



# City of Santa Barbara California

## CITY OF SANTA BARBARA PLANNING COMMISSION

RESOLUTION NO. 039-07

500 JAMES FOWLER ROAD

DEVELOPMENT PLAN AND COASTAL DEVELOPMENT PERMIT

SEPTEMBER 20, 2007

**APPLICATION OF OWEN THOMAS, AGENT FOR THE CITY OF SANTA BARBARA,  
500 JAMES FOWLER ROAD, 073-450-003 (APN), A-F/S-D-3, AIRPORT  
FACILITIES/COASTAL OVERLAY ZONES, GENERAL PLAN DESIGNATION: MAJOR  
PUBLIC AND INSTITUTIONAL (MST2007-00002)**

The project involves construction of a new two-story Airline Terminal facility measuring approximately 65,740 square feet (SF). The new facility would be located south of the existing 20,000 SF main Terminal building, which would remain in operation during construction. The original 5,000 SF 1942 Terminal building would be rehabilitated, with additions constructed in 1967 and 1976 to be removed. The 1942 building would be relocated and incorporated as part of the new facility. The existing rental car/security operations building, airline trailers, baggage claim pavilions, switchgear building and short-term parking kiosk totaling 22,937 SF, which are currently part of the existing Terminal complex, would also be removed and the uses would be incorporated into the new terminal. The existing short-term parking lot would be reconfigured and the loop road would be revised to incorporate an alternative transportation lane for buses, taxis, and shuttles. A new 305 SF parking control building would be constructed for the short-term parking lot. The discretionary applications required for this project are:

1. A Development Plan to allow the construction of 43,108 net square feet of additional nonresidential development in the Terminal Complex allocated from the Community Priority General Plan Category (SBMC § 28.87.300); and
2. A Coastal Development Permit to allow new Airline Terminal structures and facilities in the Appealable Jurisdiction of the Coastal Zone (SBMC § 28.45.009).

The Environmental Analyst has prepared an addendum to the Aviation Facilities Plan Environmental Impact Report 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.

**WHEREAS**, the Planning Commission has held the required public hearing on the above application, and the Applicant was present.

**WHEREAS**, no one appeared to speak in favor of the application, and no one appeared to speak in opposition thereto, and the following exhibits were presented for the record:

1. Staff Report with Attachments, September 14, 2007
2. Site Plans

**NOW, THEREFORE BE IT RESOLVED** that the City Planning Commission:

- I. Approved the subject application making the following findings and determinations:
- A. Findings for the Aviation facilities Plan FEIR Addendum (CEQA Guidelines 15164)
1. In the Planning Commission's independent judgment there is no substantial evidence that this project will have a significant effect on the environment; and,
  2. Minor technical changes and additions are necessary to complete environmental review. However, a Supplemental Environmental Impact Report is not required because the proposed project remains largely unchanged from the existing project described in the Final Environmental Impact Report for the Santa Barbara Aviation Facilities Plan (SCH# 2000111037).
  3. No substantial changes are proposed in the project and no substantial changes have occurred with respect to the circumstances under which the project is undertaken which would require major revisions of the Final Environmental Impact Report. No new information of substantial importance shows a new or more severe impact. Additionally, no new information of substantial importance shows that a previously considered infeasible mitigation or alternative and no new mitigation or alternative that would substantially reduce the impact of the maintenance project are known to exist (CEQA Guidelines §15162(a)).
  4. Pursuant to Section §15164 of the California Environmental Quality Act Guidelines, the Planning Commission adopts the Final Environmental Impact Report and Addendum dated September 20, 2007.

**Consideration of Final EIR/EIS**

The Planning Commission has reviewed and considered the information contained in the Final Aviation Facilities Plan EIR along with public comments received and final document responses and the Addendum dated September 20, 2007, and finds that the Final EIR and Addendum was completed in compliance with the California Environmental Quality Act (CEQA) and reflects the independent judgment and analysis of the Planning Commission and constitutes adequate environmental evaluation and documentation for the Airline Terminal Improvement Project.

**Class I Impacts: Significant Unavoidable Impacts**

The Final AFP EIR/EIS and Addendum identify no significant unavoidable environmental impacts associated with the Airline Terminal Improvement Project.

**Class II Impacts: Potentially Significant Impacts Mitigated to Insignificant Levels**

Mitigation measures have been required and/or changes incorporated into the Airline Terminal Improvement Project which would avoid or substantially lessen the following potentially significant effects of the Airline Terminal Improvement Project described in the Final AFP EIR/EIS and Addendum to less than significant levels: air quality, hazardous materials, water quality, cultural resources, floodplains, geology, solid waste and ground transportation. These impacts and mitigation measures are summarized as

follows:

1. **Air Quality**

Potential air quality impacts from temporary construction-related fugitive dust (PM<sub>10</sub>) would be mitigated by the implementation of appropriate dust control measures (Mitigation Measures [MM] 3.5-1, -2, -3, -4, -5, -6 and -7) throughout grading and construction of the Airline Terminal Improvement Project.

2. **Hazardous Materials**

Potential hazardous materials impacts due to exposure of the public, workers or the environment to contaminated soil or accidental spills during construction or ongoing vehicle maintenance and refueling would be mitigated by the implementation of a Construction Contingency Plan (MM 3.6-1), remediation plan procedures (MM 3.6-2), and best management practices for refueling, equipment maintenance and materials storage to prevent spill contamination (MM 3.6-3).

3. **Water Quality**

Potential water quality impacts to local wetlands due to sedimentation and/or hazardous materials release during construction would be mitigated by implementation of a drainage and erosion control plan and Best Management Practices (MM 3.7-1) throughout the construction process.

Potential water quality impacts to the Goleta Slough from non-point source pollutants during project operations would be mitigated with installation and maintenance of sediment, silt and grease traps and filters (MM 3.7-3).

4. **Cultural Resources**

Potential archaeological resource impacts (project-specific impacts and project contributions to regional cumulative impacts) due to ground disturbances during construction would be mitigated by specified procedures for unanticipated resource discoveries, including education of construction workers, assessment of resources pursuant to City procedures, and mitigation of impacts as necessary (MM 3.9-2). Potential impacts to the 1942 Historic Terminal would be mitigated by retention of a qualified restoration architect on the project design team to ensure that all proposed work on the building follows the Secretary of the Interior's Standards for historic structures (MM 3.9-4).

5. **Geology**

Potential geologic impacts associated with expansive soils, liquefaction and erosion would be mitigated by incorporation of grading and earthwork recommendations into the project design in accordance with geotechnical report recommendations (MM 3.15-1 and -2). Additionally, foundations would be

constructed to compensate for possible liquefaction induced settlement and medium expansive soils (MM 3.15-3 and 3.15.4)

6. **Solid Waste**

Potential solid waste impacts during construction would be mitigated by recycling construction and demolition debris (MM 3.20-1). In order to mitigate potential operational impacts, the Airport will develop and implement a solid waste management plan (MM 3.20-2).

7. **Ground Transportation**

Temporary traffic, circulation and parking impacts during construction would be mitigated by implementation of traffic and parking management plan measures including a pre-construction conference (MM 3.23-10), routing of construction traffic to avoid the Fairview/Hollister intersection during peak-hour commute periods (MM 3.23-11), scheduling of trips by large hauling trucks outside of peak-hour commute periods (MM 3.23-12), location of construction materials and equipment storage to minimize traffic and circulation impacts (MM 3.23-13), and location of construction worker parking to minimize effects on traffic and circulation (MM 3.23-14). An alternative parking plan for passengers and Terminal employees during the construction period would also be developed (MM 3.23-15).

Potential Congestion Management Plan (CMP) traffic impacts would be mitigated by payment of the City's fair share of traffic mitigation fees for future programmed improvements to study area intersections within the City of Goleta (MM 3.23-2, 3.23-16 through 3.23-18) and by implementation of a Transportation Demand Management Program (MM 3.23-8 and 3.23-9).

Potential parking demand impacts during peak holiday seasons would be mitigated by implementation of a holiday parking plan (MM 3.23-3 and 3.23-5) and through implementation of a Transportation Demand Management Program (MM 3.23-4, 3.23-8 and 3.23-9)

The Planning Commission hereby finds that all significant effects on the environment identified in the Final Aviation Facilities Plan EIR have been eliminated or substantially lessened and the project will not have a significant effect on the environment.

**Class III Impacts: Less than Significant Impacts**

Recommended mitigation measures and/or changes incorporated into the Plan have been included which would further avoid or reduce the following impacts already identified as insignificant project-specific impacts and/or incremental project

contributions to cumulative impacts such that project impacts would be minimized to the extent feasible: air quality, water supply, biotic communities, floodplains, solid waste, ground transportation and lighting and visual aesthetics.

1. Air Quality

Short-term construction equipment emissions would be reduced with implementation of standard mitigation measures for maintenance and use of heavy equipment (MM 3.5-8). Long-term operational emissions would be reduced through installation of 400 Hz central power and preconditioned air (MM 3.5-9) and installation of facilities to accommodate electric powered GSE recharging stations (MM 3.5-10) and incorporation of APCD recommended measures as applicable (MM 3.5-11 through -20). ). Additionally, the use of bio-diesel would be required for construction equipment to the maximum extent feasible.

**Water Supply**

Water demand increases associated with project operations would be lessened with the continuation of the Airport's water conservation measures for exterior water use (MM 3.7-4) and use of reclaimed water if feasible (MM.3.7-5).

**Record of Proceedings**

The location and custodian of documents and materials that constitute the record of proceedings upon which this decision is based is the City of Santa Barbara Community Development Department, Planning Division, 630 Garden Street, Santa Barbara, CA.

**Department of Fish and Game Finding**

As described in the Final Aviation Facilities Plan Final EIR/EIS, the Airline Terminal Improvement Project has the potential to affect wildlife resources and their habitat. The project is, therefore, subject to payment of the California Department of Fish and Game environmental review fee.

**Alternatives**

Specific economic, legal, social, technological and other considerations make the project alternatives identified in the Final EIR/EA infeasible for the following reasons:

1. No Action Alternative

The No Action Alternative involving no Airline Terminal Improvement Project would not meet basic project objectives to accommodate existing and forecast increases in passenger demand, address deficiencies in the existing building, restore the original 1942 Terminal and provide appropriate flood protection for the facility.

**2. Other Alternatives**

As described in the Final AFP EIR/EIS and determined during the public scoping process, other alternatives to the proposed Aviation Facilities Plan and implementing projects are infeasible, as follows:

The use of other airports in the County or adjacent counties would not meet project objectives, and would result in greater overall significant effects in the locations of the other airports compared to the proposed project.

Establishing a new airport in an alternative location, such as an island off the coast, would involve significantly greater environmental effects and significantly higher costs than the proposed project and may be jurisdictionally infeasible.

**Mitigation Measure Enforceability and Mitigation Monitoring and Reporting Program**

Feasible mitigation measures identified in the Final Aviation Facilities Plan EIR/EIS and the Addendum would be fully enforceable through the conditions of project approval in Exhibit A to this Staff Report.

**B. Development Plan Approval**

1. The proposed development complies with all provisions of the Zoning Ordinance. The project site is zoned A-F, Airport Facilities. The proposed Terminal uses are specifically allowed by the Zoning Ordinance. (SBMC §29.15.030).
2. The proposed development is consistent with the principles of sound community planning because the project would implement the seven key issue policies for development of the Airline Terminal Improvement Project pursuant to City Council Resolution 05-042, namely the Santa Barbara Airport Experience, building massing, passenger loading, shifting the original 1942 Terminal, public transit, sustainable building techniques and accessibility.
3. The proposed development will not have a significant adverse impact upon the neighborhood's aesthetics/character in that the size, bulk or scale of the development will be compatible with the Santa Barbara Airport Experience as defined in City Council Resolution 05-042.
4. The proposed development will not have a significant unmitigated adverse impact upon City and South Coast affordable housing stock. Minimal growth in the number of Terminal area employees is anticipated to result from the proposed project. Additionally, the types of jobs anticipated to be created would be skills commonly found within the South Coast region, and any marginal change in employment would be met by the existing local population.

5. The proposed development will not have a significant unmitigated adverse impact on the City's water resources. In the Aviation Facilities Plan FEIR, the project was estimated to demand 12.44 acre-feet per year (AFY) of water. This amount would increase most recently assessed water usage by 5.87, which is within the 240 AFY allocated to the Airport area by the Goleta Water District. Further, the proposed project is approximately 70,000 SF in size and would therefore demand less water than the 95,000 SF project analyzed in the FEIS/EIR. The increase in water demand would not significantly impact the water supply available to the Airport.
  6. The proposed development will not have a significant unmitigated adverse impact on the City of Santa Barbara's traffic. Additionally, it will not have a significant unmitigated impact on the City of Goleta's traffic. Based on the updated traffic study prepared by ATE dated February 26, 2007, project traffic would be approximately 26% less than that assessed in the 2001 Aviation Facilities Plan EIR. No impacts to study area intersections would result and the Airport is preparing a Transportation Demand Management Plan to further reduce project traffic. The City of Santa Barbara would contribute fair share traffic mitigation fees to the City of Goleta for future improvements to study area intersections.
  7. Resources will be available and traffic improvements will be in place at the time of project occupancy. No road and traffic improvements are required for this project.
- C. Coastal Development Permit Approval
- 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 in a 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 building would be constructed to meet the requirements of the City's Floodplain Ordinance; and
  3. The project would protect water quality through reduction of impervious surfaces, incorporation of bioswales and filtration systems and by implementation of a Stormwater Pollution Prevention Plan and Water Quality Management Plan
  4. The project is not in an archaeologically sensitive area; and
  5. The project is consistent with the visual character of the surrounding area and the Santa Barbara Airport.

II. Said approval is subject to the following conditions:

- A. **Uninterrupted Water Flow.** The City of Santa Barbara Airport Department (hereinafter "Airport") 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 Owner 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 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 Real Property 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. **Approved Development.** The development of the Real Property approved by the Planning Commission on September 20, 2007 is limited to approximately 66,045 square feet of building area and the improvements shown on the Development Plan signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.
- E. **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
- F. **BMP Training.** Employee training shall be provided on the implementation of Best Management Practices (BMPs) in order to prevent or reduce the discharge of pollutants to storm water from buildings and ground maintenance. The training shall include using good housekeeping practices, preventive maintenance and spill prevention and control at outdoor loading/ unloading areas in order to keep debris from entering the storm water collection system.
- G. **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.

- H. **California Department of Fish and Game Fees Required.** Pursuant to Section 21089(b) of the California Public Resources Code and Section 711.4 et. seq. of the California Fish and Game Code, the approval of this permit/project shall not be considered final unless the specified Department of Fish and Game fees are paid and filed with the California Department of Fish and Game within five days of the project approval. The fees required are \$850 for projects with Environmental Impact Reports and \$1,250 for projects with Negative Declarations. Without the appropriate fee, the Notice of Determination (which the City is required to file within five days of project approval) cannot be filed and the project approval is not operative, vested or final. The fee shall be delivered to the Planning Division immediately upon project approval in the form of a check payable to the California Department of Fish and Game.
- I. **Public Works Requirements Prior to Building Permit Issuance.** The Airport 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. **Drainage Calculations.** The Airport shall submit drainage calculations justifying that the existing on-site and proposed on-site drainage system adequately conveys a minimum storm event approved by the City Engineer.
  2. **James Fowler Road and William Moffett Place Public Street Improvement Plans.** The Airport shall submit C-1 public improvement or building plans for construction of improvements along the property frontage on James Fowler Road and William Moffett Place. The C-1 plans shall be submitted separately from plans submitted for a Building permit. As determined by the Public Works Department, the improvements shall include new and/or remove and replace to City standards, the following: sidewalk, driveway apron modified to meet Title 24 requirements, curbs, gutters, access ramp(s), asphalt concrete, concrete pavement on aggregate base, crack seal to the centerline of the street along entire subject property frontage, underground service utilities, connection to City/private water and sewer mains, public drainage improvements with supporting drainage calculations and/or hydrology report for installation of (drainage pipe, curb drain outlets, slot/trench drain, drop inlet, detention, erosion protection (provide off-site storm water BMP plan), etc.), supply and install commercial standard street light(s), style to be determined by the Public Works Department and the ABR, coordinate with City staff to retire light standard on existing utility pole, preserve and/or reset survey monuments and contractor stamps, supply and install directional/regulatory traffic control signs, storm drain stenciling pollution prevention interceptor device, off-site biofilter/swale sized per drainage calculations, new street trees and tree grates per approval of the City Arborist and provide adequate positive drainage from site. Any existing sewer lateral(s) identified to be abandoned, shall be disconnected at the sewer mainline connection. A licensed plumber shall verify if the property requires a backwater valve. If existing lateral already has a backwater valve,

then it shall be inspected. The building plans, drainage calculations and hydrology report shall be prepared by a registered civil engineer or licensed architect. Any work in the public right of way requires a public works permit.

3. **Relocation of MTD Fixtures.** Relocation of the MTD bus stops, benches, poles and signs on William Moffett Place, as determined by the Public Works Director and MTD.
4. **Stormwater Pollution Prevention Plan.** In addition to Best Management Practices, as a supplement to the pollutant controls specified in the Stormwater Pollution Prevention Plan (SWPPP), a Construction Phase Erosion Control and Polluted Runoff Control Plan consistent with Airport and Goleta Slough Local Coastal Program Policy C-14 shall be developed and implemented for each area of proposed construction to mitigate erosion from construction and to address subsequent sedimentation impacts to Goleta Slough. These plans shall contain the following erosion control measures (*MM 3.7-1*):
  - i. To the extent feasible, schedule construction to minimize the amount of graded soil exposed at any given time;  
  
Newly-poured concrete (such as culvert structures) shall not be allowed to come into contact with the aquatic environment until the concrete has had time to cure properly. The minimum curing time is approximately seven to 14 days;  
  
Clear brush and vegetation only as required to accommodate necessary grading;  
  
Limit grading activities in the non-rainy season as specified in Airport and Goleta Slough Local Coastal Program Policy C-14. If construction during the rainy season is unavoidable as defined in Policy C-14, use silt fences, straw bales, and other erosion control measures to control siltation of local drainages during wet periods. Any grading during the rainy season shall provide full capacity for stream flow at all times;  
  
Seed and plant disturbed areas with native vegetation or other appropriate and acceptable plant species immediately following construction activities;  
  
Protect (e.g., riprap) any new storm drain outlets to prevent scouring at the point of discharge; and  
  
Provide dust control by wetting exposed soil surfaces.
5. **Water Quality Management Plan.** The Water Quality Management Plan (WQMP) shall be finalized consistent with all requirements of Airport and Goleta Slough Local Coastal Program Policy C-13 based on the final construction plans submitted for building permit.

Storm drain pollutant interceptors, sediment traps or other structural Best Management Practices (BMPs) for paved areas shall be incorporated into the project design as appropriate, to minimize turbidity, Total Suspended Solids (TSS), and pollution in Goleta Slough and to meet the requirements of Airport and Goleta Slough Local Coastal Program Policy C-13. These traps or BMPs could consist of storm drain pollutant interceptors, infiltration basins, infiltration trenches, vegetated filter strips, grassed swales, porous pavement, water quality inlets, detention ponds, filtration basins, and sand filters. Each of these devices shall include oil absorbing pillows, filters or other systems for sediment and pollutant removal. (*MM 3.7-3*).

6. **Storm Drain Operation and Maintenance Plan Required.** The Airport shall provide an Operations and Maintenance Procedure Plan (describing replacement schedules for pollution absorbing filters, etc.) for the operation and use of the storm drain system. The Plan shall be approved by the Creeks Division, Building and Safety Division, and the Public Works Department (*MM 3.7-3*).

- J. **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. **Project Environmental Coordinator Required.** Submit to the Planning Division a contract with a qualified representative for the Airport, approved by the Planning Division, to act as the Project Environmental Coordinator (PEC). The PEC shall be responsible for assuring full compliance with the provisions of the Mitigation Monitoring and Reporting Program (MMRP) to the City. The contract shall include the following, at a minimum:
  - i. The frequency and/or schedule of the monitoring of the mitigation measures.
  - ii. A method for monitoring the mitigation measures.
  - iii. A list of reporting procedures, including the responsible party, and frequency.
  - iv. A list of other monitors to be hired, if applicable, and their qualifications.

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 the MMRP, including the authority to stop work, if necessary, to achieve compliance with mitigation measures.

2. **Neighborhood Notification Prior to Construction.** At least twenty (20) days prior to commencement of construction, the contractor shall provide written notice to all property owners, businesses and residents within 450 feet of the project area. The notice shall contain a description of the project, the construction schedule, including days and hours of construction, the name and phone number of the Project Environmental Coordinator (PEC) and

Contractor(s), site rules and Conditions of Approval pertaining to construction activities and any additional information that will assist the Building Inspectors, Police Officers and the public in addressing problems that may arise during construction. The language of the notice and the mailing list shall be reviewed and approved by the Planning Division prior to being distributed. An affidavit signed by the person(s) who compiled the mailing list shall be submitted to the Planning Division.

3. **Contractor and Subcontractor Notification.** The Airport 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.
4. **Letter of Commitment for Pre-Construction Conference.** The Airport shall submit to the Planning Division a letter of commitment that states that, prior to disturbing any part of the project site for any reason and after the Building permit has been issued, the General Contractor shall schedule a conference to review site conditions, construction schedule, construction conditions, and environmental monitoring requirements. The conference shall include representatives from the Airport Department, Public Works Department Engineering and Transportation Divisions, the assigned Building Inspector, the Project Environmental Coordinator, the Contractor and each subcontractor (*MM 3.23-10*).
5. **Final Planning Commission Resolution Submittal.** 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.
6. **Mitigation Monitoring and Reporting Requirement.** Note on the plans that the Airport shall implement the Mitigation Monitoring and Reporting Program (MMRP) for the project's mitigation measures, as stated in the Final Aviation Facilities Plan Environmental Impact Report and Addendum for the project (*MM 3.5-6*).
7. **Qualified Restoration Architect.** Provide a contract to the Community Development Department Planning Division for a qualified restoration architect to ensure that all proposed work on the Airline Terminal building, including new construction, follows the Secretary of Interior's Standards (*MM 3.9-4*).
8. **Post-Construction Erosion Control and Water Quality Plan.** Provide an engineered drainage plan that addresses the existing drainage patterns and leads towards improvement of the quality and/or rate of water run-off conditions from the site. The Airport shall install bioswales, catch basins, storm drainage interceptors or clarifiers on the Real Property, or other measures specified in the Erosion Control Plan and Water Quality Management Plan to intercept all

sediment and pollutants from the parking lot areas and other improved, hard-surfaced areas prior to discharge into the public storm drain system, including any creeks. All bioswales, proposed interceptors or clarifiers shall be reviewed and approved by the Public Works Department, Building and Safety Division and Creeks Division. Maintenance of these facilities shall be provided by the Airport, as outlined in Condition K.6, above, which shall include the regular sweeping and/or vacuuming of parking areas where interceptors and clarifiers are located and a catch basin cleaning program.

9. **Technical Reports.** All recommendations of the geology, structural engineer, and soils reports approved by the Building and Safety Division, shall be incorporated into the grading, drainage, and building construction plans. Foundations shall be designed to compensate for possible liquefaction-induced settlement. Additional geotechnical analyses shall be completed in association with the proposed foundation construction subsequent to final project design. Minimum foundation requirements for medium expansive soils and the proposed building types, as defined by the UBC, shall be considered as the minimum requirements for foundation design. Building areas shall be backfilled with non-plastic, low expansive soils to mitigate the potential effects of expansive soils (*MM 3.15-1 through 3.15-4*).
10. **Commercial Dumpsters.** Commercial dumpsters shall be provided, including an equal area for recycling containers. Dumpsters shall not be placed within five feet (5') of combustible walls, openings or combustible roof eaves lines unless sprinkler coverage is provided.
11. **Central Power and Pre-Conditioned Air.** 400 Hz central power and pre-conditioned air shall be provided to reduce the use of auxiliary power units while aircraft are parked at the gate (*Recommended MM 3.5-9*).
12. **Electric Powered Recharging Stations.** Adequate facilities to accommodate electric-powered Ground Service Equipment (GSE) recharging stations at the Terminal shall be provided. The Airport shall encourage airlines to convert their GSE to electric power or use other fuel types such as natural gas or reformulated diesel fuels where usage of electric-powered GSEs are not practical (*Recommended MM 3.5-10*).
13. **Water Conservation.** The Airport shall continue to implement its water conservation program in the project design including drip irrigation and general conservation policies and measures. (*Recommended MM 3.7-4*).
14. **Reclaimed Water for Landscaping.** The Airport shall utilize reclaimed wastewater for exterior landscaping consistent with State and County standards and for fire suppression water line where the Public Works Director deems it physically and financially feasible (*Recommended MM 3.7-5*).
15. **Regional Traffic Improvements.** The Airport should contribute its fair share of traffic mitigation fees to the City of Goleta for local/regional improvements to

intersections within the study area identified in the updated Airline Terminal Improvement Project Traffic Study dated February 26, 2007 (*MM 3.23-2*).

16. **Transportation Demand Management Plan.** A Transportation Demand Management Plan shall be developed and implemented including measures to reduce traffic and parking impacts from both passengers and employees at the Airline Terminal. Strategies and measures to be considered shall include bicycles, walking, MTD ridership, door-to-door shuttle and taxi services, provision of bicycle lockers and showers, preferential parking for carpools, and free bus passes (*MMs 2.23-8 and 3.23-9*).
17. **Holiday Parking Plan and Construction Mitigation Plan.** The Airport shall develop a holiday parking plan and construction mitigation and parking plan to accommodate estimated parking demand during construction and peak holiday periods. These plans may include such strategies as off-site overflow parking, alternative transportation strategies as identified in the Transportation Demand Management Plan and peak period pricing strategies (*MMs 3.23-3 through 2.23-5 and 2.23-15*).
18. **APCD Recommended Measures.** To the maximum extent feasible, the Airport should implement the following APCD recommended measures for inclusion in the project building plans to minimize the use of natural gas and electricity:
  - i. Install low NOx water heaters and space heaters;
  - ii. Install heat transfer modules in furnaces;
  - iii. Use light-colored water-based paint and roofing materials to reduce air conditioning demands caused by solar heating;
  - iv. Install solar panels for water heating systems and other facilities and/or use water heaters that heat water only on demand;
  - v. Use passive solar cooling/heating;
  - vi. Maximize the use of natural lighting;
  - vii. Where feasible, use concrete or other non-polluting materials for parking lots instead of asphalt;
  - viii. Install energy efficient appliances and lighting;
  - ix. Use landscaping to shade buildings and parking lots; and
  - x. Use alternative fuels in City-owned shuttle vans and buses that would operate on a permanent basis between the Terminal and remote parking lots (*Recommended MMs 3.5-11 through 3.5-20*.)
19. **Conditions on Plans/Signatures.** 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:

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

K. **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.** The Airport shall contract with a disposal company that recycles construction and demolition debris. Recycling and/or reuse of demolition/construction materials shall be carried out to the maximum 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 containers for collection of demolition/construction materials (*MM 3.20-1*).
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 (*MMs 3.23-11 and 3.23-12*).
3. **Haul Routes.** The haul route(s) for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Public Works Director.

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

\*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.

4. **Construction Parking/Storage.** Construction parking and storage shall be provided as follows:
  - i. 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 (MM 3.23-14).
  - ii. Storage or staging of construction materials and equipment within the public right-of-way is prohibited (MM 3.23-13).
5. **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 (MM 3.5-1).

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 (*MM 3.5-1*).
6. **Onsite Vehicle Speeds.** Minimize the amount of disturbed area and on-site vehicle speeds (*MM 3.5-2*).
  7. **Stock Piles and Covered Truck Loads.** 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 covered from the point of origin. (*MM 3.5-3*)
  8. **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 (*MM 3.5-4*).
  9. **Fugitive Dust During Demolition.** Since emissions of fugitive dust could occur during building demolition and cause a nuisance, these impacts shall be mitigated with use of shrouding or water application (*MM 3.5-7*).
  10. **Monitoring of Dust Control Program.** The PEC or contractor shall designate a person or persons to monitor the dust control program and to order increased water 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 issuance of a building permit for grading of the site (*MM 3.5-5*).
  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.
  12. **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.
  13. **Construction Best Management Practices (BMPs).** Construction activities shall address water quality through the use of BMPs, as approved by the Building and Safety Division.
  14. **Construction Contact Sign.** Immediately after Building permit issuance, signage shall be posted at the points of entry to the site that list the contractor and Project Environmental Coordinator's (PEC) name, contractor and PEC's telephone number, work hours, site rules, and construction-related conditions, to assist Building Inspectors and Police Officers in the enforcement of the conditions of approval.
  15. **Construction Equipment Maintenance.** All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.

16. **Construction Equipment Emissions Reduction.** 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:
  - i. Use heavy-duty diesel powered construction equipment manufactured after 1996 (with federally mandated "clean diesel engines).
  - ii. Engine size of construction equipment shall be the minimum practical size.
  - iii. Minimize the number of construction equipment operating simultaneously through efficient management practices.
  - iv. Maintain construction equipment in tune per manufacturer's specifications.
  - v. Equip construction equipment onsite with two to four degree engine retard or pre-combustion chamber engines.
  - vi. Install catalytic converters on gasoline-powered equipment.
  - vii. Install diesel catalytic converters.
  - viii. Replace diesel-powered equipment with electric equipment.
  - ix. Minimize construction worker trips by requiring carpooling and by providing lunch or by requiring workers to bring lunch to the site (Recommended MM 3.5-8).
17. **Graffiti Abatement Required.** Owner and Contractor shall be responsible for removal of all graffiti as quickly as possible. Graffiti not removed within 24 hours of notice by the Building and Safety Division may result in a Stop Work order being issued, or may be removed by the City, at the Owner's expense, as provided in SBMC Chapter 9.66.
18. **Bio-diesel.** During the demolition and grading phases, all diesel-powered construction equipment and vehicles manufactured in 1992 or later and used on site shall be fueled using bio-diesel fuels. Bio-diesel fuels shall be used to the maximum extent feasible for all other construction phases. Availability and feasibility shall be determined by the Public Works Director.
19. **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 (*MM 3.9-2*).

20. **Construction Contingency Plan.** A Construction Contingency Plan consistent with Airport and Goleta Slough Local Coastal Program Policy C-14 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:

- i. Soils monitoring for identification of contaminated soil during and after construction for eroded and graded soils.
- ii. 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.
- iii. 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.

Following initial actions specified in the Construction Contingency Plan, a project-specific remediation plan would need to be developed and implemented to reduce contaminant concentrations to acceptable levels. The details of the plan would be dependent upon 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 Santa Barbara County Environmental Health Services and the Airport, taking into account potential flooding impacts and prevention of contaminant run-off into nearby creeks. Excavation and any other remediation activities necessary shall be consistent with all other mitigation measures applicable to the project (*MM 3.6-1 and -2*).

21. **Spill Prevention.** 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 (*MM 3.6-3*).
- L. **Prior to Certificate of Occupancy.** Prior to issuance of the Certificate of Occupancy, the Airport shall complete the following:
1. **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.
  2. **Complete Public Improvements.** Public improvements, as shown in the improvement/building plans, including utility undergrounding and installation of street trees.
  3. **Solid Waste Management Plan.** The Airport shall develop and implement a solid waste management plan that includes the following elements:
    - i. Provision of space and/or bins for storage of recyclable materials within the project site.
    - ii. Development of a plan for accessible collection of materials on a regular basis. This will include separated recyclable disposable containers at the Airline Terminal and a requirement that the restaurants in the Airline Terminal recycle.
    - iii. Implementation of a monitoring program to ensure participation in recycling efforts.
    - iv. Development of a source reduction plan, showing the method and amount of expected reduction.
    - v. Implementation of a program to purchase recycled materials used in association with the Airline Terminal operations.

- vi. Landscaping any new development with trees and plants that do not require excessive trimming;
  - vii. A landscape recycling and compost program shall be initiated (*MM 3.20-2*).
4. **Mitigation Monitoring Report.** Submit a final construction report for mitigation monitoring.
- M. **Roundabout.** In its long-term master planning for the Airline Terminal, the Airport should consider incorporation of a roundabout at the intersection of William Moffett Place and James Fowler Road.

**NOTICE OF DEVELOPMENT PLAN TIME LIMITS:**

The development plan approved, per Santa Barbara Municipal Code §28.87.350, shall expire four (4) years from the date of approval unless:

- 1. A building or grading permit for the work authorized by the development plan is issued prior to the expiration date of the approval.
- 2. A time extension is granted by the Planning Commission for one (1) year prior to the expiration date of the approval, only if it is found that there is due diligence to implement and complete the proposed project. No more than one (1) time extension may be granted.

**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.

This motion was passed and adopted on the 20th day of September, 2007 by the Planning Commission of the City of Santa Barbara, by the following vote:

AYES: 6 NOES: 0 ABSTAIN: 0 ABSENT: 1 (Jacobs)

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I hereby certify that this Resolution correctly reflects the action taken by the City of Santa Barbara Planning Commission at its meeting of the above date.

  
\_\_\_\_\_  
Julie Rodriguez, Planning Commission Secretary

  
\_\_\_\_\_  
Date

THIS ACTION OF THE PLANNING COMMISSION CAN BE APPEALED TO THE CITY COUNCIL WITHIN TEN (10) DAYS AFTER THE DATE THE ACTION WAS TAKEN BY THE PLANNING COMMISSION.