacity (d/D)	Flow (cfs)	V (fps)
Flow is calulcated in	cfs		50%	0.555	3.182
Slope (decimal form) =	0.005		67%	0.877	3.527
Pipe Diameter (in) =	8		75%	1.013	3.607
Mannings "n" =	0.01		90%	1.184	3.578
		SD10	**21%**	**0.107**	**2.015**

Flow (cfs)

d/D	0.000	0.010	0.020	0.030	0.040	0.050	0.060	0.070	0.080	0.090
0.00	0.000	0.000	0.001	0.002	0.003	0.005	0.008	0.011	0.014	0.019
0.10	0.023	0.028	0.034	0.040	0.047	0.054	0.062	0.070	0.079	0.088
0.20	0.097	0.107	0.118	0.129	0.140	0.152	0.164	0.177	0.190	0.204
0.30	0.218	0.232	0.246	0.261	0.277	0.292	0.308	0.324	0.341	0.357
0.40	0.374	0.392	0.409	0.427	0.445	0.463	0.481	0.499	0.518	0.537
0.50	0.555	0.574	0.593	0.612	0.631	0.651	0.670	0.689	0.708	0.727
0.60	0.746	0.765	0.784	0.803	0.822	0.840	0.859	0.877	0.895	0.913
0.70	0.930	0.947	0.964	0.981	0.997	1.013	1.028	1.043	1.058	1.072
0.80	1.086	1.099	1.111	1.123	1.134	1.145	1.154	1.163	1.171	1.178
0.90	1.184	1.189	1.192	1.194	1.195	1.194	1.190	1.184	1.174	1.157
1.00	1.111									

Velocity "V" (fps)

d/D	0.000	0.010	0.020	0.030	0.040	0.050	0.060	0.070	0.080	0.090
0.00	0.000	0.283	0.448	0.585	0.707	0.818	0.920	1.016	1.107	1.194
0.10	1.277	1.356	1.432	1.505	1.576	1.645	1.711	1.775	1.838	1.898
0.20	1.957	2.015	2.071	2.125	2.178	2.230	2.280	2.329	2.377	2.424
0.30	2.470	2.514	2.558	2.601	2.642	2.683	2.722	2.761	2.798	2.835
0.40	2.871	2.906	2.940	2.973	3.006	3.037	3.068	3.098	3.127	3.155
0.50	3.182	3.209	3.235	3.260	3.284	3.307	3.330	3.352	3.373	3.393
0.60	3.413	3.431	3.449	3.466	3.483	3.498	3.513	3.527	3.540	3.552
0.70	3.563	3.574	3.584	3.592	3.600	3.607	3.613	3.618	3.622	3.625
0.80	3.627	3.628	3.628	3.626	3.624	3.620	3.614	3.608	3.599	3.590
0.90	3.578	3.564	3.548	3.530	3.509	3.485	3.456	3.421	3.379	3.321
1.00	3.182									

RELEVANT POLICIES

Water and Marine Environments/Environmentally Sensitive Habitat

California Coastal Act

Section 30230:
"Marine resources shall be m aintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes."

Section 30231:
"The biolog ical productivity and the quality of coastal water, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff...maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams."

Section 30240:
"(a) Environmentally sensiti ve habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas; (b) development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas."

Local Coastal Plan - Airport and Goleta Slough

Policy C-12:
"New development shall be sited and designed to protect water quality and minimize impacts to coastal waters by incorporating measures designed to ensure the following:

- Protect areas that provide important water quality benefits, that are necessary to maintain riparian and aquatic biota and/or that are particularly susceptible to erosion or sediment loss
- Limit increases of impervious surfaces
- Limit disturbance of natural drainage features and vegetations
- Minimize, to the maximum extent feasible, the introduction of pollutants that may result in significant impacts from the site runoff from impervious areas. New development shall incorporate Best Management Practices (BMPs) or a combination of BMPs best suited to reduce pollutant loading to the maximum extent feasible."

Policy C-13:
"A Water Quality Mitigation Plan (WQMP) shall be developed and implemented for new development or redevelopment projects that entail greater than or equal to one acre of disturbance. WQMPs shall be developed and implemented consistent with the most recent requirements of the Regional Water Quality Control Board (RWQCB) or Coastal Commission standards for controlling polluted runoff, whichever is more stringent. A WQMP shall incorporate the following criteria:

- Where feasible, drainage plans shall be designed to complement and utilize existing drainage patterns and systems, conveying drainage from developed areas of the site in a non-erosive manner. Disturbed or degraded natural drainage systems shall be restored where feasible, except where there are geologic or public safety concerns.

- Post-development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate to the maximum extent feasible. All dry weather runoff shall be captured and filtered, infiltrated or treated to remove airport pollutants, including oil, grease and particulates, to the maximum extent feasible, prior to discharge.

- Post-development phase drainage and polluted runoff control plans shall be developed which shall specify site design, source control and treatment control BMPs that will be implemented to minimize post-construction polluted runoff, and shall include monitoring and maintenance plans for BMPs.

- Post-construction structural BMPs (or suites of BMPs) shall be designed to treat, infiltrate or filter the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs and/or the 85th percentile, 1-hour storm event (with an appropriate safety factor, i.e., 2 or greater) for flow-based BMPs.

- Necessary drainage devices, culverts, and outfalls shall not cause or contribute to streambank erosion or creek or wetland siltation and shall include BMPs to minimize impacts to water quality including construction phase erosion control and polluted runoff control plans, and soil stabilization practices.

- The City shall maintain any drainage device to ensure it functions as designed and intended. All structural BMPS shall be inspected, cleaned, and repaired when necessary prior to September 30th of each year. Repairs modifications, or installation of additional BMPs, as needed, shall be carried out prior to the rainy season.

- Alterations and disturbance of streams or natural drainage courses or human-made or altered drainage courses, where permitted pursuant to Coastal Act Section 30236 and LCP Policy 6.11, shall include BMPs for hydromodification activities.

- Monitoring shall be implemented, where required by the RWQCB, to ensure that average annual pollutant loadings do not exceed pre-development rates and/or water quality standards. The WQMP shall specify sampling locations, sampling protocols, pre-development pollutant levels and permitted standards for pollutants consistent with RWQCB standards. Monitoring shall be conducted annually consistent with RWQCB standards. If it is determined that pre-development levels and/or water quality standards are exceeded, annual monitoring shall be conducted for a

period of at least five years, or until it is determined that pre-development levels and water quality standards are not exceeded. An assessment of the potential sources of the excessive pollutant loadings shall be conducted, including inadequate or failed BMPs, and corrective actions to remedy the water quality impacts shall be implemented."

Policy C-14:
"Construct ion Phase Erosion Control and Polluted Runoff Control Plans shall be developed for new development or redevelopment projects that require a Coastal Development Permit and a grading or building permit. These plans shall be implemented during the construction phase/phases of the project and shall include:

- Best Management Practices (BMPs) designed to minimize erosion and sedimentation, provide adequate sanitary and waste disposal facilities and prevent contamination of runoff by construction chemical and materials.
- Re-vegetation of disturbed areas shall occur at the completion of grading activities. Re-vegetation plans shall consist of native, non-invasive plants species and shall minimize the need for fertilizer, pesticides, herbicides, and excessive irrigation. Where irrigation is necessary to establish new plantings, efficient irrigation practices shall be required.
- Outdoor material storage areas shall be designed using BMPs to prevent storm water contamination from stored materials.
- Trash and debris storage areas shall be designed using BMPs to prevent stormwater contamination by loose trash and debris.
- Grading and other ground disturbance activities shall be conducted outside of the rainy season. Grading during the rainy season shall be permitted only when there is no other feasible alternative for scheduling, and/or for completing ongoing construction activities prior to the rainy season, only where the City determines that completion of grading is more protective of resources, and only when adequate interim erosion control methods are implemented to ensure that activities will not result in excess erosion and sedimentation.
- A Construction Contingency Plan shall be developed to address methods to control potential migration of contamination discovered during construction activities and shall include methods to identify and control potential migration of subsurface contaminants to the surrounding environment."

Policy H-1:
"Future development of Airport property and/or facilities within the Major Public and Institutional land use designation shall not result in adverse impacts to the wetland habitats of the Goleta Slough, related stream tributaries, or sensitive habitat areas due to additional sedimentation, runoff, or other disturbances."

City Coastal Plan

Policy 6.8:
"The riparian resources, biological product ivity, and water quality of the City's coastal zone cre eks shall be maintained, preserved, enhanced, and where feasible, restored."

Policy 6.9:
"The City shall suppor t the programs, plans, and policies of all governmental agencies, including those of the Regional Water Quality Control Board with respect to best management practices for Santa Barbara's waters heds and urban areas."

Hazards

California Coastal Act

Section 30253:
"New development shall: (1) Minimize risks to life and property in areas of high geologic, flood and fire hazard; (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs..."

City Local Coastal Plan

Flooding, Part I

"Encourage the use of p ermeable or pervious surfaces in all new development to minimize additional surface runoff."

Cultural Resources

California Coastal Act

Section 30244:
"Where development w ould adversely impact archaeological or paleontologic resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required."

Local Coastal Plan - Airport and Goleta Slough

Policy F-3:
"New development shall protect and preserve ar cheological or other culturally sensitive resources from destruction, and shall minimize and, where feasible, avoid impacts to such resources. "Archeological or other culturally sensitive resources" include human remains, and archeological paleontological or historic resources.

- Coastal Development Permits for new development within or adjacent to archeologically or other culturally sensitive resources shall be conditioned upon the implementation of appropriate mitigation measures to minimize and, where feasible, avoid impacts to such resources.

- New development on or adjacent to sites with archaeologically or other culturally sensitive resources shall include on-site monitoring by a qualified archeologist(s) and appropriate Native American consultant/s of al grading, excavation and site preparation that involve earth moving operations.

General Plan - Conservation Element

Policy 1.0:
"Activi ties and development which could damage or destroy archaeological, historic or architectural resources are to be avoided."

Visual Quality

California Coastal Act

Section 30251:
"The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local governments shall be subordinate to the character of the setting."

Local Coastal Plan - Airport and Goleta Slough

Policy E-1:
"Airpor t facility development shall reflect a high standard of development consistent with the character and quality of Santa Barbara."

City Local Coastal Plan

Policy 9.3:
"All new development in the coastal zone shall p rovide underground utilities and the undergrounding of existing overhead utilities shall be considered high priority."

Public Services

Local Coastal Plan - Airport and Goleta Slough

Policy G-1
"Prior to approval of any development at the Airport by the Airport Commission, Architectural Board of Review, or other discretionary bodies of the City, a finding shall be made that adequate public services, including water, wastewater, traffic circulation, and parking are available to meet the needs generated by the proposed development.

Aviation Facilities Plan

Policy 1B:
"Provide safe and modern airport facilities for aviation users of all types."