



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: May 30, 2006

AGENDA DATE: June 15, 2006

PROJECT ADDRESS: 500 James Fowler Road, Santa Barbara 93117 (MST2005-00394
CDP2005-00394)

TO: Planning Commission

FROM: Planning Division, (805) 564-5470
Janice Hubbell, AICP, Senior Planner
Andrew Bermond, Assistant Planner

I. SUBJECT

The proposed project involves the creation of a World War II (WWII) Memorial to honor local aviators who lost their lives and to commemorate those who served at the Marine Corps Air Station, Santa Barbara. The project would be located adjacent to the Airport Vista in the Long Term Parking Lot. The discretionary application required for this project is a Coastal Development Permit to construct a WWII Memorial in the Appealable Jurisdiction of the Coastal Zone (SBMC § 28.45.009).

II. EXECUTIVE SUMMARY

The Airport Department has proposed to construct a memorial to local aviators who died in WWII. The memorial would consist of an obelisk naming local aviators, as well as commemorating those who served at the Marine Corps Air Station, Santa Barbara. Additionally, an airfield viewing plaza would be constructed with signs providing historic context and information.

The purpose of the Memorial is to provide lasting commemoration for the local aviators killed in the war. Currently, most of them have streets named in their honor. Overtime, as Airport development occurred, some streets have been removed. Further, some of the aviators were never honored with street names.

Issues discussed in this staff report include: flooding and visual quality.

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.

DATE APPLICATION ACCEPTED: May 8, 2006

DATE ACTION REQUIRED: June 22, 2006

III. SITE DESCRIPTION

Applicant:	City of Santa Barbara
Property Owner:	City of Santa Barbara
Project Address:	500 James Fowler Road
Parcel Number:	073-045-003
General Plan:	Major Public and Institutional
Zoning:	Airport Approach and Operations, A-A-O; Special District Coastal Overlay, S-D-3
Environmental Assessment:	Categorically Exempt (CEQA Guidelines Sections 15303 & 15304)
Existing Use:	Vista parking, landscaped area
Proposed Use:	Vista parking, landscaped area
Topography:	Primarily flat, with minimal slopes
Access:	James Fowler Road
Adjacent Land Uses:	
North:	Airfield
South:	James Fowler Road and Goleta Sanitary District
East:	Airport Vista Parking
West:	Airport Long Term Parking

IV. PROJECT DESCRIPTION

Most airport streets are named for local aviators who died in WWII. During implementation of the Industrial Specific Plan, some Airport streets have been eliminated along with the street names memorializing local heroes. Many of the streets that remain are short “stub” streets that are infrequently used and have modest signage. Additionally, historical records indicate that there were several local aviators who died during WWII that were never honored with a street name. The memorial will commemorate all these individuals by name and will also recognize the contribution of others who served at the Marine Corps Air Station, Santa Barbara.

The proposed project would be constructed on both the north and south sides of the entrance road to the Vista area. On the south side, overlooking the airfield and WWII vintage buildings in the distance, an approximately 8-foot granite memorial obelisk would be constructed in the center of an approximately 320-square foot circular granite and flagstone plaza flanked by granite benches. The south plaza would be shielded from James Fowler Road by three specimen olive trees and other landscaping, providing users with a space to contemplate and reflect.

To the north, directly adjacent to the airfield, a second circular plaza covering approximately 160 square feet would be constructed of similar materials and would provide visitors with information about the Airport's historic context and the role it served in WWII. The two plazas would be joined by a walkway featuring materials reminiscent of the materials used for the plazas.

The proposed project would create approximately 480 square feet of additional impervious surfaces to the Vista area. Approximately 170 square feet of existing impervious road surface would be replaced with complimentary flagstone for a walk-way between the two plazas.

V. OTHER REVIEW

A. **Architectural Board of Review**

The proposed project received favorable comments from the Architectural Board of Review on July 19, 2005. Minutes from this meeting are attached as Exhibit E.

B. **Environmental Review**

A Master Environmental Assessment (MEA) check-list review was completed by City staff, and no potential issues were identified for this project. The project was determined to be categorically exempt from CEQA review under CEQA Guidelines Section 15303 "New Construction or Conversion of Small Structures" and Section 15304 "Minor Alterations to Land".

VI. ISSUES

A. **Other Permits**

No other permits would be required for project implementation.

B. **Plan and Policy Consistency**

1. **Zoning Ordinance Consistency**

The project is located in the Airport Approach and Operations (A-A-O) and Coastal Overlay (S-D-3) zones, and would be consistent with the allowed uses of these zones (SBMC Chapter 28.45, SBMC Chapter 29.12). The project would be consistent with the A-A-O zone because it would provide permanent landscaped open space that would be less than 10 feet tall.

2. **Local Coastal Program Policy Consistency**

The Airport is located in Component 9 of the Local Coastal Program (LCP), and the project area is designated as a Major Public and Institutional use on the LCP land use map. The policies that pertain specifically to this area are contained in the Airport 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 E and is discussed below.

a. **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.

The project is located in the regulatory floodway and 100-year floodplain. The proposed project would not change base flood elevation nor create a significant area of impermeable surface. Further, a no-rise certificate is expected to be issued for this project.

For the above reasons, the project would be consistent with the applicable policies related to hazards.

b. Cultural Resources

Section 30244 of the Coastal Act and Policy 1.0 of the Conservation Element of the General Plan provide for protection of archaeological, historic, or architectural resources. Airport LCP policy F-3 states that new development shall protect and preserve archaeological or other culturally sensitive resources. The proposed project site is not known to contain any archeological resources. No culturally sensitive resources exist at or near the project site. In addition, the project would occur in an area previously disturbed during the construction of the Airport Vista. Therefore, the project would be consistent with the protection of cultural resources.

c. Visual Quality

Policy E-1 of the Airport and Goleta Slough LCP encourages development consistent with the character and quality of Santa Barbara. The focus of 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 further states that development should minimize alteration of natural forms and be visually compatible with the surrounding area.

Grading, trenching, and construction of the memorial and plaza would not substantially visually alter natural landforms. The project would not obscure ocean or coastal views nor impact the visual quality of the coastal area. Landscaping and restoration is proposed and would enhance the aesthetics of the area and would complement the sanctity of the memorial. For the reasons stated above, the project would be consistent with the Visual Quality Policy E-1.

d. 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 construction of the project. The proposed development would not require any water, wastewater, or parking and would, therefore, be consistent with Policy G-1.

e. Floodplain

Lastly, the project is within the 100-year flood zone pursuant to the City's

Floodplain Management Ordinance Chapter 22.24. Since no change in base flood elevation is expected, the project would likely be issued a no-rise certificate.

VIII. RECOMMENDATION/FINDINGS

Staff recommends that the Planning Commission make the following findings for the Coastal Development Permit, and approve the project subject to the Conditions of Approval contained in Exhibit A.

Findings for the Coastal Development Permit:

The project is consistent with the policies with all applicable policies of the California Coastal Act, the City's Local Coastal plan, all applicable implementing guidelines, and all applicable provisions of the Code because:

1. The project would neither introduce nor mitigate existing risks to life and property in an area of high geologic, flood, fire hazard. The project would be consistent with requirements imposed by the Santa Barbara County Air Pollution Control District as standard dust control mitigation measures will be applied (Coastal Act Policy 30253).
2. The project is designed to protect water quality and minimize impacts to coastal waters by incorporating measures designed to ensure that areas that provide important water quality benefits are protected (Airport Local Coastal Plan Policy C-12).
3. The project is consistent with the visual character of the surrounding area and the Santa Barbara Airport as the project area will be restored with appropriate landscaping and will not obstruct important public views (SBMC Chapter 29.87, and Airport Local Coastal Plan Policy E-1).
4. The project is consistent with the uses in the Airport Approach and Operations (A-A-O) zone (SBMC Chapter 29.15 and SBMC Chapter 29.2).

- A. Conditions of Approval
- B. Site Plan
- C. Applicant's letter dated June 17, 2005
- D. Minutes from Architectural Board of Review (July 19, 2005)
- E. Relevant Policies

PLANNING COMMISSION CONDITIONS OF APPROVAL

500 JAMES FOWLER ROAD

MST2005-00396

APPLICATION FOR A COASTAL DEVELOPMENT PERMIT

In consideration of the project approval granted by the Planning Commission and for the benefit of the Airport and owners of adjacent real property and the public generally, the following terms and conditions are imposed on the construction and operation of the proposed project:

- A. Uninterrupted Water Flow.** The Airport shall provide for the uninterrupted flow of water through the project site including, but not limited to, swales, natural water courses, conduits and any access road, as appropriate. The Airport 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 project site or any adjoining property.
- B. Landscape Plan Compliance.** The Airport shall comply with the Landscape Plan approved by the Architectural Board of Review (ABR). Such plan shall not be modified unless prior written approval is obtained from the ABR. The landscaping on the site shall be provided and maintained in accordance with said landscape plan.
- C. Maintenance of Drainage System.** Airport shall be responsible for maintaining the drainage system in a functioning state. Should any of the project's surface or subsurface drainage structures fail or result in increased erosion, the Airport shall be responsible for any necessary repairs to the system and restoration of the eroded area. Should repairs or restoration become necessary, prior to the commencement of such repair or restoration work, the applicant shall submit a repair and restoration plan to the Community Development Director to determine if an amendment or a new Coastal Development Permit is required to authorize such work.
- D. Lighting.** Exterior lighting, where provided, shall be consistent with the City's Lighting Ordinance and most currently adopted Energy Code. No floodlights shall be allowed. Exterior lighting shall be shielded and directed toward the ground.
- E. Pesticide or Fertilizer Usage Near Creeks.** The use of pesticides or fertilizer shall be prohibited within the project area, which drains into San Pedro Creek.
- F. Storm Water Pollution Control Systems Maintenance.** The Airport 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.
- G. Community Development Requirements Prior to Building or Public Works Permit Application/Issuance.** A Planning Commission Resolution Submittal shall be finalized prior to, and/or submitted with, the application for any Building or Public Works permit. The final Planning Commission Resolution shall be submitted, indicating how each condition is met with drawing sheet and/or note references to verify condition compliance. If the condition relates to a document submittal, describe the status of the submittal (e.g., Final Map submitted to Public Works Department for review), and attach documents as appropriate.

EXHIBIT A

H. Building Permit Plan Requirements. The final Planning Commission Resolution shall be provided on a full size drawing sheet as part of the drawing sets. Each condition shall have a sheet and/or note reference to verify condition compliance. If the condition relates to a document submittal, indicate the status of the submittal (e.g., Final Map submitted to Public Works Department for review). 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:

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

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

- 1. 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.
- 2. 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.
- 3. 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.
- 4. 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.
- 5. Construction Hours.** Construction (including preparation for construction work) is prohibited Monday through Friday before 7:00 a.m. and after 5:00 p.m., and all day on Saturdays, Sundays and holidays observed by the City of Santa Barbara, as shown below:

New Year's Day	January 1 st *
Martin Luther King's Birthday	3 rd Monday in January
Presidents' Day	3 rd Monday in February
Memorial Day	Last Monday in May
Independence Day	July 4 th *
Labor Day	1 st Monday in September
Thanksgiving Day	4 th Thursday in November
Following Thanksgiving Day	Friday following Thanksgiving Day
Christmas Day	December 25 th *

*When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday, respectively, shall be observed as a legal holiday.

When, based on required construction type or other appropriate reasons, it is necessary to do work outside the allowed construction hours, contractor shall contact the Chief of Building and Safety to request a waiver from the above construction hours, using the procedure outlined in Santa Barbara Municipal Code §9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out night construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number.

6. **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.
7. **Water Sprinkling During Grading.** During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.

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

8. **Covered Truck Loads.** Trucks transporting fill material to and from the site shall be covered from the point of origin.
9. **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.
10. **Gravel Pads.** Gravel pads shall be installed at all access points to the project site to prevent tracking of mud on to public roads.
11. **Street Sweeping.** The property frontage and adjacent property frontages, and parking and staging areas at the construction site shall be swept daily to decrease sediment transport to the public storm drain system and dust.
12. **Construction Best Management Practices (BMPs).** Construction activities shall address water quality through the use of BMPs, as approved by the Building and Safety Division.
13. **Construction Equipment Maintenance.** All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.
14. **Graffiti Abatement Required.** Airport and Contractor shall be responsible for removal of all graffiti as quickly as possible. Graffiti not removed in a timely manner may be removed by the City, at the Airport's expense, as provided in SBMC Chapter 9.66.
15. **Unanticipated Archaeological Resources Contractor Notification.** Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts associated with past human occupation of the parcel. If such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and an archaeologist from the most current City Qualified Archaeologists List shall be retained by the applicant. The latter shall be employed to assess the nature, extent and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City qualified Barbareño Chumash Site Monitors List, etc.

If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be

retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

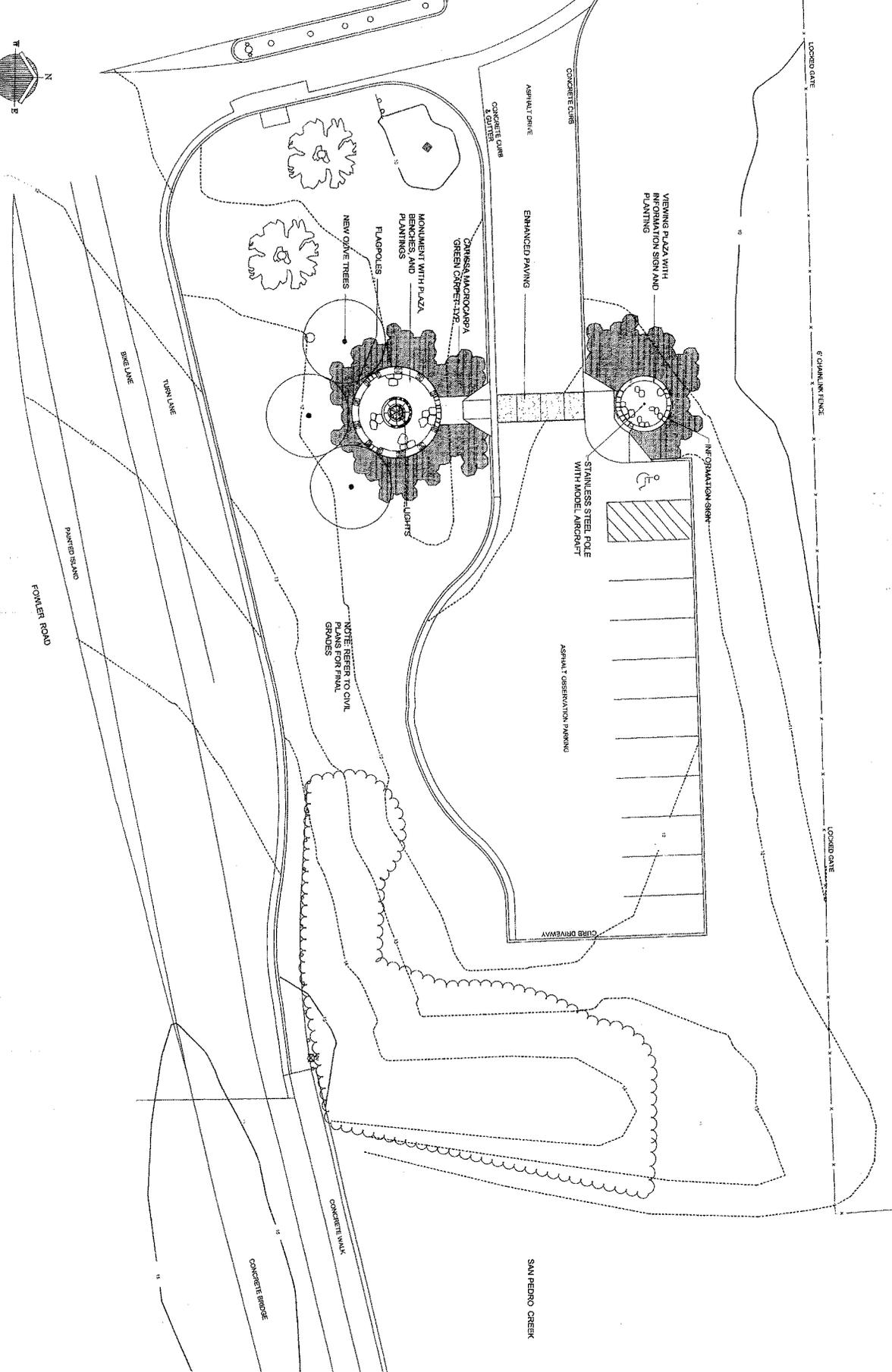
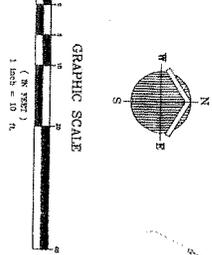
If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the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

- J. Prior to Certificate of Occupancy.** Prior to issuance of the Certificate of Occupancy, the Airport shall Repair Damaged Public Improvements. Repair any damaged public improvements (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 Santa Barbara Municipal Code §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.



Sheet Number: L-2

No.	Date	Revision
1	01/02/08	FOR TYPING SURFACE

Scale: AS NOTED
 Drawn: MT
 Job: 05.01

Project: Airport Memorial
 Santa Barbara Airport

Monument and Parking

DAVID R. BLACK & ASSOCIATES

1575 W. FAY AVENUE
 SANTA BARBARA, CALIFORNIA 93101
 TEL: 805.964.1111
 FAX: 805.964.1112
 WWW.DRBLACK.COM

EXHIBIT B



City of Santa Barbara

Santa Barbara Airport

Copy
MST 2005-00394

www.flysba.com

www.SantaBarbaraCA.gov

June 17, 2005

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

Visitor's Center
805.694.7622

Fax
805.964.1380

601 Firestone Rd.
Santa Barbara, CA
93117

Planning Commission
City of Santa Barbara
630 Garden Street
Santa Barbara, CA 93101

SUBJECT: AIRPORT WORLD WAR II MEMORIAL

Dear Commission Members:

Airport Department is requesting a Coastal Development Permit for construction of a proposed World War II Memorial that will honor local aviators who lost their lives, and recognize the contribution of those who served at the Marine Corps Air Station Santa Barbara. The Airport recently submitted conceptual plans to the Architectural Board of Review for concept approval.

Background

Airport streets are named for local aviators who died in WWII. As the Airport implements the Aviation Facilities Plan, some Airport streets will be eliminated along with the street names memorializing local heroes. Development of a memorial which commemorates these individuals by name and recognizes the contribution of others who served at the former Marine Corps Air Station, now Santa Barbara Airport, is proposed to honor these individuals in perpetuity.

Project Description and Scope of Work

The proposed project will be located at the Airport airfield overlook, which is located adjacent to the east end of the Long Term Parking Lot. This area is in the appeals jurisdiction of the Coastal Zone and in the Airport A-A-O zone. The overlook is heavily used and provides an opportunity to educate the community about the region's contribution and sacrifice during WWII.

More specifically, elements of the project will lie north and south of the entrance road that serves the overlook. To the south, in the center of a circular granite and flagstone plaza, overlooking the airfield and WWII vintage buildings in the distance, will be the granite memorial obelisk flanked by granite benches. The south plaza will be shielded from James Fowler Road by three specimen olive trees and other landscaping, providing users with a space to contemplate and reflect.



To the north, directly adjacent to the airfield, a second circular plaza constructed of similar materials will provide visitors with information about the Airport's historic context and role during WWII. The two plazas will be joined physically and from a design perspective with a walkway featuring materials reminiscent of the materials used to form the plazas.

Construction will involve removal of a portion of the existing landscaping, limited grading and removal of existing asphalt and curb in the project area, followed by development of the memorial and installation of new landscaping. Approximately 479 square feet of new impervious surface will be added with this project. Approximately 170 square feet of existing impervious surface will be replaced.

Work Area and Schedule

The work area is within the Santa Barbara Airport property northwest of the corner of Fairview Avenue and James Fowler Road and west of San Pedro Creek. The work will take place as soon as all permits are in place and a construction contractor is selected.

Equipment, Access Points, Storage Areas and Travel Routes

During construction, the airfield overlook area will be closed. This area will provide space for construction crews to stage materials and equipment until the project is completed. There will be various types of mechanized equipment used on the site to perform demolition, grading and other site preparation tasks.

Access to the site will be from James Fowler Road which is directly adjacent to the proposed memorial site. Travel routes to the proposed site will be from Highway 101 to Fairview Ave. to James Fowler Road, or from Highway 217 to William Moffett Place to James Fowler Road.

Coastal Zone

The entire project is located within the Coastal Zone and in the City's permit jurisdiction. The proposed site is zoned A-A-O, SD-3.

Vegetation and Biology

The proposed site is currently landscaped with various ornamental plants. The project will be located 120 feet west of San Pedro Creek.

Archaeology

The site is not located in an archaeologically sensitive area as shown on the Airport Phase I Archaeological Study (Snethkamp, 1993). No cultural or historic resources are anticipated in this area.

Airport World War II Memorial
June 17, 2005
Page 3

Drainage

The proposed project will not significantly change the grade of the site or impact drainage. A drainage study will be completed as design progresses.

Flooding

The memorial will be located in the floodway. A formal analysis of the project's impact on flood elevation will be conducted. Since no change in base flood elevation is expected, the Airport anticipates that a no-rise certificate will be issued for the project.

If you have any questions regarding this project, please call me at (805) 692-6057. Thank you for your assistance.

Sincerely,



Jeffrey S. McKee
Administrative Analyst

Attachments

EXHIBIT D

Sara
From: Iza, Sara
Sent: Tuesday, July 19, 2005 9:30 AM
To: McKee, Jeffrey
Cc: Owens, Laurie; dblack@davidblackla.com; Iza, Sara
Subject: ABR WWII Memorial Comments

Below are the comments from the ABR Meeting, yesterday, July 18, 2005 for the WWII Memorial at the Airport:

Questions:

- **James LeCron:** How will the proposed Memorial relate to the Terminal Expansion?

- **James LeCron:** Is it possible to put landscaping closer to the security fence?

JM: No, due to security reasons.

- **Mark Wienke:** Is there any landscaping that will allow for privacy near the memorial for veterans to reflect? Have we thought about if someone in a wheelchair can go directly up to the obelisk and touch it? For instance, if they would like to do a burnishing from the wheelchair?

- **Mark Weinke:** Will the interpretive sign on the ground be flat?

JM: No, it will be raised.

- **Randy Mudge:** Why is the sign across from the driveway?

JM: The Site was chosen for the view of the airfield - for security reasons, we didn't want to place the entire Memorial very close to the fence

- **Randy Mudge:** Interested in aesthetic issue of drainage flowing across the walkway - this is a potential issue.

Comments:

- **James LeCron:** It would be nice to have an access walkway in front of the parking area so people can find their way to the memorial easier.

- **Mark Wienke:** Make the paving area nicer - has a concern about having two sides (dumbbell shape, Memorial cut in half by street/driveway). Maybe focus on having the memorial entirely on one side or the other. Also, will there be lighting?

- **Christopher Mason-Hung:** Think about having benches on the N side - also is the circle around the obelisk big enough for a wheelchair and one or two people?

- **Christopher Mason-Hung:** Benches seem too close to the obelisk. Also, do you need to have signage on the N side? Likes the idea of just viewing the airfield.

- **Randy Mudge:** Design is well thought out.

Motion:

- **Christine Pierron:** Look at the diameter of the pathway around the obelisk.
Look at the resolution of sidewalk, and the drainage through the parking area.

Look at parking requirements and ADA issues.
Board appreciates use of paving and likes the project.

Sara Iza
Associate Planner
City of Santa Barbara Airport
601 Firestone Road
Santa Barbara, CA 93117

(805) 692-6032 - Office
(805) 964-1380 - Fax
siza@ci.santa-barbara.ca.us
www.flysba.com

EXHIBIT E

RELEVANT POLICIES

Water and Marine Environments/Environmentally Sensitive Habitat

California Coastal Act

Section 30230:

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

Section 30231:

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

Section 30233 - a:

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

Section 30233- c:

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

Section 30240:

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

Section 30607.1:

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

Local Coastal Plan - Airport and Goleta Slough

Policy C-4:

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

Policy C-8:

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

Policy C-9:

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

Policy H-1:

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

City Coastal Plan

Policy 6.8:

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

Policy 6.9:

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

General Plan - Conservation Element

Policy 3.0:

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

Policy 5.0:

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

Hazards

California Coastal Act

Section 30253:

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

City Local Coastal Plan

Flooding, Part I

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

Cultural Resources

California Coastal Act

Section 30244:

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

General Plan - Conservation Element

Policy 1.0:

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

Visual Quality

California Coastal Act

Section 30251:

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

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

City Local Coastal Plan

Policy 9.3:

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

Local Coastal Plan - Airport and Goleta Slough

Policy E-1:

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

Policy G-1:

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

Development

California Coastal Act

Section 30250:

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

Section 30255:

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