



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: September 14, 2007
AGENDA DATE: September 20, 2007
PROJECT ADDRESS: 500 James Fowler Road, Santa Barbara 93117 (MST2007-00002)
TO: Planning Commission
FROM: Planning Division, (805) 564-5470
 Janice Hubbell, AICP, Senior Planner
 Laurie Owens, AICP, Project Planner

I. PROJECT DESCRIPTION

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.

II. REQUIRED APPLICATIONS

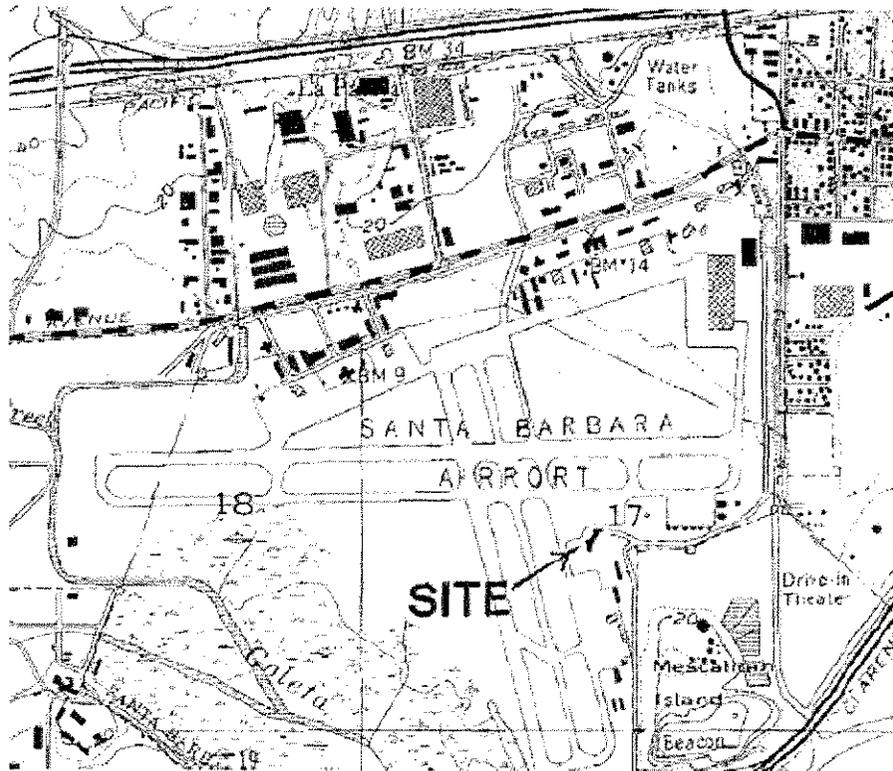
The discretionary applications required for this project are:

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).

III. RECOMMENDATION

The proposed project conforms to the City's Zoning and Building Ordinances and policies of the General Plan, the City and Airport Local Coastal Program and the Aviation Facilities Plan. Additionally, the project has been guided by the Airline Terminal Design Subcommittee for the past two years to ensure that the project meets community expectations as a gateway to Santa Barbara and is consistent with the key issues outlined in City Council Resolution 05-042. Therefore, Staff recommends that the Planning Commission approve the project, making the findings outlined in Section IX of this report, and subject to the conditions of approval in Exhibit A.

Figure 1: Vicinity Map of the Airport Terminal Area



DATE APPLICATION DEEMED COMPLETE: July 31, 2007
DATE ACTION REQUIRED: 30 days after certification of EIR Addendum

IV. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

Applicant: Owen Thomas, City of Santa Barbara	Property Owner: Karen Ramsdell, City of Santa Barbara
Parcel Number: 073-450-003	Lot Area: 826 acres (entire airfield/Goleta Slough parcel) Landside Terminal area comprises approx. 9.91 acres; Airside Terminal area comprises approx. 9.48 acres
General Plan: Major Public and Institutional	Zoning: Airport Facility (A-F)/Coastal Overlay (S-D-3)
Existing Use: Airline Terminal Complex	Topography: Primarily flat, minimal slopes
Adjacent Land Uses: North – Airfield South – Fixed Base Operator East – Wetlands, Goleta Sanitary District West – Airfield/Goleta Slough	

V. ZONING ORDINANCE CONSISTENCY

Standard	Requirement/ Allowance	Existing	Proposed
Setbacks			
-Front	10 ft.	N/A	Approx. 200 ft
-Interior	N/A	N/A	N/A
-Rear	N/A	N/A	N/A
Building Height	45 ft.	0 ft	42 ft.
1 space per 250 sq. ft – office & retail only.	68 spaces	1667 spaces	1709 spaces (if Long Term Lot #2 is expanded; 1,569 if it is not)
Landside Lot Coverage	N/A	33,187 sf 8%	46,740 sf 11%
-Building	N/A	360,398 sf 83 %	270,220 sf 62%
-Paving/Driveway	15%	38,185 sf 9%	114,810 sf 27%
-Landscaping			

The proposed project would meet the requirements of the Airport Facility (A-F) Zone.

VI. PROJECT DESCRIPTION

The proposed project represents Phase I of the Aviation Facility Plan’s vision for the Airline Terminal Improvement Project. The Aviation Facilities Plan, adopted by City Council in 2001, envisioned a 67,000 square foot (SF) Phase I Airline Terminal Improvement Project to serve approximately one million passengers annually by 2010. The second phase would involve expansion of the Terminal, if needed, to 95,000 SF to serve approximately 1.5 million passengers by 2015. The Airport is not presently pursuing the Phase II project.

The proposed project would involve construction of a new 65,740 SF Terminal building south of the existing main Terminal facility and a 305 SF parking control building. The original 5,000 SF historic Terminal

would be retained and relocated to the northeast corner of the new building and rehabilitated. The additions constructed in 1967 and 1976, measuring 11,250 SF would be demolished. Existing Building 120, measuring 6,240 SF, which presently houses rental car facilities and the Airport's Security Operations Center (SOC), would also be demolished. The rental car counters would be relocated to the new Terminal building and the SOC would be located in the rehabilitated historic Terminal. A new rental car storage area would be located south of the proposed Terminal building. Likewise, the existing baggage claim tents and the two trailers used by Skywest Airlines would be removed and these uses would be located in the new building.

The building site and driveway would be raised by approximately 30 inches to place the Terminal facility outside the 100-year floodplain. A private vehicle driveway would be provided along the Terminal Loop Road and a new commercial vehicle lane would be constructed to serve buses, shuttles and taxis. The commercial vehicle lane would be sized to accommodate MTD buses in the event MTD chooses to use the Terminal Loop Road in the future. The existing MTD stops on William Moffett Place would be improved to provide seating and shelters. The improved stops would also be located closer to the new Terminal building than the existing stops. Bicycle lockers and bicycle racks would be provided in the short-term parking lot for passengers and the public and enclosed lockable bike storage and showers would be provided within the new Terminal building for Terminal employees.

The Terminal presently serves a variety of aircraft, from Saab 340B and Brasilia EMB-120s that serve approximately 30 passengers to Canadair Regional Jet 900s, which accommodate approximately 90 passengers. The new Terminal building is designed to accommodate aircraft up to the size of a Boeing 737 (which can serve approximately 120 passengers). The existing Terminal previously served Boeing 737 aircraft until United Airlines discontinued service following September 11, 2001. The new building would have the ability to accommodate four passenger loading bridges that could serve Regional Jets and Boeing 737s. One passenger loading bridge is proposed as part of this proposal. The building would be designed and constructed so that the remaining three passenger loading bridges can be installed as funding becomes available. The new Terminal building would provide 9 aircraft parking positions, the same as the number provided at the existing Terminal.

A history of the project and more detailed project description is provided in the site plan (Exhibit B) and applicant's letter dated June 29, 2007 (Exhibit C).

VII. OTHER REVIEW

A. ENVIRONMENTAL REVIEW

A Master Environmental Assessment (MEA) check-list review was completed by City Staff and no new impacts or changes to the environment are anticipated to result from implementation of the proposed project. However, minor technical changes and additions to the 2002 Final Environmental Impact Report for the Aviation Facilities Plan were necessary to update the analysis to reflect the existing setting. An Addendum to the Final Environmental Impact Report was prepared pursuant to CEQA Guidelines Section 15164 (Exhibit D). The Addendum evaluated the impacts associated with construction and operation of the Airline Terminal Improvement Project and concluded that the proposed project would not cause a new significant impact to the environment. Additionally, mitigation measures included in the Final EIR were revised to provide more clarity and assurance that they will be carried out.

B. DESIGN DEVELOPMENT

In February 2005, a kickoff workshop and Airline Terminal tour was held with City Council, Airport Commission, Architectural Board of Review (ABR), Historic Landmarks Commission (HLC), and Planning Commission (PC). The workshop included an introduction to airline terminal planning, the proposed project, and a discussion of key issues on which staff needed guidance before the PCD could be developed. A similar workshop was also held with stakeholders that included regional agencies and Terminal tenants. In May 2005, the City Council adopted Resolution 05-042 (Exhibit E) that provides policy guidance on the following key issues: Santa Barbara Airport Experience, relocation of the 1942 Terminal, passenger loading, building massing, sustainable building, public transit, and accessibility.

In December 2005, the City Council adopted the Airline Terminal Project Criteria Document (PCD) to guide development of the Terminal design, after review and comments by the other participants in the kickoff workshop. The PCD defined program requirements and established design criteria and guidelines for Terminal facilities needed to accommodate the 2010 passenger demand forecast and within the established project budget and schedule. The PCD represented roughly a 10% level of design.

In May 2006, the City Council selected HNTB, partnered with local architects Phillips Metsch Sweeney Moore, as the design team for the project. Since then HNTB has completed the program review phase to verify the Terminal building spaces and functions, building systems, landside and airside planning, and construction cost estimates and developed the schematic design that is presently under review. In August 2007, City Council approved a contract with HNTB for the design development phase, carrying the project forward to creation of construction documents.

The City Council has also provided guidance to the design team on the sustainability program for the Terminal. In December 2006, the City Council received a report on the Terminal's sustainability program. The project is registered with the U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) rating system, the nationally recognized benchmark for the design, construction, and operation of high performance green buildings. LEED promotes a whole-building approach to sustainability by recognizing performance in five areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality. The Airport Department has set the goal of "Silver" LEED certification for the Airline Terminal building. Santa Barbara is one of a handful of airports in the nation currently planning for airline terminal sustainable design.

The resources of the Savings By Design Program are also being used to provide information and analysis tailored to the needs of the project to help design the most efficient building possible. They offer incentives to help offset the costs of energy-efficient materials. They can calculate energy savings and incentives system-by-system, based on the quantity and efficiency of qualifying components. Owner incentives under the Systems Approach are based on annualized kilowatt-hours (kWh) and thermal savings, and may not exceed 50% of the incremental cost of energy efficiency enhancements.

The Airline Terminal Project is currently in the final building design phase where energy calculation refinement takes place. Also at this time, data is being analyzed for the development of a carbon footprint reduction plan for the entire Airport. Once the Airport-wide carbon footprint has been

defined, recommendations for reducing different types of energy consumption will be prioritized to meet specific goals for 2010 when the Airline Terminal would be completed.

C. AIRLINE TERMINAL DESIGN SUBCOMMITTEE

In March 2005, the City Council created the Airline Terminal Design Subcommittee, comprised of two members each from the Airport Commission, Architectural Board of Review, Historic Landmarks Commission and Planning Commission. It was also agreed, contrary to usual practice, that there would be a courtesy review of the Terminal interior. The primary basis for this decision is the Terminal's importance as a Santa Barbara gateway and preserving the Santa Barbara Airport Experience. The Design Subcommittee has met regularly since that time, during all stages of project planning, from development of the key issues and Project Criteria Document, through the schematic design phase and design of the public interior spaces. The Design Subcommittee will continue to meet on occasion through the design development phase to assist the design team on specific issues as needed.

D. ARCHITECTURAL BOARD OF REVIEW

An Architectural Board of Review (ABR) approval is required prior to Building Permit issuance for this project. The project was reviewed by ABR informally as a discussion item on a number of occasions, beginning in April 2005. The project underwent formal Concept review on February 5 and April 30 2007, and had a courtesy review of interior spaces on July 24, 2007 (Exhibit F). On April 30, 2007, the ABR's comments were generally favorable, indicating support for the simplified design and commenting that the landscaping was headed in the right direction, with the possible addition of more trees on the north side. The ABR also commented that the ticketing rotunda is headed in the right direction, though some additional refinement is needed. Comments during the July 24, 2007 courtesy review of the public interior spaces were generally positive. The project architects are continuing to work with the ABR on the architectural details that will be further refined during the design development process.

E. HISTORIC LANDMARKS COMMISSION

The existing Airline Terminal is presently designated as a City of Santa Barbara Structure of Merit. A 1996 evaluation of the Terminal building concluded that the building is not eligible for inclusion in the National Register of Historic Places (NHRP) because the 1967 and 1976 additions have obscured the original building. In a letter to the FAA, dated January 15, 1997, the State Historic Preservation Officer (SHPO) determined that the Airline Terminal building was not eligible for listing in the National Register of Historic Places (NHRP). It has not yet been determined whether the building is eligible for the California Register of Historical Resources or as a City Landmark.

A focused Historic Structures Report for the Airline Terminal was prepared by in August 2000 by Architectural Resources Group (ARG) as part of the AFP FEIS/EIR. This report concluded that elimination of the 1967 and 1976 additions coupled with a sensitive alteration plan could make the Terminal eligible for the California Register. Thus, the AFP FEIS/EIR concluded that the alterations proposed in 2000 would not result in significant unavoidable impacts to the structure.

A revised Historic Structures Report dated June 2007 was prepared by ARG based on the revised design, which has changed substantially from the design proposed during preparation of the AFP

FEIS/EIR (Attachment 4 of FEIR Addendum, Exhibit D). The revised report concluded that the proposed design would not result in new significant impacts to the structure. The revised Historic Structures Report was accepted by the Historic Landmarks Commission on June 27, 2007 (Exhibit G).

In addition to its review of the Historic Structures Report, the HLC reviewed the project as a discussion item on October 4, 2006 and participated in a joint review of the project architecture with the Architectural Board of Review on December 13, 2006.

F. CITY OF GOLETA

An initial project courtesy review by the Goleta City Council was held in December 2005. At the request of the City Council, a courtesy review of the project design was held by the City of Goleta Design Review Board on January 16, 2007, which had favorable comments. On March 26, 2007, a tour of the existing Terminal facility was held for the Goleta City Council. A second courtesy review with the Goleta City Council was held on May 18, 2007 and the project received positive comments.

Staff has also received comments from City of Goleta staff on August 3, 2007 regarding the updated traffic study for the project (Attachment 5 of FEIR Addendum, Exhibit D). These comments are discussed in the Transportation section, below.

VIII. ISSUES

A. AIRPORT DESIGN GUIDELINE CONSISTENCY

The City Council adopted the Architectural and Urban Design Guidelines for the Airport in 1998. Its purpose is to encourage development on Airport property to convey a unifying theme with existing and historic structures. A brief discussion of the proposed project's consistency with the design goals and objectives stated in the Guidelines is provided below:

1. *Establish and enforce Airport cohesiveness/unity through making existing and new architecture compatible.* The new structure was designed to compliment and highlight the original 1942 Terminal that will be rehabilitated and incorporated into the new project design. Retaining the 1942 Terminal and incorporating it into the new design reinforces cohesiveness and unity between the Airport's past and future.
2. *Encourage quality construction and renovation.* The proposed project is designed to meet the United States Green Building Council's (USGBC's) Leadership in Energy and Environmental Design (LEED) Silver accreditation standards. The project would be required to satisfy all applicable Building Code standards. Therefore, the proposed project is consistent with the above goal.
3. *Promote aesthetically pleasing development in the Airport area.* The project was designed to meet the Resolution 05-042 key issue policy pertaining to the "Santa Barbara Airport Experience" under the guidance of the Airline Terminal Design Subcommittee. Additional discussion of this policy is found in the "Neighborhood Aesthetics and Character section, below.

4. *Existing Buildings which are eligible for designation as Structures of Merit or Landmarks and which are proposed to be reused should retain their existing character rather than be converted to a new architectural style in order to preserve some of the legacy of that important era of Santa Barbara's history.* The 1942 original Edwards and Plunkett Airline Terminal would be reused and rehabilitated in manner that reflects its original architectural style consistent with the recommendations of Historic Structures Report prepared for the project (Attachment 4 of FEIR Addendum, Exhibit D).
5. *Major entry announcements at the Airline Terminal should be achieved with skyline trees. Landscaping should be used to complement the entrance to the Airport, both in the immediate area of the Airline Terminal and along James Fowler Road and William Moffett Place. Landscaping and tree heights may be restricted within Airport Approach Zones.* The landscape plan for the project incorporates skyline trees that are appropriate to the terminal area both in terms of height and avoiding leaf litter on the airfield.
6. *New development and remodels immediately adjacent to the Airline Terminal shall relate strongly to the Airline Terminal, including any associated parking lots and structures. Use El Pueblo Viejo Guidelines.* The Airline Terminal Design Subcommittee referenced the El Pueblo Viejo Guidelines in developing the design of the new building, while incorporating some simplified modern elements in the design of the new Terminal building to distinguish the historic structure from the new development.

B. DEVELOPMENT PLAN APPROVAL

The Development Plan floor area for the Terminal Project has been requested from the "Community Priority" General Plan category. Pursuant to SBMC §28.87.300(B.)(2.), to be a Community Priority, a project must be designated by City Council as necessary to meet a present or projected need directly related to public health, safety or general welfare. General welfare is defined as:

"A community priority project which has a broad public benefit (for example, museums, child care facilities, or community centers) and which are not principally operated for private profit."

In 1998, the Airport Department provided a statement of need to the City Council identifying a need for 50,000 square feet to implement the Aviation Facilities Plan, including the Terminal Expansion Project. On August 28, 1998, the City Council granted the project a preliminary designation as a Community Priority project. Following Planning Commission review, the project would return to City Council for consideration of a final designation as a Community Priority project.

Pursuant to SBMC §28.87.300(D), in order to approve the Development Plan, the Planning Commission must find that the proposed project is consistent with the Zoning Ordinance and the principles of sound community planning, will not have a significant unmitigated adverse impact on the neighborhood's aesthetics and character, and will not have a significant unmitigated

impact on the City's and the South Coast's affordable housing stock and the City's traffic and water resources and that resources will be available and traffic improvements are in place prior to project occupancy.

1. Zoning Ordinance Consistency

The project site is located in the Airport Facilities Zone (A-F). Airline terminals and related offices and restaurants are specifically permitted in the A-F zone (SBMC §29.15.030). At 42 feet, the main building does not exceed the maximum building height of 45 feet in the A-F Zone (SBMC §29.15.050). The project also meets setback requirements of the Airport Zoning Ordinance as no structures are proposed within the first 10 feet from the public right-of-way (SBMC §29.87.055). The proposed 1,569 parking spaces exceed the 68 parking space zoning requirement for the proposed use (SBMC §29.90.012).

2. Sound Community Planning

The site has a General Plan Designation of Major Public and Institutional and was designated for airline terminal use in the 2001 Aviation Facilities Plan. The Aviation Facilities Plan considered alternative locations for Airline Terminal and concluded that the existing location is the most feasible due to traffic, flooding and wetland constraints associated with other portions of the Airport property.

In May 2005, the City Council adopted seven key issue policies in Resolution 05-042 to guide the project's design. All of these policies - the Santa Barbara Airport experience, building massing, passenger loading, public transit, sustainable building techniques, shifting historic structure and accessibility - relate to the concept of sound community planning. The Airline Terminal Improvement Project was designed specifically to address these seven key policies with oversight from the Airline Terminal Design Subcommittee. The project incorporates elements of the Santa Barbara Airport Experience (as discussed under Neighborhood Aesthetics and Character, below). The building massing was extensively reviewed so that the new two story structure would not overwhelm the historic structure that would be preserved and incorporated into the design. Both ground loading and passenger loading bridges are accommodated in the proposed design. Accessibility features were considered throughout the design process and the project design was granted an award by the Santa Barbara Independent Living Resource Center for its early consideration and incorporation of universal design into the project.

As noted above, the Airport Department has registered this project with the USGBC and has designed the project to achieve LEED Silver certification. The sustainable design practices incorporated into the proposed project are also consistent with the principles of sound community planning.

It is Staff's position that, by implementing the seven key issue policies pursuant to City Council Resolution 05-042, the proposed project is consistent with the principles sound community planning.

3. Neighborhood Aesthetics and Character

Among the key issues adopted by City Council in Resolution 05-042 to guide the Terminal project design was "The Santa Barbara Airport Experience," which was defined as follows:

"The new Terminal area design, including buildings, access roads and passenger loading facilities, to the extent feasible, will incorporate positive characteristics from the existing Terminal that typify the Santa Barbara Airport experience for passengers, meeters and greeters and visitors. These characteristics include:

- *Light, fresh air and access to the outdoors;*
- *Visibility of the mountains, the runways and the aircraft from the building;*
- *Open air arcades, courtyards, passenger loading facilities and observation areas with views of airfield activities;*
- *Lush landscaping, courtyards, benches and useable lawn areas;*
- *Human-scale architecture;*
- *Simplicity and ease of travel through the Terminal and to and from the aircraft;*
- *Relaxed atmosphere;*
- *A sense of entry to the community; and*
- *Public art and displays of the history and environment of the region and the Airport.*

The new Terminal building should marry historic architecture with modern technology and need not be a literal example of Spanish Colonial Revival Architecture but instead "be courageous" and "push the envelope" of Hispanic design, incorporating both traditional and modern design elements."

The proposed project underwent extensive review by the Airline Terminal Design Subcommittee throughout development of the project design to ensure that it achieved the above stated elements of the "The Santa Barbara Airport Experience." Further, the project received very positive comments during conceptual review from the Architectural Board of Review (ABR).

It is therefore Staff's opinion that the proposed project is consistent with the neighborhood's aesthetics and character.

4. Housing

Based upon security badges and employee parking permits issued by the Airport, it is estimated that approximately 350 employees work in the Terminal area, totaling approximately 240 full-time equivalents (FTE). Security badges are issued to airline employees, Transportation Security Administration (TSA) staff, skycap services, custodians, and airport patrol and other security staff, all of whom must have access to the secure portion of the Terminal and airfield. Employees of car rental agencies, the parking contractor, restaurant, snack bar and gift shop do not have security badges. Home zip code data is available for the 283 existing badged employees, which indicates 41% of these employees commute from outside the South Coast area, mostly from northern Santa

Barbara County or Ventura County. It is assumed that a similar or slightly lower percentage of unbadged employees also commute from outside the South Coast area. An unknown but large percentage of Terminal employees are part-time employees.

The number of airline employees is directly related to the amount of airline service provided by each carrier and is only somewhat affected by the layout and size of the Terminal building itself. Assuming the 2.2% annual passenger growth rate that has been experienced at Santa Barbara Airport over the past 20 years, it is anticipated that the number of airline employees may grow incrementally over time. Recent trends in airline travel, such as electronic check-in and computer check-in prior to arriving at the Terminal, may somewhat mitigate airline employee growth.

TSA anticipates no growth in the number of employees with the proposed project. The single consolidated passenger screening checkpoint included in the project design reduces the number of employees required for passenger screening as opposed to the two checkpoints open today. However, additional checked baggage screening equipment will require more TSA staff for checked baggage screening than are needed at present.

Since more concession space will be available in the new facility, it is anticipated that additional part-time concession employees would work at the new facility. However, a full-service restaurant, which requires more employees to operate, is unlikely to be incorporated in the new Terminal in favor of more "grab-and-go" type food concessions that passengers can use to obtain meals that they can take aboard flights. The parking systems at the Terminal are in the process of being converted from staffed kiosks to self-service systems (with an attendant on duty if a customer needs assistance). Thus the number of parking employees will decrease from the present number.

In conclusion, the amount of employee growth at the Terminal is anticipated by Staff to be incremental over time and primarily consist of part-time jobs in skills that are readily available within the community. Further, it is anticipated that a significant number of employees will continue to commute from communities outside the South Coast area as is presently the case. Therefore, it is Staff's opinion that the proposed project will not result in a significant increase in the demand for housing on the South Coast.

5. Traffic

Ground Transportation impacts were assessed in Section 3.23 of the Final AFP EIR. Traffic impacts were based on the 2000 Traffic Study prepared by Associated Transportation Engineers (ATE), which assessed project traffic based on estimated annual passengers through 2015. The Final AFP EIR concluded that a significant long-term and cumulative traffic impact would occur at the intersection of Fairview and Hollister Avenues without implementation of a project to extend Ekwil and Fowler Roads to Highway 217. Mitigation Measure 3.23-1 required City of Santa Barbara participation in implementation of improvements to this intersection in the event the Ekwil/Fowler Extension project was not implemented, namely restriping the left turn lanes at northbound approach to the intersection.

An updated traffic study was prepared by ATE on February 26, 2007 (Attachment 1 of the FEIR Addendum, Exhibit D), which reduced the estimated number of annual passengers in 2015 from 1.5 million passengers to 1,061,433 passengers. The decrease in passenger activity is based on actual passenger count data for the years 2000-2005 and the use of a 2.2% annual passenger growth rate associated with an actual 20-year average of passenger data rather than the 4% growth rate originally assumed in the AFP EIR. Because a majority of the study area intersections are located within the City of Goleta, the updated traffic study was also based on the 2005 Goleta Traffic Model prepared for the Goleta General Plan and used City of Goleta traffic impact criteria. The updated traffic study also assumed that, under the Goleta General Plan Alternative 1, no infrastructure improvements, including extension of Ekwil and Fowler Roads, would be completed.

Based on the updated traffic study, vehicle trips associated with the project decreased by 26% from the data presented in the Final AFP EIR and project-specific and cumulative traffic would not contribute to significant traffic impacts at any study area intersections, including the intersection of Fairview and Hollister Avenues.

On August 3, 2007, the Airport received comments from the City of Goleta on the updated traffic study (Attachment 5 of the EIR Addendum, Exhibit D). The City of Goleta commented on the need for more assessment of A.M. peak hour traffic impacts, evaluation of roadway impacts on Fairview Avenue, the effect of rental car facilities on Terminal traffic estimates, questioned the estimated enplanements trends assumed in the updated study and commented that with Long Term Lot #1 near capacity, there would be diverted trips to Hollister Avenue due increased use of Long Term Lot #2. ATE prepared an addendum to the traffic study responding to these comments (Attachment 6 of the EIR Addendum, Exhibit D). The Addendum to the traffic study concluded that the trip generation estimates, distribution patterns and parking estimates included in the updated traffic study are still applicable and no change to the conclusions of the updated traffic study is required.

As mentioned above, Mitigation Measure 3.23-1 of the Aviation Facility Plan EIR included restriping options for the intersection of Fairview and Hollister Avenues. These improvements are not currently programmed by the City of Goleta and the intersection is currently operating at Level of Service B. In the event that the intersection reaches Level of Service D and a deficiency plan is developed per the Congestion Management Plan, the City of Santa Barbara would contribute its fair share to improvements, consistent with this mitigation measure. Mitigation Measure 3.23-2 requires the Airport to contribute its fair share toward regional improvements in the Goleta Valley. At the time the Final EIR was certified, these traffic mitigation fees would have been directed to the County; however, given that the majority of the study area intersections are in the City of Goleta, any traffic mitigation fees would be paid to the City of Goleta. Mitigation Measure 3.23-8 and 3.23-9 (Condition of Approval J-16) require Transportation Demand Management (TDM) measures and implementation of a TDM plan to reduce project-related traffic impacts. The Airport is currently preparing a TDM plan. An outline of the plan and the strategies under consideration is provided in Exhibit H. Based on the above analysis, the proposed project would not result in significant adverse impacts to the City's traffic.

6. Water

The Development Plan findings require that the project not have an unmitigated significant impact on the City's water resources. Water supply for Airport is provided by the Goleta Water District through an agreement between the District and the City of Santa Barbara. Under this agreement, the Airport is entitled to an allotment of 240 acre feet per year (AFY). The Airport currently uses 161 AFY. The existing development at the Terminal used 6.57 AFY in 1999 according to the Aviation Facilities Plan Final EIR. The AFP EIR estimated a water demand of 12.44 AFY in 2015 for the Terminal complex, assuming a 95,000 sq. ft. Terminal and 1.5 million passengers. The proposed project would involve an approximately 70,000 square foot Terminal facility and approximately one million passengers in 2015, so the water demand for the proposed Terminal is less than that estimated in the Final EIR. The Final EIR concluded the estimated increase of 5.87 AFY would not result in a significant impact on water supply.

7. Traffic Improvements

The Development Plan findings require that any public traffic improvements required as part of the approval be completed prior to project occupancy. The project has not resulted in traffic impacts that would require implementation of traffic improvements at any area intersections.

Aviation Facilities Plan Final EIR Mitigation Measure 3.23-6 recommended that the current intersection of William Moffett Place and James Fowler Road be reconfigured to a more conventional design such as "T" intersection or roundabout. The Airport studied these options based on the current Terminal site plan and entrance road design. Transportation Division has recommended a roundabout as the preferred alternative and concurred with the Airport that a "T" intersection is not the preferred design at this intersection. The applicant has not included a roundabout in the project design because the current design is not anticipated to experience future capacity problems and has no accident history. Further, a roundabout would increase project costs and would result in the loss of approximately 10-20 short-term parking spaces. Given the loss of parking associated with this design, the Airport would consider revisiting this intersection configuration in a future phase when additional parking can be provided south of the proposed Terminal complex.

C. **COASTAL DEVELOPMENT PERMIT**

1. Local Coastal Program Consistency

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

a. Water and Marine Environments/Environmentally Sensitive Habitat

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

No portion of this project is within the coastal, riparian, and marine habitat or would affect sensitive plant or wildlife species. All improvements would occur in already developed areas. According to the preliminary drainage report (Attachment 3 of FEIR Addendum, Exhibit D), the proposed project would reduce the amount impervious surfaces on the project by approximately 8.13 percent, therefore the amount of runoff from the site would be reduced.

In terms of water quality, the majority of the landside portion of the site drains toward an existing bulrush wetland across William Moffett Place located on Goleta Sanitary District property. No changes to this existing drainage pattern or the drainage system to this wetland are proposed. Bioswales have been difficult to incorporate into the project design because of the very high groundwater level, the extremely flat terrain of the project site and the existing drainage patterns, and the undesirable nature of standing water to attract birds, creating a safety hazard on the Airport property. Consistent with Conditions of Approval I-5 and J-8, bioswales will be incorporated into portions of the proposed Terminal complex and short-term parking lot landscaping where feasible. On portions of the site where bioswales are not feasible, the project will incorporate filter inserts sized to City standards and will be maintained consistent with the Airport's Industrial Stormwater permit. Therefore, the project would result in a decrease in runoff overall and would not have the potential for adverse impacts to sensitive habitats as a result of sedimentation and runoff. Policies C-13 and C-14 of LCP Component 9 require preparation of a Water Quality Management Plan and a Construction Phase Erosion Control and Polluted Runoff Control Plans for all development. Preparation of these plans is required by Conditions of Approval I-4 and I-5.

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

b. Hazards

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

The project is located in the 100-year flood zone. The building site would be raised by approximately 30 inches to keep structures above base flood elevation. This is

consistent with SBMC Chapter 22.24 and will protect the structures from flood damage.

The project site, as is the Airport as a whole and most of the region, is subject to seismic activity. Potential hazards related to seismic activity include: fault displacement and ground shaking (primarily from nearby historically active More Ranch fault), liquefaction, and tsunamis. The new and relocated Terminal buildings would be required to incorporate all seismic safety measures per State requirements. Building Division staff would verify these measures during plan check review.

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

c. Cultural Resources

Section 30244 of the Coastal Act and Policy 1.0 of the Conservation Element of the General Plan provide for protection of archeological, historic, or architectural resources. Pursuant to the Phase I Archeological Assessment of the Santa Barbara Airport (Dames and Moore, August 1993), the project is not located in or adjacent to any sensitive archeological areas. Therefore, the project may be found consistent with the protection of cultural resources.

d. Visual Quality

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

No grading or new buildings are proposed which would alter natural landforms. The site is not located in the immediate vicinity of coastal resources and would not obscure ocean or coastal views, nor impact the visual quality of the coastal area. The new Terminal building is designed to complement the original 1942 Airline Terminal building in scale, siting, and composition. Landscaping is proposed and would enhance the aesthetics of the Terminal complex. All utilities would be undergrounded. For the reasons stated above, the project may be considered consistent with the visual quality policies.

e. Public Services

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

The updated traffic study prepared by ATE also analyzed short-term and long-term parking supply and demand during peak summer periods and holiday (Thanksgiving

and Christmas) seasons. A total of 1709 spaces would be available under the proposed project if existing Long Term Lot #2 on Hollister Avenue is expanded and brought up to City standards, which would occur when parking demand increases to the point that the additional spaces are needed. This project would occur when the Airport Department concludes that parking demand has increased to the point that the existing and redesigned short and long-term parking lots are near capacity. The study concluded that the 1,664 spaces available would meet the estimated demand of 1,231 spaces in 2015 during the peak summer period; however, a parking deficit of 134 spaces would occur in the holiday period. This parking deficit is less than that anticipated in the AFP EIR, which estimated a deficit of 322 spaces. Mitigation Measures 3.23-3 through 3.23-5, 3.23-8 and -9 and 3.23-15 (Conditions of Approval J-16 and J-17), require preparation of an Alternative Transportation Plan and a Holiday Parking Plan to address the parking deficit during the holiday period through such methods as off-site parking or peak period pricing to reduce on-site parking demand. These plans are currently under preparation and an outline of the plans and the strategies under consideration is provided in Exhibit H. With implementation of these conditions, the project appears consistent with LCP policies pertaining to public services.

IX. FINDINGS

The Planning Commission finds the following:

- 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 (PM₁₀) 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.

2. 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. 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.

Exhibits:

- A. Conditions of Approval
- B. Site Plans
- C. Applicant's letter dated December 1, 2006
- D. Aviation Facilities Plan Final EIR Addendum dated September 20, 2007
- E. City Council Resolution 05-042
- F. ABR Minutes Dated February 5, April 30 and July 24, 2007
- G. HLC Minutes dated June 27, 2007
- H. Transportation Demand and Parking Management Plan Report Outline
- I. Relevant LCP Policies

PLANNING COMMISSION CONDITIONS OF APPROVAL

500 JAMES FOWLER ROAD
MST2007-00002 AND CDP20007-00010
SEPTEMBER 20, 2007

In consideration of the project approval granted by the Planning Commission and for the benefit of the owner(s) and occupant(s) of the Real Property, the owners and occupants of adjacent real property and the public generally, the following terms and conditions are imposed on the use, possession and enjoyment of the Real Property:

- 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;
 - ii. 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;
 - iii. Clear brush and vegetation only as required to accommodate necessary grading;
 - iv. 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;
 - v. Seed and plant disturbed areas with native vegetation or other appropriate and acceptable plant species immediately following construction activities;
 - vi. Protect (e.g., riprap) any new storm drain outlets to prevent scouring at the point of discharge; and
 - vii. 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 will 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 where the Public Works Director deems it physically and financially feasible (*Recommended MM 3.7-5*).
15. **Regional Traffic Improvements.** The Airport would 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 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.
4. **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.

5. **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*).
6. **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*).

7. 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*).
8. **Onsite Vehicle Speeds.** Minimize the amount of disturbed area and on-site vehicle speeds (*MM 3.5-2*).
9. **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*)
10. **Expeditious Paving.** All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used, as directed by the Building Inspector (*MM 3.5-4*).
11. **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*).
12. **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*).
13. **Gravel Pads.** Gravel pads shall be installed at all access points to the project site to prevent tracking of mud on to public roads.
14. **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.
15. **Construction Best Management Practices (BMPs).** Construction activities shall address water quality through the use of BMPs, as approved by the Building and Safety Division.
16. **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.
17. **Construction Equipment Maintenance.** All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.

18. **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*).
19. **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.
20. **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.
21. **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*).

21. **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*).

22. **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.

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:

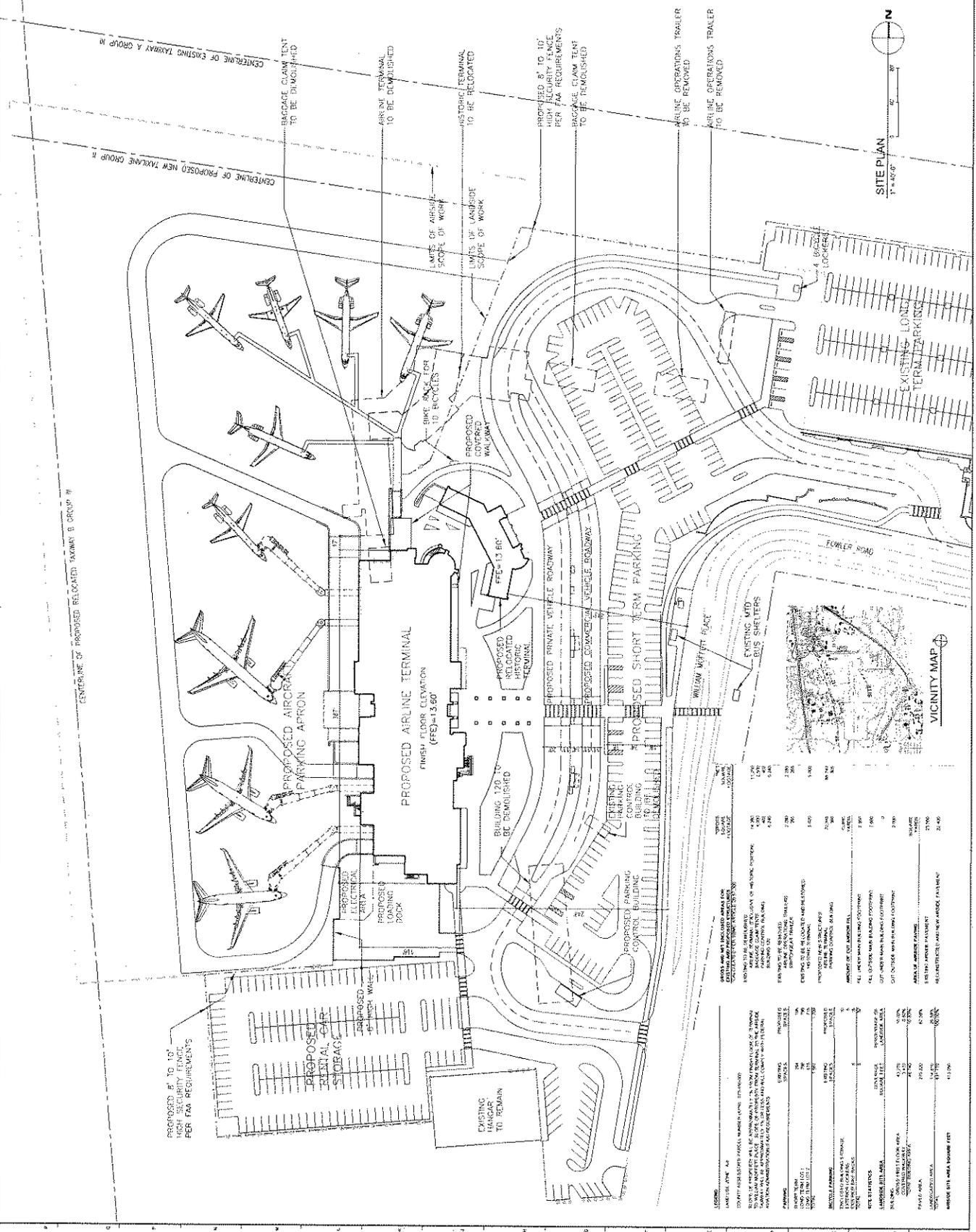
1. A building or grading permit for the work authorized by the development plan is issued prior to the expiration date of the approval.
2. A time extension is granted by the Planning Commission for one (1) year prior to the expiration date of the approval, only if it is found that there is due diligence 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.

ARLINE TERMINAL IMPROVEMENT PROJECT
 SANTA BARBARA AIRPORT
 SANTA BARBARA, CALIFORNIA



NO.	DESCRIPTION	AREA (SQ FT)	AREA (SQ YD)	AREA (SQ M)
1	PROPOSED AIRCRAFT PARKING APRON	12,000	1,333	1,113
2	PROPOSED PRIVATE VEHICLE ROADWAY	1,500	167	140
3	PROPOSED SHORT TERM PARKING	1,000	111	93
4	PROPOSED AIRCRAFT STORAGE	1,000	111	93
5	PROPOSED AIRCRAFT STORAGE	1,000	111	93
6	PROPOSED AIRCRAFT STORAGE	1,000	111	93
7	PROPOSED AIRCRAFT STORAGE	1,000	111	93
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Exhibit: B



City of Santa Barbara

Santa Barbara Airport

www.flysba.com

www.SantaBarbaraCA.gov

Administration

805.967.7111

June 29, 2007

Marketing

805.692.6004

City of Santa Barbara Planning Commission

P.O. Box 1990

Santa Barbara, CA 93460

Engineering

805.692.6018

Dear Commissioners:

Maintenance

805.692.6060

Enclosed please find an application for a Coastal Development Permit and Development Plan for the proposed Airline Terminal Improvement Project. The project site is zoned A-F (Airport Facilities) and S-D-3 (Coastal Overlay Zone) and it is located in the appealable jurisdiction of the Coastal Zone.

Operations/Noise

805.692.6005

Terminal History and Development:

Patrol

805.681.4803

On February 1, 1942, the City of Santa Barbara entered into a 25-year lease with United Transport Corporation (now known as United Airlines) for approximately 1.25 acres of Airport land. The purpose of the lease was to construct a passenger terminal building for operation of United's commercial airline transport service.

Planning

805.692.6023

Property Mgnt.

805.692.6022

The 1942 Airline Terminal was designed by Edwards and Plunkett, Santa Barbara architects who designed many local landmarks including the Arlington Theater. The Airline Terminal is predominantly in the Spanish Colonial Revival style for which Santa Barbara is known, with elements of the Art Moderne architectural style incorporated into the design. In addition to ticket counters and waiting areas, the original design incorporated a control tower, weather bureau, radio room and an unenclosed second floor spectator's deck. In 1942, the Terminal served approximately 5,000 airline passengers and measured approximately 5,000 square feet.

Visitor's Center

805.694.7622

Fax

805.964.1380

601 Firestone Rd.

Santa Barbara, CA

93117

In 1967, the United Airlines lease for the Airline Terminal expired and ownership of the facility reverted to the City. In that year, 177,351 passengers traveled through Santa Barbara Airport. Later in 1967, the City expanded the building to 12,300 square feet. Peterson and Associates designed the project, which included an addition to the original south wing and expansion of the east wing to twice its original width.



The project provided additional airline ticket counters and offices, baggage handling area, additional lobby area and an air freight office. By 1976, the airline passenger count at Santa Barbara Airport had risen to 397,557. In that year, the Terminal building was expanded again to its current 20,000 square feet (16,250 Measure E. eligible). Designed by local architect Paul Unander, the approximately 7,700 square feet addition included an expansion of the east and south wings and the center lobby to provide additional airline offices, ticket counters, baggage handling areas and car rental offices. The second floor was converted to a restaurant by doubling the size of the spectator's deck and the covered observation area was enclosed.

Increasing passenger demand in the 1980's and 1990's led to the need to create additional space within the Terminal building to accommodate airline operations. Late in 1997, two exterior canopy structures totaling 2,500 square feet (per Measure E) were constructed on either side of the Airline Terminal to serve as baggage claim areas. The former baggage claim areas within the building were configured into passenger security hold rooms. Also in 1997, a 1,560 square foot trailer was added to house airline offices.

Since 1997, the Airport has relocated several functions outside of the Terminal building to address space deficiencies. These functions, including rental car services, and airline, restaurant, and janitorial storage are now located in a World War II-era building located south of the Airline Terminal. The Airport Security Operations Center (SOC) is also located in this building. In 2002, an additional trailer was added east of the Terminal for airline employee locker rooms.

The facility has also been remodeled on several recent occasions to accommodate operational needs. Following the September 11, 2001 attacks, the main lobby area was remodeled and passenger seating was removed to address new federal requirements for checked baggage security screening facilities. In 2005, a portion of the Skywest Airlines baggage make-up area was remodeled to provide additional passenger security hold room space.

In 2006, the Terminal served 856,160 passengers.

Table 1 provides a breakdown of existing floor area associated with the existing buildings in the Terminal complex:

Table 1

Building	Floor Area (Sq. Ft.)
Airline Terminal	16,250 (5,000 to remain)
Baggage Claim Pavilions	2,500
Building 120 (SOC, Car Rental, storage)	6,240
Skywest Trailers	2,280
Switchgear Building	265
Airline Storage (Building 122)	1,080 (building to remain)
Parking Control Building	402
TOTAL	29,017

Aviation Facilities Plan:

In 2001, the City Council adopted the Aviation Facilities Plan (AFP), a master plan for the Santa Barbara Airport to guide commercial aviation and development through the year 2015. The AFP included a comprehensive evaluation of existing conditions and expected future growth and improvements at the Airport. The AFP also included proposed projects and phasing to meet anticipated passenger use and aircraft operations through 2015. Among these projects are proposed changes to the Airline Terminal area to address serious deficiencies in the existing facility and to meet current and future passenger demand. To address the deficiencies and meet a forecasted demand of 890,000 passengers per year in 2010, the AFP recommends construction of the first phase of the Terminal Improvement Program to provide a Terminal facility up to a total of 67,000 square feet in size. This forecasted passenger level reflects an estimated growth rate of 1% per year from 1999.

Under the AFP, a second phase of up to 28,000 square feet for a total of 95,000 square feet may be implemented if passenger growth exceeds 4% per year between the years 1999 and 2008.

The AFP also includes a series of goals pertaining to development of the new Terminal facility, including:

- Meeting current and future air transportation needs;
- Improving ground transportation access, including alternative transportation access;
- Preserving the 1942 Terminal building and embracing its heritage and architectural style;
- Demolishing the 1967 and 1976 additions;
- Raising the 1942 structure and the new Terminal facilities per FEMA requirements to address the potential for flooding on the site; and

- Upgrading the Terminal's deteriorating infrastructure including electrical, heating and plumbing systems.

A Final Environmental Impact Statement/Environmental Impact Report (FEIS/EIR) for the Aviation Facilities Plan (AFP) was certified by the City Council in December 2001. The FEIS/EIR concluded that the Airline Terminal Improvement Project would not result in any significant unavoidable impacts to the environment.

Proposed Project

The proposed project represents Phase I of the Aviation Facility Plan's vision for the Airline Terminal Improvement Project. The proposed project would involve construction of a new 65,740 square foot (sq. ft.) Terminal building south of the existing main Terminal facility. The original 5,000 sq. ft. historic Terminal would be retained and relocated to the northeast corner of the new building and rehabilitated. The additions constructed in 1967 and 1976 measuring 11,250 sq. ft. would be demolished. Existing Building 120, measuring 6,240 sq. ft., which presently houses rental car facilities and the Airport's Security Operations Center (SOC) would also be demolished. The rental car counters would be relocated to the new Terminal building and the SOC would be located in the rehabilitated historic Terminal. A new rental car storage area would be located south of the proposed Terminal building. Likewise, the existing baggage claim tents and the two trailers used by Skywest Airlines would be removed and these uses would be located in the new building.

The building site and driveway would be raised by approximately 30 inches to place the Terminal facility outside the 100-year floodplain. A private vehicle driveway would be provided along the Terminal Loop Road and a new commercial vehicle lane would be constructed to serve buses, shuttles and taxis. The commercial vehicle lane would be sized to accommodate MTD buses in the event MTD chooses to use the Terminal Loop Road in the future. The existing MTD stops on William Moffett Place would be improved to provide seating and shelters. The improved stops would also be located closer to the new Terminal building than the existing stops. Bicycle lockers would be provided in the short-term parking lot for passengers and enclosed lockable bike storage and showers would be provided within the new Terminal building for Terminal employees.

The Terminal presently serves a variety of aircraft, from Saab 340B and Brasilia EMB-120s that serve approximately 30 passengers to Canadair Regional Jet 900s, which accommodate approximately 90 passengers. The new Terminal building is designed to accommodate aircraft up to the size of a Boeing 737 (which can serve approximately 120 passengers). The existing Terminal previously served Boeing 737 aircraft until United Airlines

discontinued service following September 11, 2001. The new building would have the ability to accommodate four passenger loading bridges that could serve Regional Jets and Boeing 737s sized aircraft. One passenger loading bridge is proposed as part of this proposal. The new Terminal building would provide 9 aircraft parking positions, the same as the number provided at the existing Terminal.

To accommodate the new Terminal modifications to the ramp and adjacent Taxiway will have to be made. Proposed work on the airside of the Terminal includes:

- Widening an approximately 1,300 foot long section of Taxiway B from Taxiway A to the south. The taxiway would be widened from forty feet to fifty feet with a 20 foot wide paved shoulder on the western edge. This includes electrical work necessary to construct FAA required edge lights and signage.
- Existing deteriorated asphalt concrete terminal ramp will be replaced with full-strength Portland cement concrete.
- New Portland cement concrete ramp would be constructed in the area opened up by shifting the historic terminal south.
- Miscellaneous asphalt concrete paving to conform the existing pavement to the new work.
- Relocation of existing drainage pipes and structures where there are conflicts with new paving. A new slot drain with catch basins is proposed along the length of the taxiway widening.

Airside paving statistics are as follows:

➤ Existing apron paving	39,400 Sq. Yards (SY)
➤ Existing taxiway paving (within project limits)	5,700 SY
➤ New apron paving	3,400 SY
➤ New taxiway paving	3,800 SY
➤ Ex. taxiway paving to be reconstructed	3,500 SY
➤ Ex. apron paving to be reconstructed	11,700 SY

Drainage

A comprehensive Preliminary drainage report is included as part of this submittal. Overall, the proposed development reduces the overall percentage of impervious area by 8.2%

Parking

The proposed facility would provide 1,709 parking spaces to meet a 2015 estimated summer season parking demand of 1,231 spaces as follows:

Table 2

Parking Lot	Existing Spaces	Proposed Spaces
Short-term Lot	294	196
Long Term Lot #1	798	798
Long Term Lot #2	575	715
Total	1,667	1,709

The number of spaces needed to meet the 2015 summer season parking demand of the proposed Terminal facility is based on a revised Traffic, Circulation and Parking Study prepared by Associated Transportation Engineers (ATE) dated February 26, 2007, which is provided as part of this application. The revised traffic and parking study updates the 2002 traffic and parking study prepared for the AFP FEIS/EIR. The actual 2005 count of 853,854 passengers is substantially lower than the 1,009,724 annual passengers assumed for 2005 in the FEIS/EIR. Further, the revised traffic study assumes an annual passenger growth rate of 2.2% to 2015, rather than 4% growth rate assumed in the FEIS/EIR. The 2.2% growth rate represents the annual passenger growth rate at SBA over the past 20 years.

No significant changes are proposed to Long Term Lot #1. Long Term Lot #2 would be reconfigured to increase the number of parking spaces available when demand necessitates additional long-term parking. The lot would be brought up to City parking standards at that time. Long Term Lot #2 is presently served by shuttles that run on 10-minute headways. The shuttle service would continue with the proposed project. Airline Terminal employees are already required to park in Long Term Lot #2 and employee parking would remain at this lot.

The project would result in a reduction of spaces in the short-term lot. Presently, midnight parking counts indicate that a significant number of vehicles using the short-term lot are long-term parkers who are paying the higher short-term lot parking fees. It is anticipated that use of the short-term lot could be modified through changes in pricing (i.e., increasing 24-hour parking rates in the lot) or by assigning additional spaces in Long Term Lot #1 to accommodate short-term parking.

The Traffic Study indicates that during peak holiday periods (Thanksgiving and Christmas), a total parking demand of 1,828 spaces would occur in 2015. The lots would not provide sufficient spaces during these holiday periods. An Alternative Transportation and Holiday Parking Plan is under development which would include a number of strategies such as use of off-site parking facilities, peak parking pricing strategies and enhanced alternative transportation facilities during those periods.

In the long-term (after 2015), the Airport anticipates developing additional parking facilities south of the Terminal facility and reverting Long Term Lot #2 to a recreational use.

Traffic

The revised Traffic, Circulation and Parking Study prepared by Associated Transportation Engineers (ATE) dated February 26, 2007 updates the 2002 traffic and parking study prepared for the AFP FEIS/EIR. The actual 2005 count of 853,854 passengers is substantially lower than the 1,009,724 annual passengers assumed for 2005 in the FEIS/EIR. Further, the revised traffic study assumes an annual passenger growth rate of 2.2% to 2015, rather than 4% growth rate assumed in the FEIS/EIR. The 2.2% growth rate represents the annual passenger growth rate at SBA over the past 20 years. The revised traffic study is also based on the City of Goleta traffic model.

The revised traffic and parking study concluded that the number of additional peak hour trips in 2015 would be reduced from 334 PHTs to 81 PHTs. The revised study further concluded that the Airline Terminal Project would not result in project-specific or cumulative impacts at any of the study intersections.

Project Phasing

Construction of the new Terminal facilities would be accomplished in three main phases. First, the southern baggage tent would be relocated away from the construction footprint and the short-term parking lot would be closed. Short-term parking would be temporarily relocated to Long Term Lot #1 and more long-term parkers would be diverted to Long Term Lot #2. The loop road would be reconfigured outside of the construction zone. The existing Terminal would continue to operate during Phase 2, which would involve construction of the new building. Once construction of the new building is complete, the existing Terminal would be vacated and its functions relocated to the new building. Building 120, the Skywest trailers and the 1967 and 1976 additions to the existing Terminal would be demolished. The historic Terminal would be relocated to its new position northeast of the new building and would be rehabilitated. The new short-term lot and the driveways would also be completed during this final phase.

Sustainable Building Design

On May 17, 2005, Council adopted Resolution No. 05-042 which established policies for the six project key issues.

1. The Santa Barbara Airport Experience
2. Building Massing

3. Sustainability (Green Building Techniques)
4. Shifting Historic Building
5. Public Transit
6. Accessibility

The policy statement regarding Green Building Techniques stated:

“Green building techniques, meeting the general goals of Leadership in Energy and Environmental Design (LEED), will be incorporated into the project design to the greatest extent feasible given the available project budget. The design process should first prioritize on incorporating green building design before considering other alternatives. The extent to which green building techniques are incorporated into the project shall also be balanced with the need to achieve other major project goals, such as meeting current and future air transportation needs, providing a safe and secure Terminal facility, enhancing user access and convenience, improving access to ground transportation and protecting historic resources.”

On December 11, 2005, the City Council approved the Airline Terminal Project Criteria Document. The Project Criteria Document identified potential strategies for achieving a high level of sustainable design. The U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Rating System was selected as the benchmark for design, construction, and operation for the Project. LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality.

The strategies identified in the Project Criteria Document are being explored further in schematic design where the site plan and architectural concepts are also being refined.

The Project design Team, HNTB, staff, and the Design Subcommittee have agreed on a schematic architectural design which the Subcommittee has recommended be presented for comment at a joint session of the Architectural Board of Review and the Historic Landmarks Commission in December.

While LEED does not yet have a specific program for airline terminals, staff and HNTB are committed to adapting as many LEED strategies as practicable. Sustainable design opportunities have been identified in the five key areas with the probable attainment of LEED Certified and possibly a LEED Silver rating.

Historic Structures Report

The existing Airline Terminal is presently designated as a City of Santa Barbara Structure of Merit. A 1996 evaluation of the Terminal building concluded that the building is not eligible for inclusion in the National Register of Historic Places (NHRP) because the 1967 and 1976 additions have obscured the original building. In a letter to FAA dated January 15, 1997, the State Historic Preservation Officer (SHPO) determined that the Airline Terminal building was not eligible for listing in the National Register of Historic Places (NHRP). It has not yet been determined whether the building is eligible for the California Register of Historical Resources or as a City Landmark.

A focused Historic Structures Report for the Airline Terminal was prepared by in August 2000 by Architectural Resources Group (ARG) as part of the AFP FEIS/EIR. This report concluded that elimination of the 1967 and 1976 additions coupled with a sensitive alteration plan could make the Terminal eligible for the California Register. Thus, the AFP FEIS/EIR concluded that the alterations proposed in 2000 would not result in significant unavoidable impacts to the structure.

A revised Historic Structures Report was prepared by ARG based on the revised design, which has changed substantially from the design proposed during preparation of the AFP FEIS/EIR. The revised report concluded that the proposed design would not result in new significant impacts to the structure. The revised Historic Structures Report was accepted by the Historic Landmarks Commission on June 27, 2007.

City of Goleta

An initial project courtesy review the Goleta City Council was held in December 2005. At the request of the City Council, a courtesy review of the project design was held by the City of Goleta Design Review Board on January 16, 2007, who had favorable comments. On March 26, 2007, a tour of the existing Terminal facility was held for the Goleta City Council. A second courtesy review with the Goleta City Council was held on May 18, 2007 and the project received positive comments.

Permits Requested

The Airport requests approval of a Development Plan pursuant to SBMC §28.87.300 and a Coastal Development Permit pursuant to SBMC §28.45.009. The project has already been granted a preliminary designation as a Community Priority project pursuant to SBMC §28.87.300.

The project design has been reviewed and guided by a subcommittee comprised of members of the Airport Commission, Architectural Board of Review, Historic Landmarks Commission and Planning Commission since March 2005. Thus, the proposed project represents a collaborative effort involving all significant reviewing bodies associated with the project.

Sincerely,

A handwritten signature in black ink that reads "Owen Thomas". The signature is written in a cursive, flowing style.

Owen Thomas
Supervising Engineer



CITY OF SANTA BARBARA

**ADDENDUM TO THE FINAL AVIATION FACILITIES PLAN
ENVIRONMENTAL IMPACT REPORT
SCH #2000111037**

**FOR THE AIRLINE TERMINAL IMPROVEMENT PROJECT, 500 FOWLER
ROAD
MST2007-00002**

September 20, 2007

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

PRIOR ENVIRONMENTAL DOCUMENT

The prior EIR (MST2000-00568) was prepared for the Santa Barbara Airport Aviation Facilities Plan and certified by the Santa Barbara City Council on December 11, 2001. The Final Aviation Facilities Plan EIR (AFP EIR) included an analysis of the environmental impacts resulting from a number of Airport projects, including the proposed Airline Terminal Improvement Project, 75 "T" Hangars, an air cargo facility, a parking structure and surface parking south of the Airline Terminal complex, and the Airfield Safety Projects. The Airfield Safety Projects are in the final stages of construction and will be completed in late 2007. The Airport is in the process of constructing 24 of 50 "T" hangars associated with Airport Industrial Specific Plan; however these "T" hangars are not related to the 75 "T" hangars proposed under the Aviation Facilities Plan. None of the other projects are planned or funded at this time.

Mitigation measures associated with air quality, hazardous materials, water quality, cultural resources, floodplains, geology, solid waste and ground transportation impacts were incorporated into the Airline Terminal Improvement Project as conditions of approval. The Final EIR identified one significant unavoidable impact pertaining to social

impacts resulting from constructing multiple Terminal area projects at one time. With the exception of this one impact, the document concluded that with application of mitigation measures, no significant unavoidable effects on the environment would result from the Airline Terminal Improvement Project.

Other issue areas analyzed in the AFP EIR included noise, land use compatibility, biotic communities, social and socioeconomic impacts, endangered and threatened species, wetlands, Coastal Zone Management Program, wild and scenic rivers, farmlands, energy supply and natural resources, light emissions, and visual impacts. These issue areas were analyzed due to other components of the Aviation Facilities Plan and were not relevant to the Airline Terminal Improvement Project. No significant impacts or mitigation measures associated with the Airline Terminal Improvement Project were identified in the AFP EIR for these issue areas and no new impacts or mitigation measures would result from the revised project.

The Aviation Facilities Plan Final EIR certified by the City Council in 2001 assumed a maximum buildout of a 95,000 SF Terminal facility in 2015. The subsequently adopted Aviation Facilities Plan was revised to assume construction of the Terminal facility in two phases. Phase I would be comprised of an approximately 67,000 SF facility to serve approximately 890,000 passengers in 2010 and a Phase II expansion to 95,000 SF to serve approximately 1.5 million passengers in 2015. The proposed project, which is the subject to this addendum, is the Phase I project. The City of Santa Barbara Airport Department is not presently pursuing the Phase II project. Should the Phase II project be considered in the future, additional CEQA analysis will be required.

CURRENT PROJECT DESCRIPTION

Airline Terminal Improvement Project as Described in the Final AFP EIR

The Airline Terminal Improvement Project was initially proposed in Airport's Aviation Facilities Plan (AFP) and was analyzed in the Final AFP EIR. The project components remain essentially as described in the Final AFP EIR. The Final AFP EIR anticipated an Airline Terminal at maximum build out under the AFP to be a 95,000 square foot, two-story Terminal to meet anticipated passenger needs up to the year 2015. The AFP adopted by City Council in December 2002 anticipated that the Airline Terminal project would be constructed in two phases. Phase I would consist of an approximately 67,000 square foot two-story facility to serve approximately 890,000 passengers per year (assumed in the EIR to be reached in 2010). Phase II would be construction of the Terminal to full buildout of 95,000 sq. ft. The project under consideration at this time is the Phase I project. Other project goals included raising the Terminal above the 100-year floodplain; maintaining the original 1942 Terminal building, upgrading outdated electrical, plumbing and mechanical facilities, consolidating scattered facilities, providing a main lobby and enhancing facilities for airline operations. The proposed project still incorporates all of these elements.

New Elements Since Certification of the EIR

Additional schematic design level information has been provided since certification of the EIR, specifically design plans for the project, including layout, grading, drainage and landscaping. All of these documents are consistent with the project description, impact analysis and mitigation measures described in the Final AFP EIR and these documents are incorporated herein by reference.

PROJECT IMPACTS AND MITIGATIONS

Air Quality

Air Quality impacts of the Airline Terminal Improvement Project were assessed in Section 3.5.2 of the AFP EIR. Potential construction impacts assessed in the EIR have not changed. Operational impacts associated with vehicle emissions assessed in the Final AFP EIR were based on the 2000 Traffic Study prepared by Associated Transportation Engineers (ATE), which assessed project traffic based on an estimated 1.5 million annual passengers through 2015. An updated traffic study was prepared by ATE on February 26, 2007 (Attachment 1), which reduced the estimated number of annual passengers in 2015 from 1.5 million passengers to 1,061,433 passengers. The decrease in passenger activity is based on actual passenger count data for the years 2000-2005 and the use of a 2.2% annual passenger growth rate associated with an actual 20-year average of passenger data rather than the 4% growth rate originally assumed in the AFP EIR. Based on the updated traffic study, vehicle trips associated with the project decreased by 26% from the data presented in the Final AFP EIR. Therefore, air quality impacts associated with vehicle emissions would be less than that assessed in the AFP EIR (Attachment 2). Further, the building is being designed toward the goal of a Leadership in Energy and Environmental Design (LEED) Silver rating, which was not assumed in the AFP EIR. This would further reduce the less than significant operational emissions associated with the facility itself. Air Quality Mitigation Measures 3.5-1 through 3.5-20 would remain applicable to the project. Air Quality Mitigation Measures 3.5-1, 3.5-4 through 3.5-6, 3.5-8 through 3.5-10 were revised to incorporate up-to-date City and Air Pollution Control District mitigation language and to make the mitigation measures specific to the current proposal. These minor technical revisions are provided in Attachment 7 and are not substantially different from the mitigation measures included in the previous environmental document.

Hazardous Materials

Hazardous Materials was assessed in Section 3.6.2 of the Final AFP EIR. Previous contamination from underground storage tanks existed in the Terminal area. All known tanks have been remediated and the cases closed by the County of Santa Barbara Hazardous Materials Division. The historic Terminal building is known to contain areas

with asbestos and lead paint. These materials would be abated consistent with existing state regulations prior to disturbance of the building and relocation. No new impacts have been identified since certification of the Final AFP EIR. Mitigation Measures 3.6-1 through 3.6-3 remain applicable to the project. Mitigation Measure 3.6-1 has been modified to incorporate up-to-date City mitigation measure language pertaining to Construction Contingency plans. This minor revision is provided in Attachment 7 and is not substantially different from the mitigation measure included in the previous environmental document.

Water Quality

Water quality is assessed in Section 3.7.2 of the Final AFP EIR. According to the Airline Terminal Improvement Project Preliminary Drainage Report dated June 1, 2007 (Attachment 3), the project design would result in a reduction in impervious surfaces of 68,501 square feet (8.13% reduction) from the existing conditions, and would be less than that anticipated by the Final AFP EIR, resulting in a slight decrease in the severity of previously identified impacts. Mitigation Measures 3.7-1, 3.7-3 through 3.7-5 would remain applicable to the revised project. These mitigation measures have been modified to incorporate up-to-date City mitigation measure language pertaining to water quality protection, Best Management Practices, Stormwater Pollution Prevention Plans, Water Quality Management Plans, water conservation practices and use of reclaimed water. These minor revisions are provided in Attachment 7 and are not substantially different from the mitigation measures included in the previous environmental document.

Cultural Resources

Cultural Resources impacts were assessed in Section 3.9.2 of the Final AFP EIR. The Terminal area is not located in an area of archaeological sensitivity. The existing Airline Terminal is presently designated as a City of Santa Barbara Structure of Merit. A 1996 evaluation of the Terminal building concluded that the building is not eligible for inclusion in the National Register of Historic Places (NHRP) because the 1967 and 1976 additions have obscured the original building. In a letter to FAA dated January 15, 1997, the State Historic Preservation Officer (SHPO) determined that the Airline Terminal building was not eligible for listing in the National Register of Historic Places (NHRP).

In the AFP EIR, it was assumed that the building would be moved temporarily to raise the project site by 30 inches to meet FEMA flood standards; the 1967 and 1976 additions to the building would be demolished and the building would be returned to its original location on a new foundation and rehabilitated consistent with the Secretary of Interior's Standards for the Treatment of Historic Properties.

A focused Historic Structures Report for the Airline Terminal was prepared by in August 2000 by Architectural Resources Group (ARG) as part of the AFP FEIS/EIR. This report concluded that elimination of the 1967 and 1976 additions coupled with a sensitive

alteration plan could make the Terminal eligible for the California Register. Thus, the AFP FEIS/EIR concluded that the alterations proposed in 2000 would be less than significant.

A revised Historic Structures Report dated June 2007 was prepared by ARG (Attachment 4) based on the current schematic design, which changed substantially from the design proposed during preparation of the AFP EIR. The schematic design still removes the 1967 and 1976 additions and raises the project site by approximately 30 inches, but relocates the 1942 Terminal approximately 60 feet to the south of its present location and reorients it to complement the location and orientation of the new Terminal building. The revised Historic Structures Report concluded that the revised design would not result in impacts greater than those assessed in the Final AFP EIR and the project would be constructed in a manner that the project may still be eligible for the California Register of Historic Places upon completion of the project. The revised Historic Structures Report was accepted by the Historic Landmarks Commission (HLC) on June 27, 2007. Mitigation Measures 3.9-2 and 3.9-4 remain applicable to the proposed project. These mitigation measures have been modified to incorporate up-to-date City mitigation language pertaining to archaeological resources and historic resources. These minor revisions are provided in Attachment 7 and are not substantially different from the mitigation measures included in the previous environmental document.

Floodplains

Flooding impacts are addressed in Section 3.13.2 of the Final AFP EIR. The project site is located in the 100-year floodplain but outside the regulatory floodway. The City's Floodplain Ordinance requires that the proposed Terminal Facility be raised above the 100-year base flood elevation. The schematic design incorporates this requirement and would raise the proposed buildings approximately 30 inches above existing grade. No mitigation measures were required in the Final AFP EIR and no new mitigation measures are required based on the schematic design.

Geology

Geologic impacts are assessed in Section 3.15-2 of the Final AFP EIR. The project site contains compressible soils and liquefaction hazards. These conditions remain on the site and would need to be addressed with any project design. Mitigation Measures 3.15-1 through 3.15-4 remain applicable to the project. These mitigation measures have been revised to incorporate up-to-date City mitigation measure language pertaining to geology reports, soils reports and geotechnical recommendations. These minor revisions are provided in Attachment 7 and are not substantially different from the mitigation measures included in the previous environmental document.

Solid Waste

Solid waste impacts were assessed in Section 3.20.2 of the Final AFP EIR. The EIR estimated that at full buildout (95,000 SF) the Airline Terminal would generate approximately 83 tons of solid waste. The impact was considered adverse, but not significant. The proposed Phase I project would generate less solid waste than the estimated amount associated with buildout. Recommended Mitigation Measures 3.20-1 and 3.20-2 remain applicable to the project. Mitigation Measure 3.20-1 has been modified to incorporate up-to-date City mitigation measure language pertaining to recycling construction waste. This minor revision is provided in Attachment 7 and is not substantially different from the mitigation measure included in the previous environmental document.

Ground Transportation

Ground Transportation impacts were assessed in Section 3.23 of the Final AFP EIR. Traffic impacts were based on the 2000 Traffic Study prepared by Associated Transportation Engineers (ATE), which assessed project traffic based on estimated annual passengers through 2015. The Final AFP EIR concluded that a significant long-term and cumulative traffic impact would occur at the intersection of Fairview and Hollister Avenues without implementation of a project to extend Ekwill and Fowler Roads to Highway 217. Mitigation Measure 3.23-1 required City of Santa Barbara participation in implementation of improvements to this intersection in the event the Ekwill/Fowler Extension project was not implemented, namely restriping the left turn lanes at northbound approach to the intersection.

An updated traffic study was prepared by ATE on February 26, 2007 (Attachment 1), which reduced the estimated number of annual passengers in 2015 from 1.5 million passengers to 1,061,433 passengers. The decrease in passenger activity is based on actual passenger count data for the years 2000-2005 and the use of a 2.2% annual passenger growth rate associated with an actual 20-year average of passenger data rather than the 4% growth rate originally assumed in the AFP EIR. Because a majority of the study area intersections are located within the City of Goleta, the updated traffic study was also based on the 2005 Goleta Traffic Model prepared for the Goleta General Plan and used City of Goleta traffic impact criteria. The updated traffic study also assumed that under the Goleta General Plan Alternative 1, no infrastructure improvements, including extension of Ekwill and Fowler Roads, would be completed.

Based on the updated traffic study, vehicle trips associated with the project decreased by 26% from the data presented in the Final AFP EIR and project-specific and cumulative traffic would not contribute to significant traffic impacts at any study area intersections, including the intersection of Fairview and Hollister Avenues.

The updated traffic study also analyzed short-term and long-term parking supply and demand during peak summer periods and holiday (Thanksgiving and Christmas) seasons. The study concluded that the 1,694 spaces available would meet the estimated demand of 1,231 spaces in 2015 during the peak summer period however, a parking deficit of 134 spaces would occur in the holiday period. This parking deficit is less than that anticipated in the AFP EIR, which estimated a deficit of 322 spaces. Therefore, parking impacts would be less than those anticipated in Final AFP EIR.

On August 3, 2007, the Airport received comments from the City of Goleta on the updated traffic study (Attachment 5). The City of Goleta commented on A.M. peak hour traffic impacts, roadway impacts on Fairview Avenue, the effect of rental car facilities on Terminal traffic estimates, estimated enplanements trends assumed in the updated study and increased use of Long Term Lot #2. ATE prepared an addendum to the traffic study responding to these comments (Attachment 6). The Addendum concluded that the trip generation estimates, distribution patterns and parking estimates included in the updated traffic study are still applicable and no change to the conclusions of the updated traffic study is required.

Mitigation Measures 3.23-2 through 3.23-5 and 3.23-8 through 3.23-18 would remain applicable to the project, including preparation of holiday parking plan to address the parking deficit during the holiday period through such methods as off-site parking or peak period pricing to reduce on-site parking demand. Mitigation Measure 3.23-1, which pertained to specific restriping improvements to northbound approach to the intersection of Fairview and Hollister Avenues, is no longer required because the City of Goleta has not programmed these specific improvements for this location and because no long-term project-specific or cumulative impact to this intersection would result from the project. Under Mitigation Measure 3.23-2, the City of Santa Barbara would pay its fair share of traffic mitigation fees for any future programmed improvements to study area intersections, including the intersection of Fairview and Hollister Avenues, within the City of Goleta to address any potential Congestion Management Plan (CMP) impacts. Implementation of a Transportation Demand Management Program (MM 3.23-8 and 3.23-9) would further reduce traffic to study area intersections.

The Final EIR assumed that access to Terminal area would be substantially changed by extension of James Fowler Road to Highway 217 as proposed under the Goleta Transportation Improvement Plan (GTIP), which would result in a significant impact to access at the existing James Fowler Road/William Moffett Place intersection. This improvement is no longer programmed and the intersection would continue to operate acceptably as currently designed in the future. Therefore, Mitigation Measure 3.23-6 pertaining to construction of a more conventional intersection at William Moffett Place and James Fowler Road is recommended but not required. The City of Santa Barbara Transportation Division has commented that a "T" intersection design would not be appropriate at this intersection, but a roundabout option is recommended.

Mitigation Measure 3.23-7, requiring left turn lanes from William Moffett Place into new parking lot driveways, was based on a previous design scheme for the Phase II Terminal project and is not applicable to the current project.

Mitigation Measures 3.23-2 through 3.23-5, and 3.23-8 through 3.28-15 have been modified to incorporate up-to-date City mitigation measure languages pertaining to construction impacts and Transportation Demand Management Plans, to clarify the payment of traffic mitigation fees to the City of Goleta rather than the County of Santa Barbara and to consolidate language pertaining to the construction parking and holiday parking plans. These minor revisions are provided in Attachment 7 and are not substantially different from the mitigation measures included in the previous environmental document.

Social Resources and Construction Impacts

Section 3.3 of the Final EIR addressed social resource and construction impacts. The Final EIR concluded that construction of the full 95,000 SF Phase II Airline Terminal facility, parking improvements associated with Phase II of the Airline Terminal Project and a proposed air cargo facility would result in significant unavoidable impacts to passengers and employees due to disruption of services for several years. Mitigation Measure 3.3-1 required phasing of these projects to avoid construction of more than one project at a time. Presently, the Airport is only proposing construction of Phase I of the Airline Terminal Improvement Project, which would occur over a two-year construction period from 2008-2010. Parking improvements south of the current Terminal facility are not funded and would not occur prior to 2015 and construction of the air cargo facility is no longer programmed in the foreseeable future. The proposed project is phased so that the existing Terminal facility would remain operational until the new Terminal building is completed. A construction parking plan is under development and a website and marketing plan are in place to inform the public about ongoing construction activities and temporary parking arrangements at the Terminal. Given that only the Phase I Airline Terminal Improvement Project is planned and funded at this time, project impacts would be reduced to temporary and adverse, but not significant. Since only one of the three projects is planned and funded for construction at this time, Mitigation Measure 3.3-1 is no longer applicable to the project.

Mitigation Measures and Mitigation Monitoring and Reporting Program (MMRP)

As stated above, minor technical revisions have been made to a number of mitigation measures to incorporate more detailed project description information including additional traffic, parking and water quality information and to incorporate standard mitigation language now in use by the Air Pollution Control District and the City of Santa Barbara. These minor technical revisions are provided above and in Attachment 7 and are not substantially different from the mitigation measures included in the previous environmental document. The Mitigation Monitoring and Reporting Program (MMRP)

provided in the Final AFP EIR has been revised to include the revised mitigation measures and to make it specific to the Airline Terminal Improvement Project. The revised MMRP is provided in Attachment 8.

CEQA FINDING

Based on the above review of the project, in accordance with State CEQA Guidelines Section 15612, no Subsequent Negative Declaration or Environmental Impact Report is required for the current project, because new information and changes in circumstances, project description, impacts and mitigations are not substantial and do not involve new significant impacts or a substantial increase in the severity of previously identified impacts.

This Addendum identifies the current project changes and minor changes to project impacts. With application of identified mitigation measures, project impacts will be less than significant. This addendum, together with Environmental Impact Report (MST2000-00568), constitutes adequate environmental documentation in compliance with CEQA for the current project.

Prepared by: Laurie Owens Date: 9/11/07
Laurie Owens, Project Planner

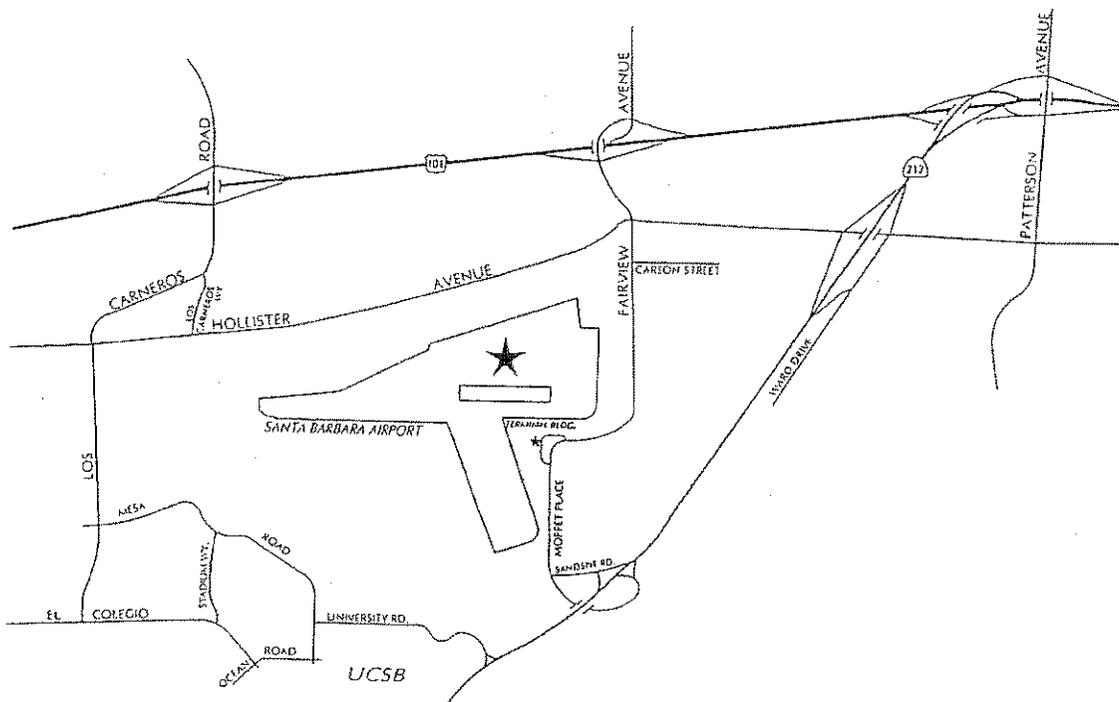
Reviewed by: Jamice M. Hubbell Date: 9/11/07
Environmental Analyst

Attachments:

1. Associated Traffic Engineers (ATE) Traffic, Circulation and Parking Study dated February 26, 2007
2. URBEMIS 2007 (Version 9.2) Results for revised project.
3. Airline Terminal Improvement Project Preliminary Drainage Report dated June 1, 2007
4. Airline Terminal Improvement Project Historic Structures Report dated June 2007
5. Comments from the City of Goleta dated August 3, 2007
6. Addendum to ATE Traffic Circulation and Parking Study
7. Revised Mitigation Measures
8. Revised Mitigation Monitoring and Reporting Program

**SANTA BARBARA AVIATION FACILITIES PLAN
CITY OF SANTA BARBARA, CALIFORNIA**

TRAFFIC, CIRCULATION, AND PARKING STUDY



February 26, 2007

ATE #06100

Prepared for:

City of Santa Barbara, Airport Department
601 Firestone Road
Santa Barbara, CA 93117



ASSOCIATED TRANSPORTATION ENGINEERS

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Attachment 1



ASSOCIATED TRANSPORTATION ENGINEERS

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Richard L. Pool, P.E.
Scott A. Schell, AICP

February 26, 2007

06100R02.wp

Laurie Owens
City of Santa Barbara, Airport Department
601 Firestone Road
Santa Barbara, CA 93117

TRAFFIC, CIRCULATION, AND PARKING STUDY FOR THE SANTA BARBARA AVIATION FACILITIES PLAN

Associated Transportation Engineers (ATE) is pleased to submit the following traffic, circulation, and parking study for the Santa Barbara Aviation Facilities Plan. The study assesses potential traffic impacts associated with development of the Aviation Facilities Plan, and identifies mitigation measures where appropriate. The study also analyzes the existing and proposed parking supplies for the site.

We appreciate the opportunity to assist you with the project. Please contact our office if you have any questions or comments regarding the contents of the report.

Associated Transportation Engineers


Scott A. Schell, AICP
Principal Transportation Planner

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TRANSPORTATION/CIRCULATION

The following report contains an analysis of the traffic, circulation, and parking impacts associated with the Santa Barbara Aviation Facilities Plan. This report analyzes the existing and future traffic conditions in the study area and compares them to the data presented in the Final Environmental Impact Statement/ Environmental Impact Report (FEIS/FEIR) for the Aviation Facilities Plan¹ that was completed in August of 2002. Additionally, the enplanement growth, potential traffic and parking impacts, and resulting mitigation measures identified in the FEIS/FEIR are compared and updated with the new data collected for this report.

The majority of the streets and intersections in the vicinity of the project are located within the jurisdiction of the City of Goleta. The significance of project-generated impacts are therefore identified based on City of Goleta traffic impact criteria. Because buildout of the Aviation Plan would occur in several phases, both 5-year and 10-year growth scenarios are analyzed in the study. An analysis of existing and future parking conditions is also provided.

PROJECT DESCRIPTION

The Santa Barbara Airport is located in Goleta and is bounded by Los Carneros Road on the west, Fairview Avenue on the east, and Hollister Avenue on the north. The project plans to increase the capacity of the terminal facility to accommodate the forecasted future demand of passenger enplanements. In addition, the project will improve ground transportation access to the terminal, including alternative transportation access.

EXISTING CONDITIONS

Street Network

The circulation system adjacent to the project site is comprised of regional highways, arterial streets and collector streets. The primary components of this street network are illustrated in Figure 1.

US Highway 101, located north of the project site, is a multi-lane interstate highway serving the Pacific Coast between Los Angeles and the state of Washington. This freeway is the principal route between the City of Goleta and the cities of Santa Barbara, Carpinteria, Ventura and Santa Maria. Within the Goleta area, U.S. 101 is 4 to 6 lanes wide. Access between the project site and U.S. 101 is provided via the freeway interchanges located at Los Carneros Road, Fairview Avenue, and State Route (SR) 217.

Hollister Avenue, located directly north of the project site, is a 4-lane arterial roadway that extends westerly from Route 154 through the Goleta Valley to its terminus at Winchester

¹ Santa Barbara Airport Final Environmental Impact Statement/ Environmental Impact Report for the Aviation Facilities Plan, City of Santa Barbara, August 2002.

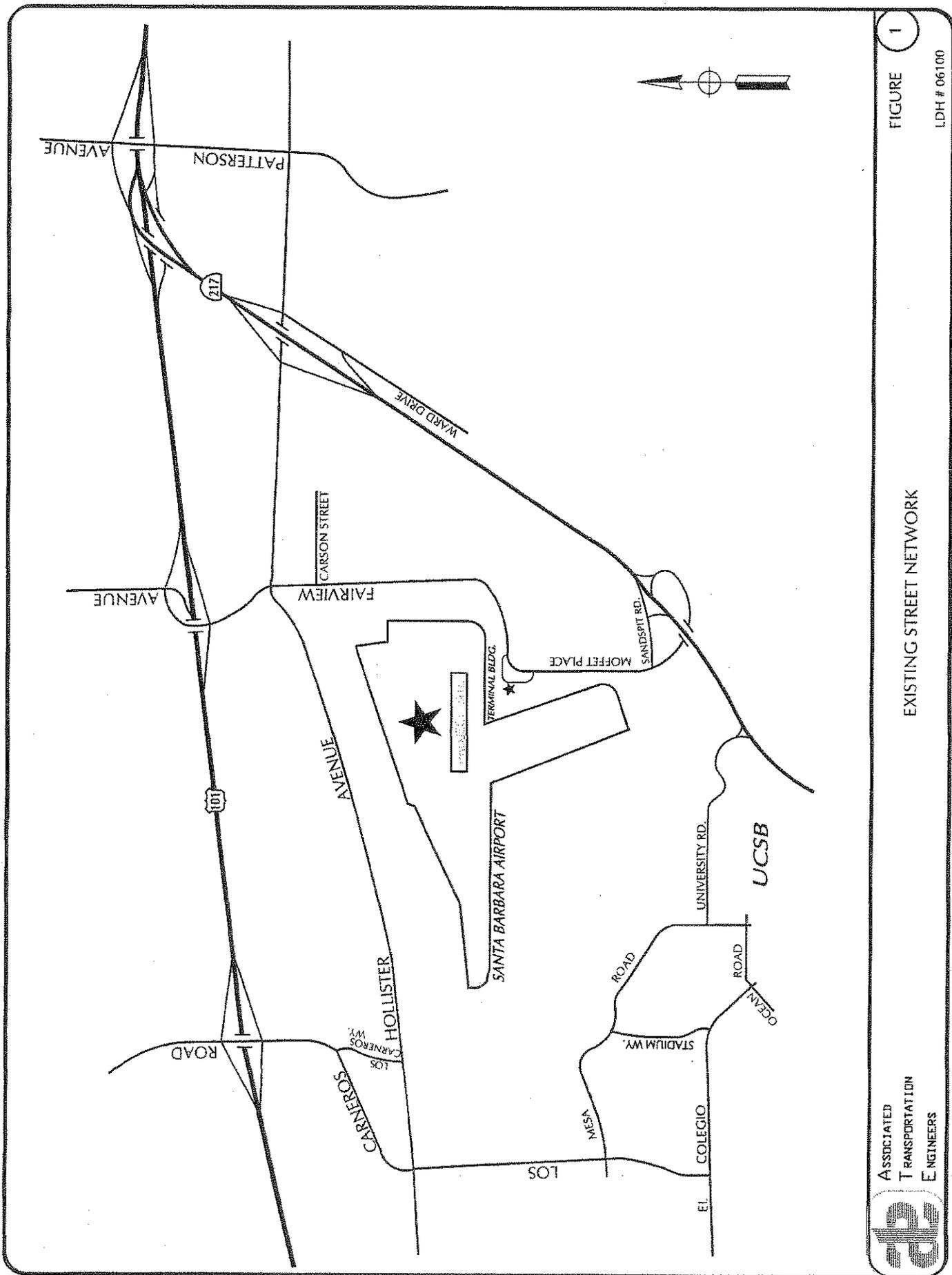


FIGURE 1

EXISTING STREET NETWORK

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Canyon. This roadway provides the primary east-west surface street route through the City of Goleta. Within the project study-area, Hollister Avenue is a 4-lane divided and undivided arterial with on-street bike lanes. Traffic signals control the intersections of Hollister Avenue at Los Carneros Road, Los Carneros Way, Aero Camino, La Patera Lane and Fairview Avenue.

Los Carneros Road, located north of the airport, is a north-south 2- to 4-lane arterial street. North of Hollister Avenue, Los Carneros Road extends as a 4-lane roadway with on-street bike lanes connecting with the U.S. 101 interchange, Calle Real and Cathedral Oaks. Los Carneros Road extends as a 2-lane road south of Hollister Avenue to El Colegio, providing access to the Isla Vista-UCSB area. A Class I bike path is provided along the east side of this segment of Los Carneros Road. Within the study area, Los Carneros Road is signalized at its intersections with the U.S. 101 Northbound and Southbound Ramps, Calle Koral, Raytheon Drive, Castilian Drive, Hollister Avenue, Mesa Road and El Colegio Road.

Fairview Avenue, located on the east side of the airport, is a 2- to 4-lane north-south arterial street. North of Hollister Avenue, Fairview Avenue is a 4-lane roadway connecting with the U.S. 101 interchange. Fairview Avenue narrows to 2-lanes south of Hollister Avenue. Within the study area, Fairview Avenue is signalized at its intersections with Hollister Avenue, the U.S. 101 NB Ramps and the U.S. 101 SB Ramps.

SR 217, located east of the Airport, is a 4-lane freeway that extends on a northeast to southwest diagonal alignment between U.S. 101 and the University of California at Santa Barbara (UCSB). SR 217 provides access to the Airport via the interchange located at Sandspit Road.

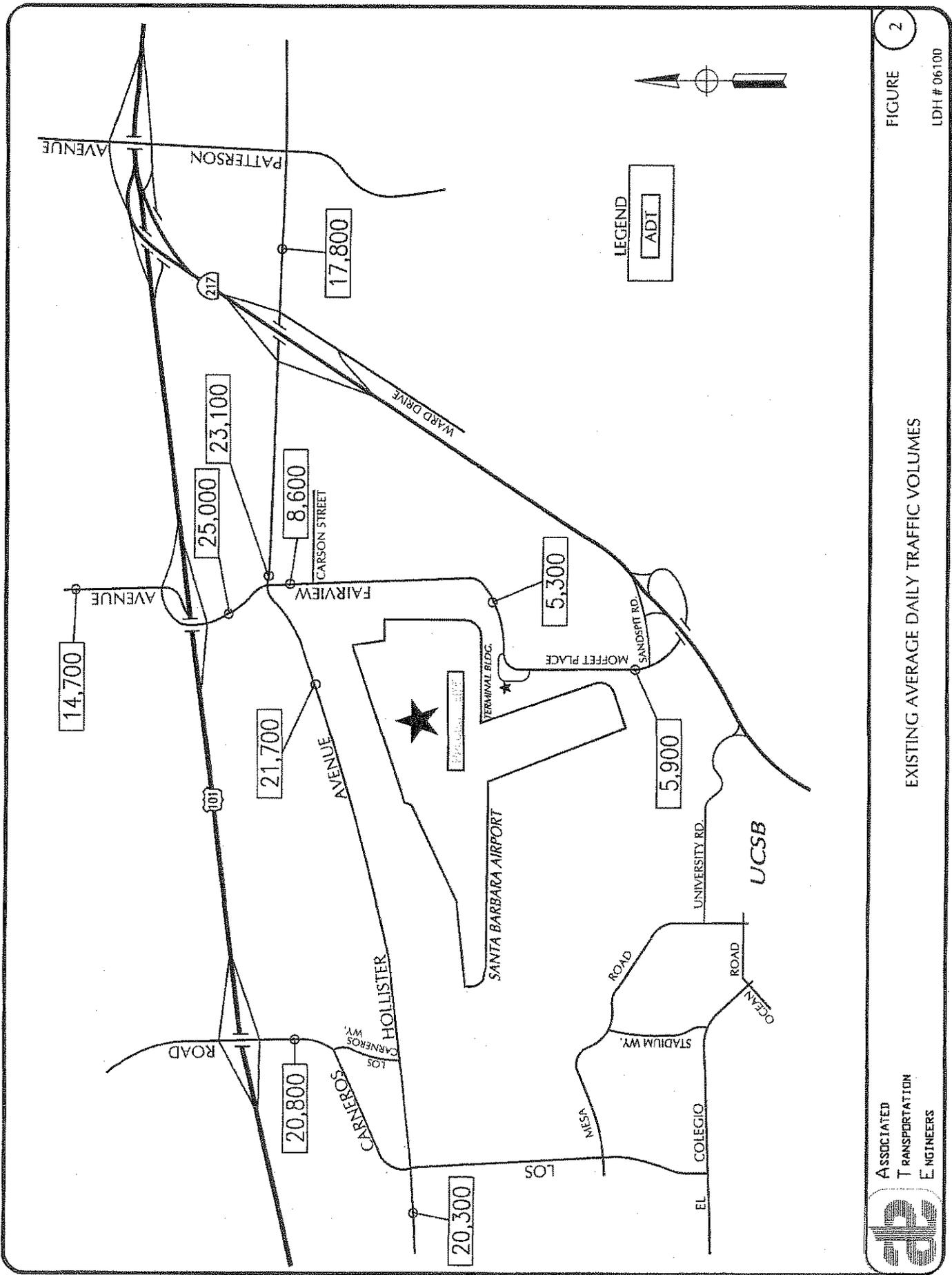
Fowler Road, located adjacent to the Airline Terminal, is an east-west, 2-lane roadway that is classified as a Minor Arterial by the City and extends between Fairview Avenue on the east and Moffett Place on the west. Fowler Road serves as an arterial street and provides direct access to the Airline Terminal at the intersection of Moffett Place.

Moffett Place, also located adjacent to the Airline Terminal, is a north-south 2-lane roadway that is classified as a Minor Arterial by the City and connects SR 217 with the Airport. Moffett Place serves as an arterial street by providing access to the Aviation Facilities and to Goleta Beach County Park, located adjacent to the SR 217 interchange at Sandspit Road.

Roadway Operations

Figure 2 illustrates the existing average daily traffic (ADT) volumes for the study-area roadways. These volumes were obtained from the City of Goleta General Plan/Coastal Land Use Plan Final Traffic Forecast Report². The operational characteristics of the study-

² City of Goleta General Plan/Coastal Land Use Plan Final Traffic Forecast Report, Dowling Associates, Inc., 2006.



EXISTING AVERAGE DAILY TRAFFIC VOLUMES

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area roadways were analyzed based on the City of Goleta engineering roadway design capacities. In rating a roadway's operational condition, "Levels of Service" (LOS) "A" through "F" are used, with LOS "A" indicating very good operation and LOS "F" indicating poor operation. LOS C or better is considered acceptable based on the City's design standards. More complete definitions are contained in the Technical Appendix.

Table 1 shows the existing ADT volumes and LOS capacity thresholds for the key roadways in the project study area.

**Table 1
Existing Roadways Levels of Service**

Roadway Segment	Roadway Classification	Geometry	Acceptable Capacity	Existing ADT
Hollister Avenue w/o Los Carneros Road	Major Arterial	4-lane	34,000	20,300
Los Carneros Road s/o U.S. 101 SB-Ramp	Major Arterial	4-lane	34,000	20,800
Hollister Avenue w/o Fairview Avenue	Major Arterial	4-lane	34,000	21,700
Fairview Avenue n/o U.S. 101 NB-Ramp	Major Arterial	4-lane	34,000	14,700
Fairview Avenue s/o U.S. 101 SB-Ramp	Major Arterial	4-lane	34,000	25,000
Fairview Avenue n/o Carson Street	Major Arterial	4-lane	34,000	8,600
Fowler Road w/o Fairview Avenue	Minor Arterial	2-lane	12,500	5,300
Moffett Place n/o Sandspit Road	Minor Arterial	2-lane	12,500	5,900
Hollister Avenue e/o Fairview Avenue	Major Arterial	4-lane	34,000	23,100
Hollister Avenue e/o SR 217 SB-Ramp	Major Arterial	4-lane	34,000	17,800

As shown in Table 1, all of the study-area roadways operate within the City of Goleta acceptable capacity rating.

Intersection Operations

Traffic flow on urban arterials is most constrained at intersections; thus, a detailed analysis of traffic must examine the operating conditions of the critical intersections during peak travel periods. In determining the operational characteristics of an intersection, "Levels of Service" (LOS) "A" through "F" are also applied.

Levels of service for the study-area intersections were determined based on P.M. peak hour traffic volumes, which are illustrated in Figure 3. These traffic volumes were obtained from the City of Goleta General Plan Final Traffic Forecast Report. Pursuant to the City's

policies, levels of service for the signalized intersections were calculated utilizing the Intersection Capacity Utilization (ICU) method. Levels of service for the stop sign controlled intersections were calculated using the unsignalized operations method outlined in the Highway Capacity Manual.³ For this report the P.M. peak hour period was selected for the intersection analysis because the traffic demands at the intersections are highest during this time period and the Airport operations generate higher volumes in the P.M. peak period (4:00-6:00 P.M.) than during the A.M. peak period (7:00-9:00 A.M.). Table 2 lists the existing P.M. peak hour levels of service for the study-area intersections.

**Table 2
Existing P.M. Peak Hour Intersection Levels of Service**

Intersection	Control Type	P.M. Peak Hour V/C or Delay/ LOS
Los Carneros Road/U.S. 101 NB Ramps	Signal	0.57/LOS A
Los Carneros Road/U.S. 101 SB Ramps	Signal	0.71/LOS C
Los Carneros/Calle Koral	Signal	0.78/LOS C
Los Carneros Road/Hollister Avenue	Signal	0.69/LOS B
Fairview Avenue/U.S. 101 NB Ramp	Signal	0.77/LOS C
Fairview Avenue/U.S. 101 SB Ramp	Signal	0.58/LOS A
Fairview Avenue/Hollister Avenue	Signal	0.68/LOS B
SR 217 NB Ramp/Hollister Avenue	Signal	0.68/LOS B
SR 217 SB Ramp/Hollister Avenue	Signal	0.79/LOS C
Fowler Road/Airport Entrance	Unsignalized	7.8sec/LOS A
Moffett Place/Airport Exit	Unsignalized	10.4sec/LOS B

The data presented in Table 2 indicate that all of the study-area intersections operate at LOS C or better during the P.M. peak hour periods. These service levels are considered acceptable based on the City's acceptable capacity design standard.

All of the intersection V/C ratios increase slightly from those presented in the 2002 FEIS/FEIR, due to the increased traffic from 2002 to the present, except the Fairview Avenue/Hollister Avenue intersection. The Fairview Avenue/Hollister Avenue intersection

³ Highway Capacity Manual, Highway Research Board Special Report 209, Transportation Research Board, National Research Council, 2000.

has a V/C ratio of 0.68, while the 2002 FEIS/FEIR reported a V/C ratio of 0.72 for this intersection. The decrease in the V/C ratio is due to the change in methodology used to determine the V/C ratios from the Circular #212 procedures, used in the 2002 report, to the ICU method used today.

IMPACT METHODOLOGY

Passenger growth related to the Santa Barbara Aviation Facilities Plan would occur over a 5 to 10 year period. Because growth would occur over a long timeframe, two traffic scenarios are analyzed: 1) a Short-Term scenario, and 2) a Long-Term buildout scenario. The Short-Term scenario includes traffic volumes generated by development of the approved and pending projects located in the study area that have not been constructed. Short-Term impacts for the Santa Barbara Aviation Facilities Plan are based on traffic that would be generated by passenger growth anticipated for the first 5 years of the project. Long-Term traffic volumes are forecast using the City of Goleta’s buildout traffic model, and project-generated traffic is presented assuming passenger growth over 10 years.

IMPACT THRESHOLDS

The City of Goleta traffic impact thresholds were used for this analysis and include the following criteria:

- A. The project will result in a significant impact on transportation and circulation if proposed project traffic increases the volume to capacity (V/C) ratio at local intersections by the values provided in the following table:

SIGNIFICANT CHANGES IN LEVELS OF SERVICE	
Intersection Level of Service (Including Project)	Increase in V/C or Trips Greater Than
LOS A	0.20
LOS B	0.15
LOS C	0.10
LOS D	15 Trips
LOS E	10 Trips
LOS F	5 Trips

- B. The project's access to a major road or arterial road would require access that would create an unsafe situation, a new traffic signal, or major revisions to an existing traffic signal.

- C. The project would add traffic to a roadway that has design features (e.g., narrow width, road-side ditches, sharp curves, poor sight distance, inadequate pavement structure) that would become a potential safety problem with the addition of project traffic.
- D. Project traffic would utilize a substantial portion of an intersection's capacity where the intersection is currently operating at acceptable levels of service, but with cumulative traffic would degrade to or approach LOS D (V/C 0.80) or lower. Substantial is defined as a minimum change of 0.03 for an intersection which would operate from 0.80 to 0.85, a change of 0.02 for an intersection which would operate from 0.86 to 0.90 and a change of 0.01 for an intersection which would operate greater than 0.90 (LOS E or worse).

SHORT-TERM ANALYSIS

Trip Generation

New traffic generation associated with the Aviation Facilities Plan would primarily result from the Airline Terminal passenger growth expected in the future, and to a lesser extent from the additional T-Hangars proposed.

Trip generation estimates were calculated for the project based on traffic count and passenger enplanement data collected at the Santa Barbara Airport between 2005 and 2006. Traffic counts were conducted at the airport between August 19 and August 25, 2006 to determine the airport's average daily and peak hour trips. The counts were conducted at the Long-Term Lot, Long-Term Lot #2, Long-Term Lot #2 Shuttle Entry/Exit, and the Terminal Entrance and Exit. Figure 4 shows a map of the parking lots and locations where the counts were performed.

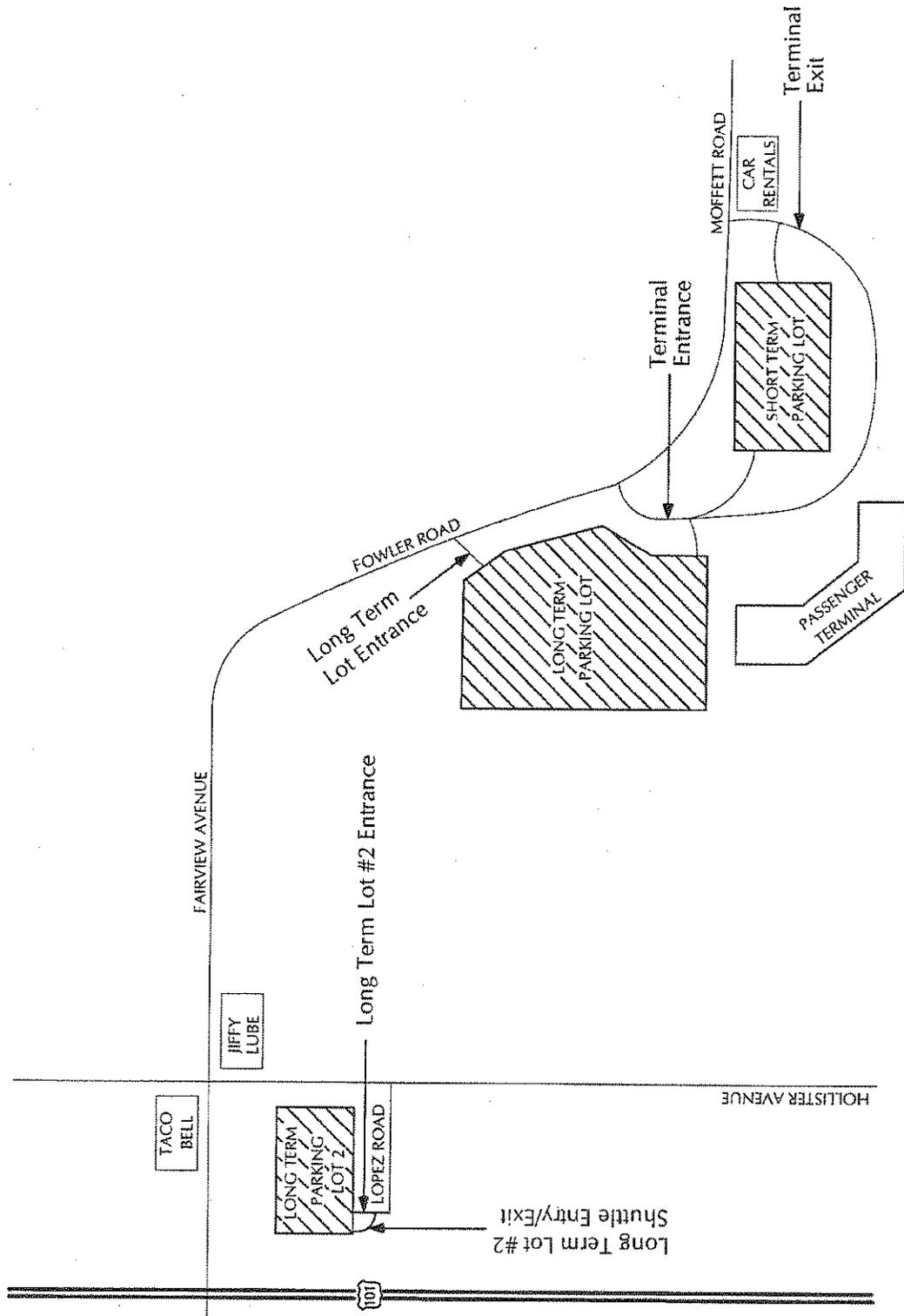
In the previous FEIS/FEIR, a 4% passenger growth factor was used as a conservative approach and it was estimated that by 2005, there would be 1,009,724 yearly enplanements. Based on the actual data collected in 2005, the Airport did not experience the growth that was expected, with only 853,854 yearly enplanements. Table 3 compares the passenger enplanements estimated in the FEIS/FEIR and the actual enplanement data collected for 2005.

**Table 3
Passenger Enplanement Comparison**

Source	2005 Passenger Enplanements
2002 FEIS/FEIR	1,009,724 (estimate)
2005 Passenger Enplanement Data	853,854 (actual)

SANTA BARBARA AIRPORT PARKING LOTS AND COUNT LOCATIONS MAP

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NOT TO SCALE

After review by the Federal Aviation Administration (FAA), a more realistic growth rate of 3% was assumed in the Aviation Facilities Plan document. In order to forecast passenger enplanements for the Short-Term scenario of this report, the yearly passenger enplanements experienced at the airport were researched for the past 20 years and an average growth factor of 2.2% per year was determined (see Technical Appendix for passenger enplanement data).

The 2.2% growth factor was then applied to the existing passenger enplanements and traffic volumes to estimate the future traffic levels. The Technical Appendix contains a summary of the trip generation calculations.

Traffic associated with the additional 24 T-Hangars planned in the Short-Term scenario was calculated using trip generation rates developed for a previous traffic study conducted at the existing Airport T-Hangars⁴.

Table 4 shows the trip generation estimates developed for the Short-Term scenario.

**Table 4
Santa Barbara Airport Short-Term Trip Generation Estimates**

Scenario	Size		ADT	A.M. Peak Hour	P.M. Peak Hour
	Yearly	Summer Weekday			
Existing Trip Generation (2005/2006)					
Passenger Enplanements	853,854	1,583	5,530	227	288
Short-Term Trip Generation (2010)					
Passenger Enplanements	952,003	1,765	6,138	252	320
T-Hangars	24		55	3	5
Subtotal			6,193	255	325
Net Increase			+ 663	+ 28	+ 37

The data presented in Table 4 indicate that the proposed project would generate a net increase of 663 average daily trips, 28 A.M. peak hour trips, and 37 P.M. peak hour trips during the first 5 years.

⁴ City of Santa Barbara T-Hangar Project Traffic and Circulation Study. Associated Transportation Engineers, 1990.

The net traffic increase calculated for this report is significantly lower than the previous report. This is because the Airport did not experience the growth between 2000-2005 that was projected in the 2002 FEIS/FEIR and due to the lower growth factor (2.2%) determined based on the past 20 years of passenger enplanement data. Table 5 compares the differences in the project traffic generation between the 2002 FEIS/FEIR and the new analysis based on the 2.2% growth rate.

**Table 5
Short-Term Net Traffic Increase Comparison**

Scenario	2005 Yearly Enplanements	5-Year Net Traffic Increase		
		ADT	A.M. Peak Hour	P.M. Peak Hour
2002 FEIS/FEIR	1,009,725	+1,144	+62	+96
2007 Aviation Facilities Plan	853,854	+655	+28	+37

Trip Distribution

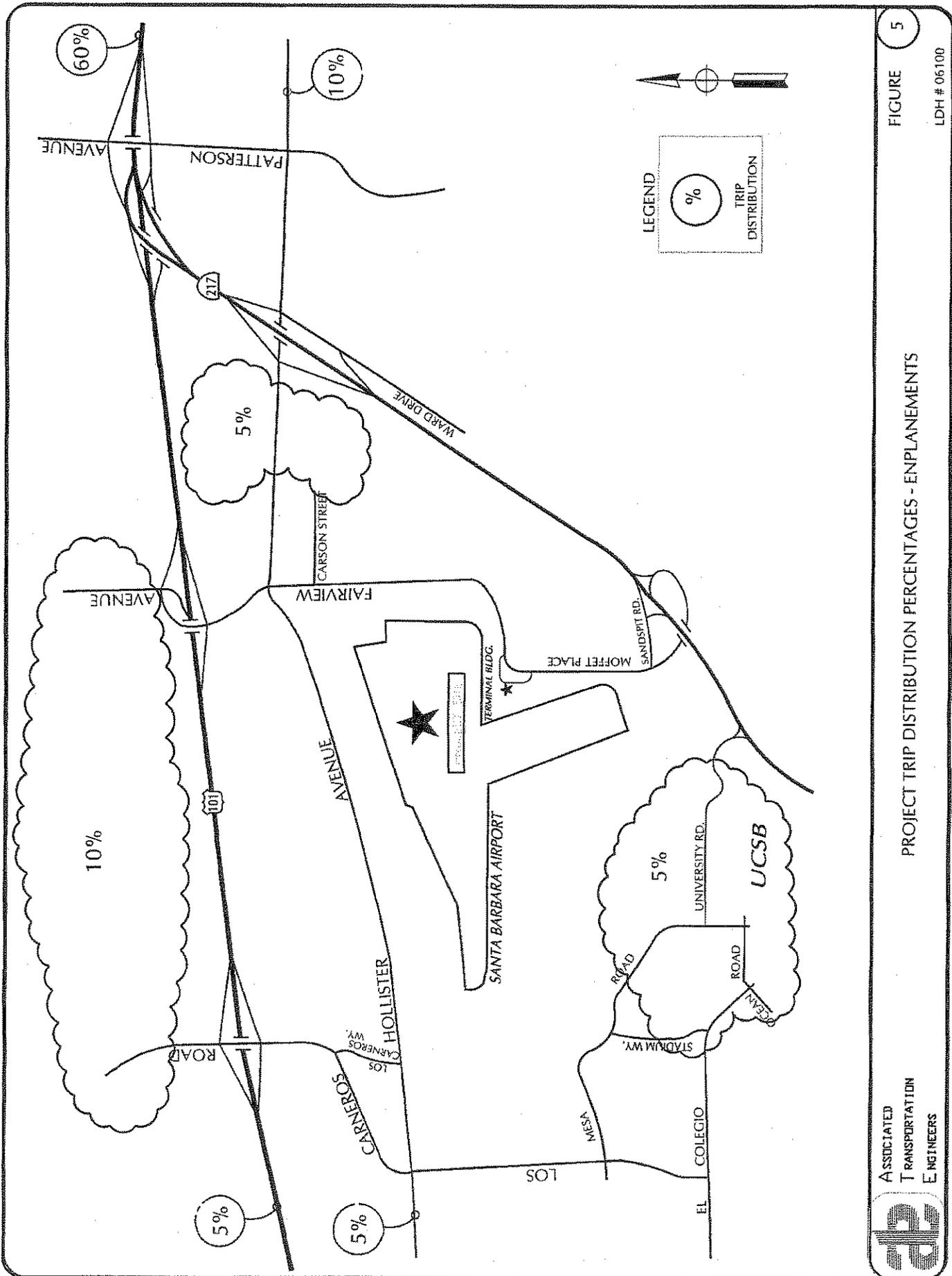
The trips generated by the project were distributed to the study-area roadways and intersections according to separate percentages for passenger enplanements and T-Hangars, as shown in Figures 5 and 6. These distribution percentages were developed utilizing data contained in existing traffic studies, the Goleta Traffic Model, machine traffic count information, intersection turning movement count data, passenger data, as well as general knowledge of the population, employment, and commercial centers in the Goleta area. Figures 7 and 8 show the assignment of the project-added ADT and P.M. peak hour volumes to the study-area roadways and intersections. Figures showing the individual enplanement and T-Hangar project-added traffic volumes are contained in the Technical Appendix.

Traffic Volume Forecasts

Short-Term Baseline traffic volumes were developed based on a list of approved and pending projects provided by City staff from the Goleta Traffic Model. Figure 9 shows the Short-Term Baseline ADT volumes and Figure 10 shows the Short-Term Baseline P.M. peak hour traffic volumes.

Roadway Impacts

Figure 11 shows the Short-Term Baseline + Project ADT volumes for the study-area roadways. Table 6 lists the Short-Term Baseline and Short-Term + Project roadway volumes and identifies the impacts of the traffic additions based on the City of Goleta's capacity thresholds.



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FIGURE

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PROJECT TRIP DISTRIBUTION PERCENTAGES - ENPLACEMENTS

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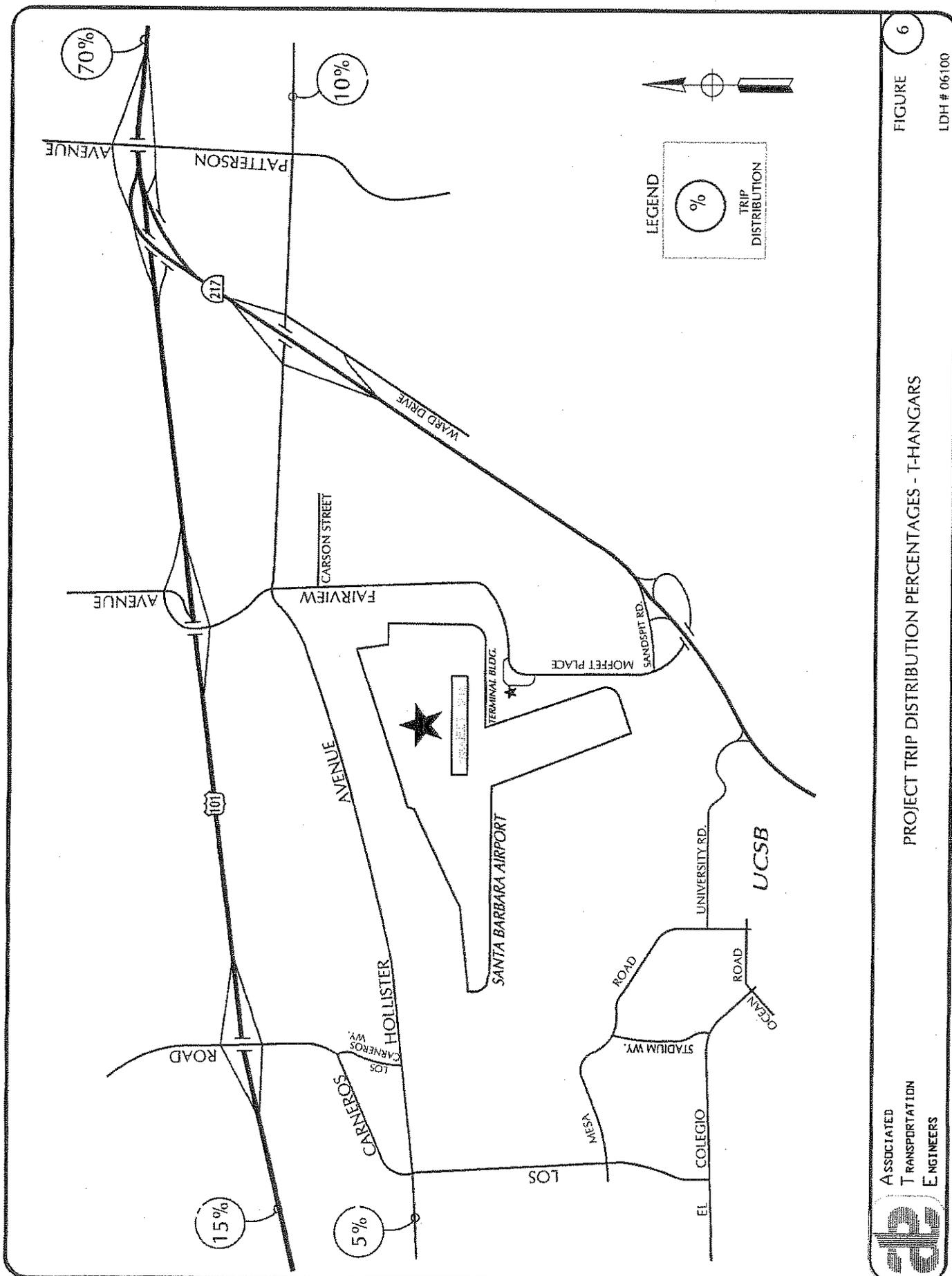
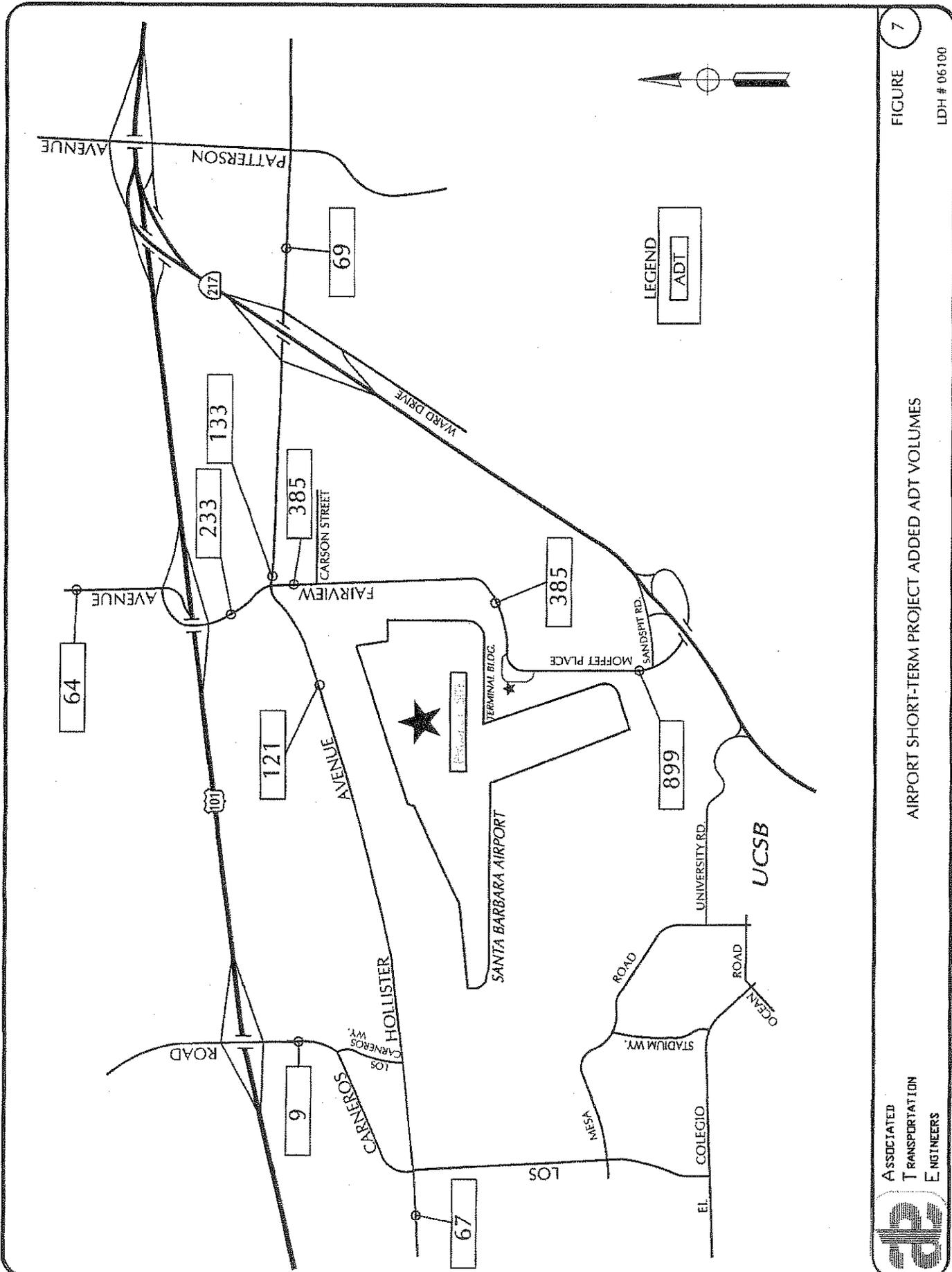


FIGURE 6

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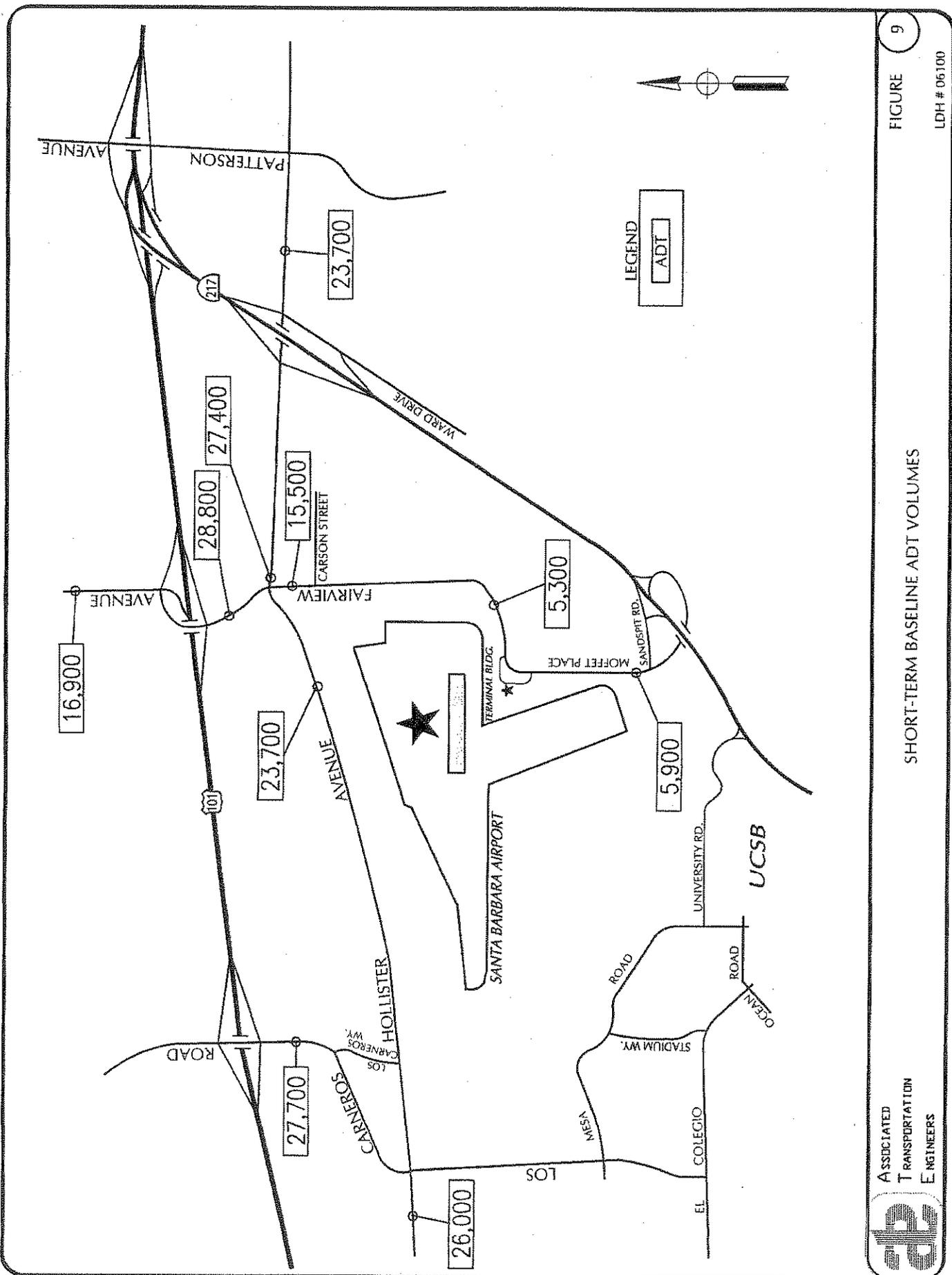
PROJECT TRIP DISTRIBUTION PERCENTAGES - T-HANGARS

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AIRPORT SHORT-TERM PROJECT ADDED ADT VOLUMES

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SHORT-TERM BASELINE ADT VOLUMES



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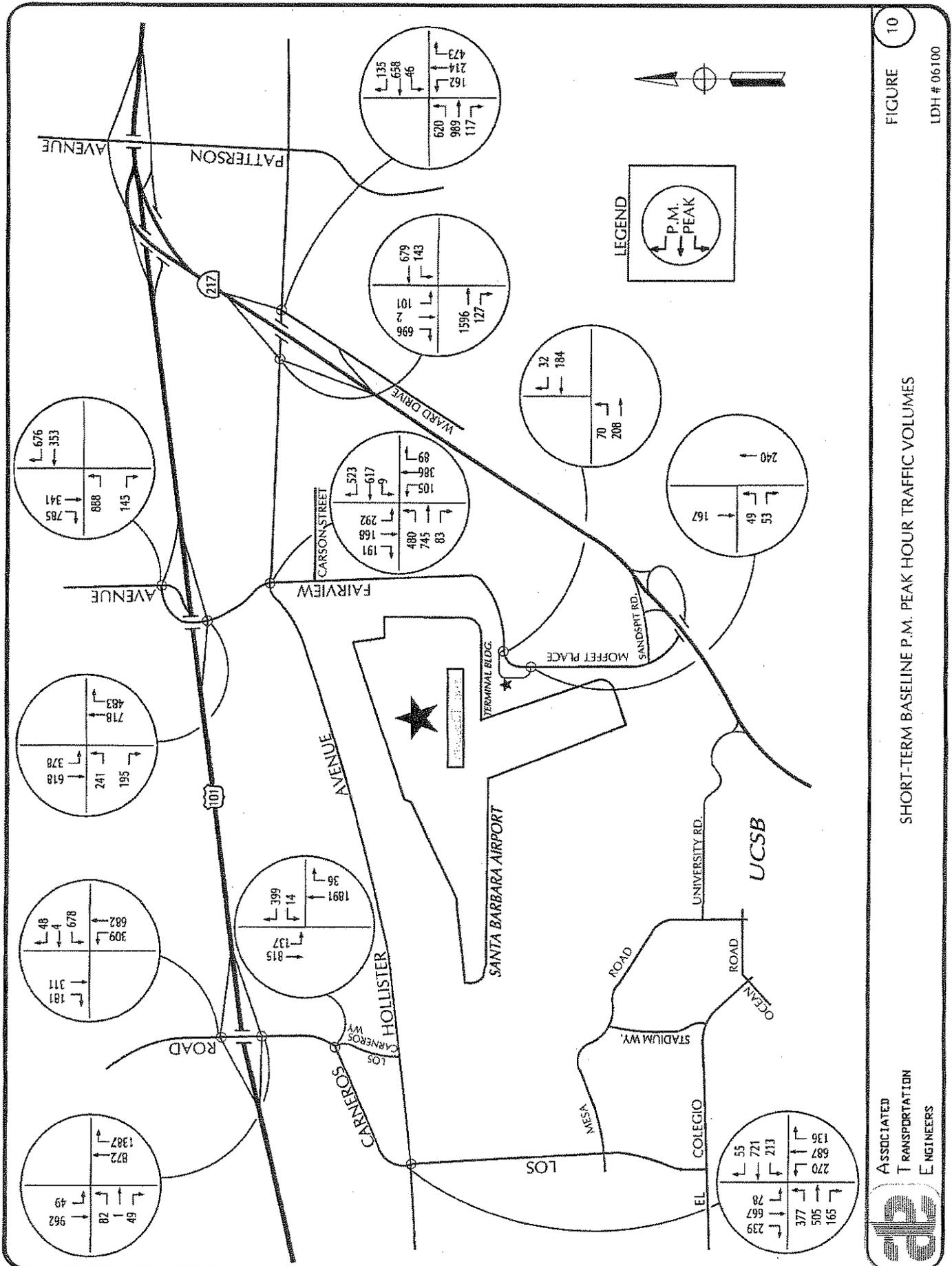


FIGURE 10

LDH # 06100

SHORT-TERM BASELINE P.M. PEAK HOUR TRAFFIC VOLUMES

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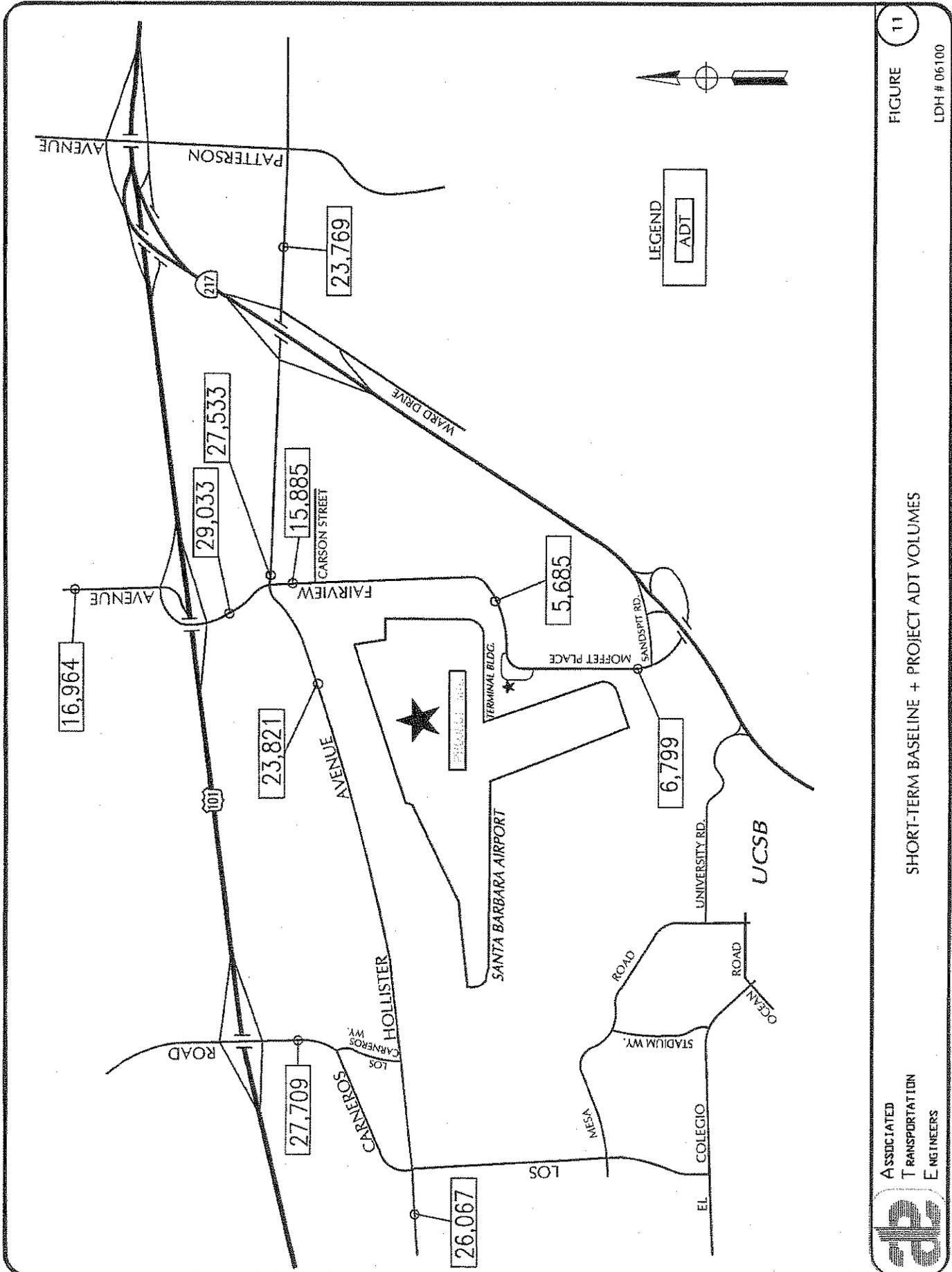


FIGURE 11
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SHORT-TERM BASELINE + PROJECT ADT VOLUMES

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Table 6
Short-Term Baseline and Short-Term + Project Roadway ADT Volumes

Roadway Segment	ADT			Percent Increase	Impact?
	Short-Term	Short-Term + Project	Net Change		
Hollister Avenue w/o Los Carneros Road ^(a)	26,000	26,067	+67	0.26%	No
Los Carneros Road s/o U.S. 101 SB-Ramp ^(a)	27,700	27,709	+9	0.03%	No
Hollister Avenue w/o Fairview Avenue ^(a)	23,700	23,767	+67	0.28%	No
Fairview Avenue n/o U.S. 101 NB-Ramp ^(a)	16,900	16,964	+64	0.38%	No
Fairview Avenue s/o U.S. 101 SB-Ramp ^(a)	28,800	29,033	+233	0.80%	No
Fairview Avenue n/o Carson Street ^(a)	15,500	15,885	+385	2.42%	No
Fowler Road w/o Fairview Avenue ^(b)	5,300	5,685	+385	6.77%	No
Moffett Place n/o Sandspit Road ^(b)	5,900	6,799	+899	13.22%	No
Hollister Avenue e/o Fairview Avenue ^(a)	27,400	27,533	+133	0.48%	No
Hollister Avenue e/o SR 217 SB-Ramp ^(a)	23,700	23,769	+69	0.29%	No

^(a) Acceptable Capacity = 34,000

^(b) Acceptable Capacity = 12,500

All of the roadways within the study-area would continue to operate acceptably with Short-Term + Project traffic volumes based on the acceptable capacity thresholds established by the City of Goleta. This is the same impact finding as identified in the 2002 FEIS/FEIR completed for the Aviation Facilities Plan.

Intersection Impacts

Figure 12 shows the Short-Term Baseline + Project P.M. peak hour traffic volumes. Levels of service were calculated for the study-area intersections assuming the Short-Term Baseline and Short-Term Baseline + Project P.M. peak hour traffic volume forecasts. Worksheets illustrating the calculations are provided in the Technical Appendix.

Table 7 lists the results of the calculations, compares the Short-Term Baseline and Short-Term + Project level of service ratings, and identifies the significance of project-added traffic based on the City's thresholds.

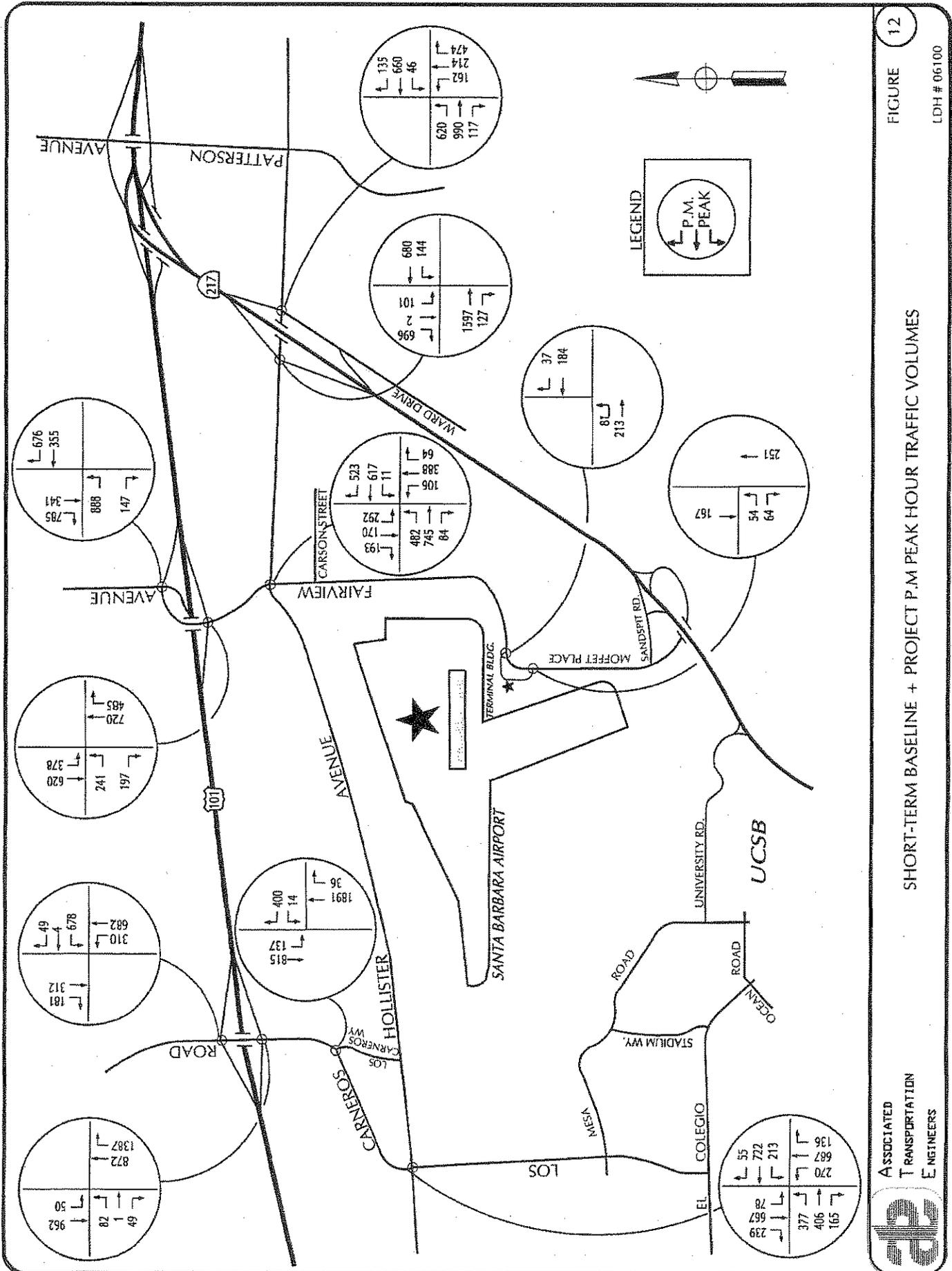


FIGURE 12

SHORT-TERM BASELINE + PROJECT P.M. PEAK HOUR TRAFFIC VOLUMES

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Table 7
Short-Term Baseline and Short-Term + Project P.M. Peak Hour Levels of Service

Intersection	V/C or Delay/ LOS		Project- Added	
	Short-Term	Short-Term + Project	V/C or Trips	Impact?
Los Carneros Road/U.S. 101 NB Ramps	0.64/LOS B	0.64/LOS B	0.00 ^a	No
Los Carneros Road/U.S. 101 SB Ramps	0.94/LOS E	0.94/LOS E	0.00 ^a	No
Los Carneros Road/Calle Koral	0.94/LOS E	0.94/LOS E	0.00 ^a	No
Los Carneros Road/Hollister Avenue	0.83/LOS D	0.83/LOS D	0.00 ^a	No
Fairview Avenue/U.S. 101 NB Ramp	0.80/LOS C	0.80/LOS C	0.00 ^a	No
Fairview Avenue/U.S. 101 SB Ramp	0.59/LOS A	0.60/LOS A	0.00 ^a	No
Fairview Avenue/Hollister Avenue	0.68/LOS B	0.69/LOS B	0.01	No
SR 217 NB Ramp/Hollister Avenue	0.74/LOS C	0.74/LOS C	0.00 ^a	No
SR 217 SB Ramp/Hollister Avenue	0.97/LOS E	0.97/LOS E	0.00 ^a	No
Fowler Road/Airport Entrance	7.8 sec/LOS A	7.8 sec/LOS A	21	No
Moffett Place/Airport Exit	10.4sec/LOS B	10.5sec/LOS B	27	No

^aThe change is less than V/C 0.005, which rounds to 0.00

As shown in Table 7, most of the critical intersections in the study-area are forecast to operate at LOS C or better under Short-Term Baseline + Project traffic conditions. Four of the study-area intersections are forecast to operate at LOS D or worse during the P.M. peak hour under Short-Term and Short-Term + Project traffic conditions. However, peak hour traffic generated by the passenger growth and the proposed T-Hangars would not contribute to significant cumulative impacts based on the City of Goleta's thresholds. This is the same impact finding as identified in the 2002 FEIS/FEIR completed for the project.

LONG-TERM ANALYSIS – GP-1 ALTERNATIVE

Trip Generation

Trip generation estimates were developed for the Long-Term analysis using the same process described in the Short-Term Trip Generation analysis (applying a 2.2% per year growth factor). As discussed above, the previous 2002 FEIS/FEIR used a larger 4% per year growth rate for a more conservative analysis. Therefore, by using the 2.2% growth factor, as determined from research on the passenger enplanements for the past 20 years, the results are lower than those found in the 2002 FEIS/FEIR.

The Long-Term analysis assumed the passenger enplanements and traffic volume growth rate (2.2%) applied over 10 years (see the Technical Appendix for a summary of the Trip Generation calculations). For the Long-Term scenario, an additional 51 T-Hangars are proposed for a total of 75 T-Hangars. Traffic associated with these additional T-Hangars was calculated using rates developed for a previous traffic study conducted at the existing Airport T-Hangars. Table 8 shows the trip generation estimates developed for the Long-Term scenario.

**Table 8
Santa Barbara Airport Long-Term Trip Generation Estimates**

Scenario	Size		ADT	A.M. Peak Hour	P.M. Peak Hour
	Yearly	Summer Weekday			
Existing Trip Generation (2005/2006)					
Passenger Enplanements	853,854	1,583	5,530	227	288
Long-Term Trip Generation (2015)					
Passenger Enplanements	1,061,433	1,968	6,814	280	355
T-Hangars	75		177	10	14
Subtotal			6,991	290	369
Net Increase			+1,461	+63	+81

The data presented in Table 8 indicate that the proposed project would generate a net increase of 1,461 average daily trips, 63 A.M. peak hour trips, and 81 P.M. peak hour trips over the 10-year period.

The net traffic increase for this report is significantly lower than the previous report. This is because the Airport did not experience the growth between 2000-2005 that was projected in the 2002 FEIS/FEIR and due to the lower growth factor (2.2%) determined based on the past 20 years of passenger enplanement data.

Table 9 compares the differences in the Long-Term traffic generation estimates between the 2002 FEIS/FEIR and the new analysis based on the 2.2% growth rate.

**Table 9
Long-Term Net Traffic Increase Comparison**

Scenario	2005 Yearly Enplanements	10-Year Net Traffic Increase		
		ADT	A.M. Peak Hour	P.M. Peak Hour
2002 FEIS/FEIR	1,009,725	+4,002	+220	+334
2007 Aviation Facilities Plan	853,854	+1,461	+63	+81

Trip Distribution

The trips that would be generated by the project were distributed to the study-area roadways and intersections according to the percentages shown in Figures 4 and 5. Figures 13 and 14 show the assignment of the project-added ADT and P.M. peak hour volumes to the study-area. Figures showing the individual enplanement and T-Hangar project-added volumes are contained in the Technical Appendix.

Traffic Volume Forecasts

Long-Term baseline traffic volumes were developed based on the GP-1 2030 Land Use Alternative in the City of Goleta General Plan/ Coastal Land Use Plan Final Traffic Forecast Report. The GP-1 Alternative includes 2030 P.M. peak hour traffic projections for the Proposed Land Use Plan assuming no roadway infrastructure improvements. This Alternative provides a worst-case assessment for the Long-Term analysis. Figure 15 shows the Long-Term Baseline ADT volumes and Figure 16 shows the Long-Term Baseline P.M. peak hour traffic volumes.

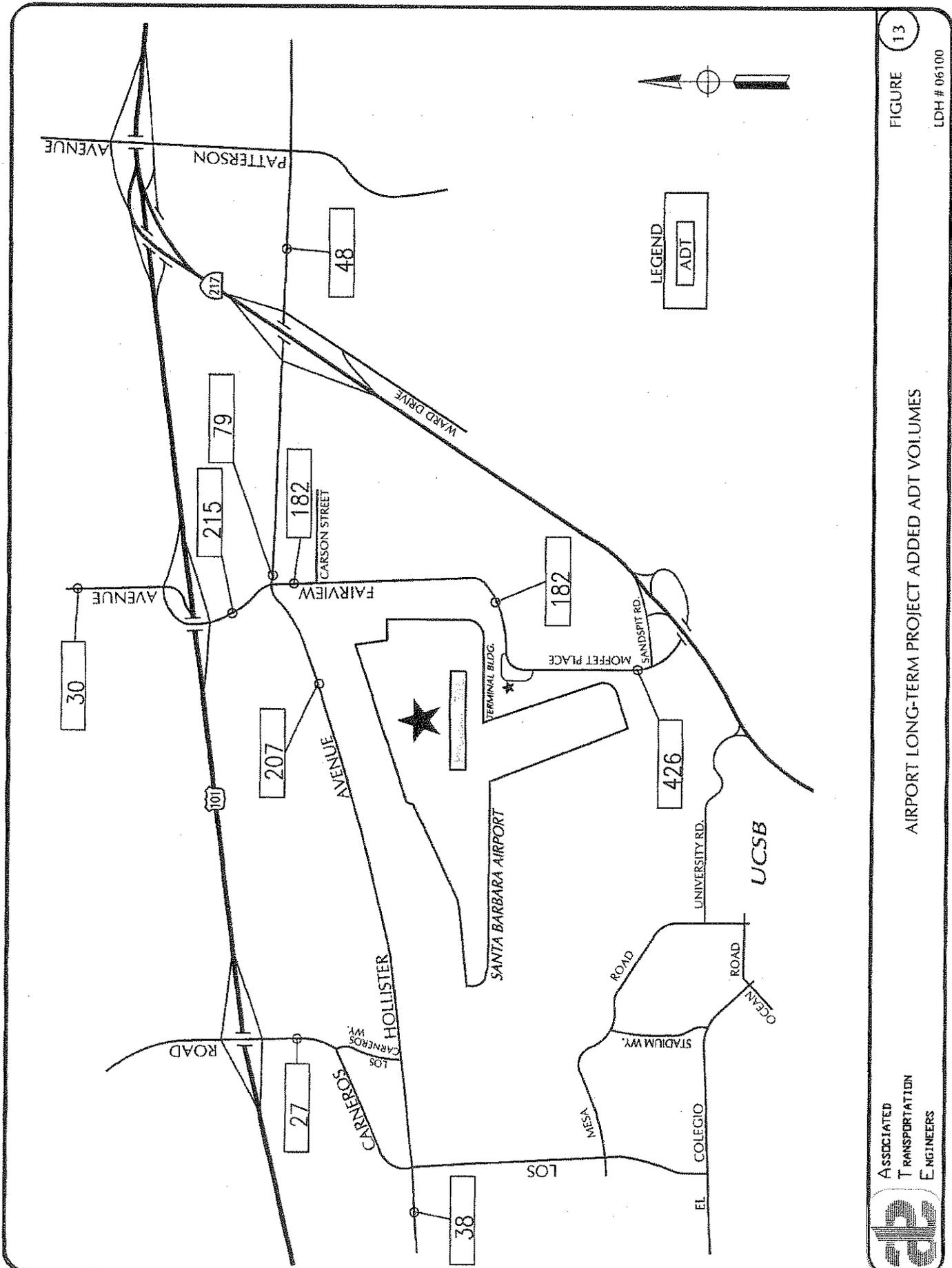


FIGURE 13
LDH # 06100

AIRPORT LONG-TERM PROJECT ADDED ADT VOLUMES

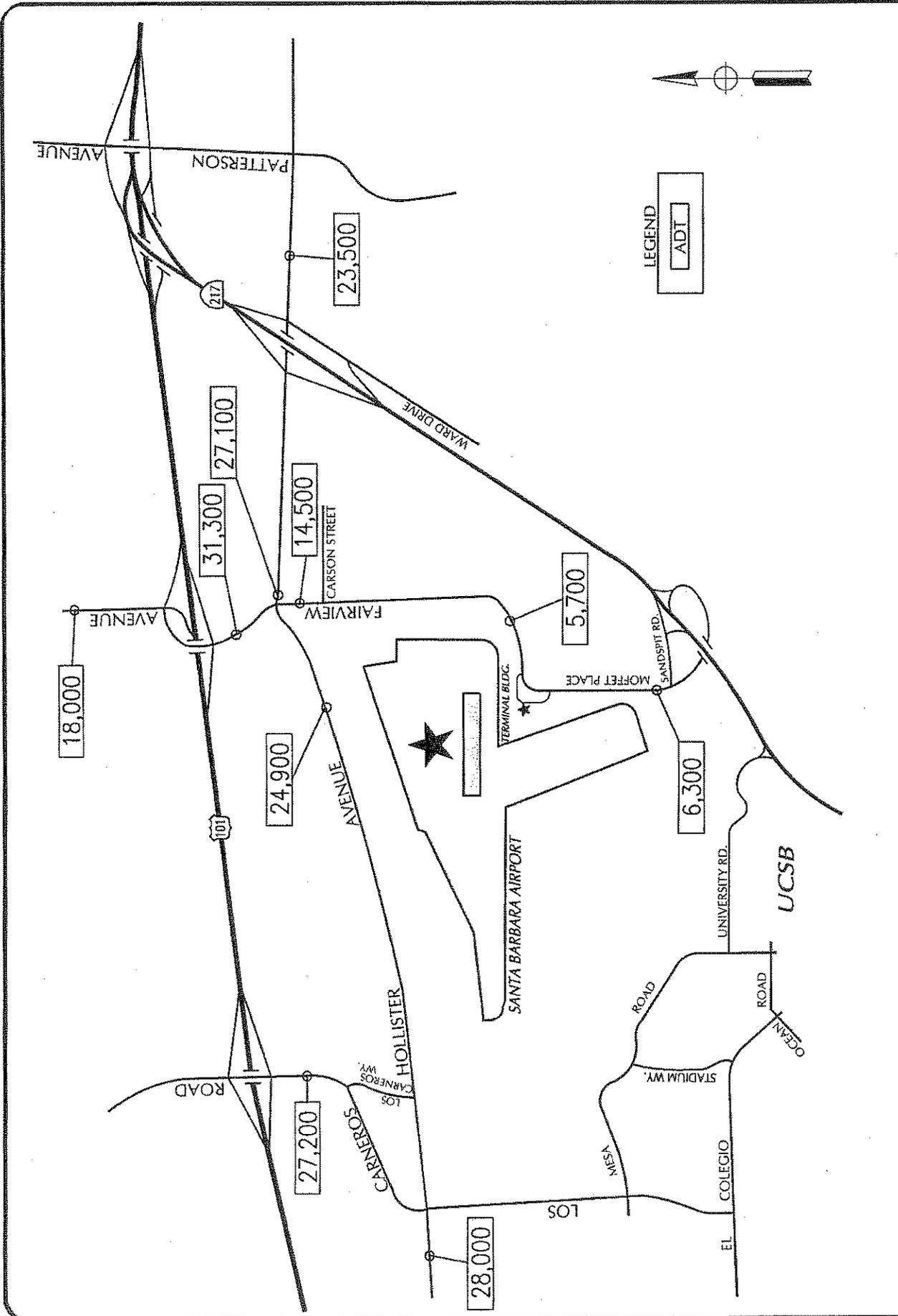


FIGURE 15 LONG-TERM BASELINE ADT VOLUMES

LDH # 06100

ASSOCIATED TRANSPORTATION ENGINEERS

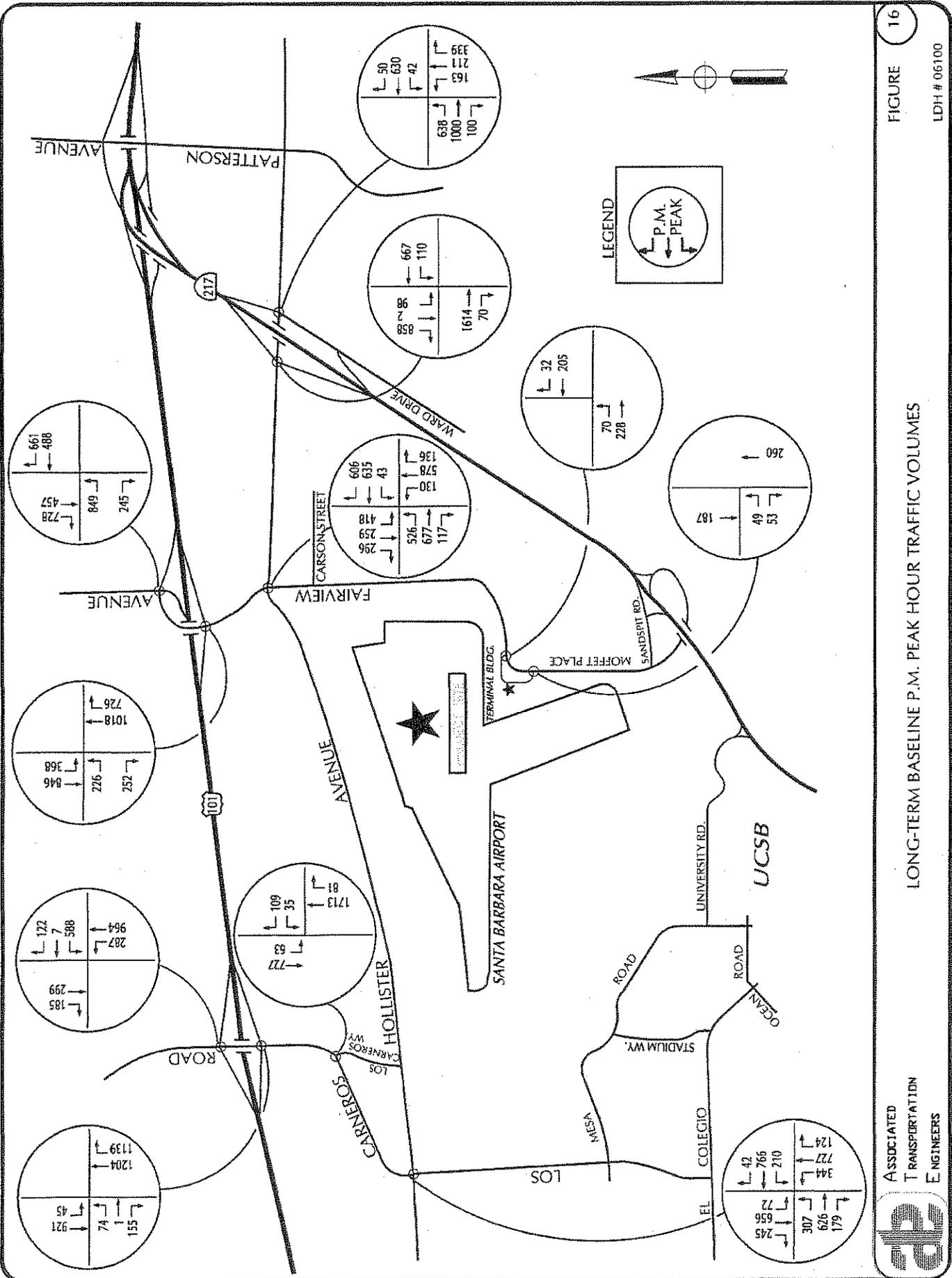


FIGURE 16
LONG-TERM BASELINE P.M. PEAK HOUR TRAFFIC VOLUMES
LDH # 06100



Roadway Impacts

Figure 17 shows the Long-Term Baseline + Project ADT volumes for the study-area roadways and Table 10 lists the Long-Term Baseline and Long-Term Baseline + Project ADT volumes.

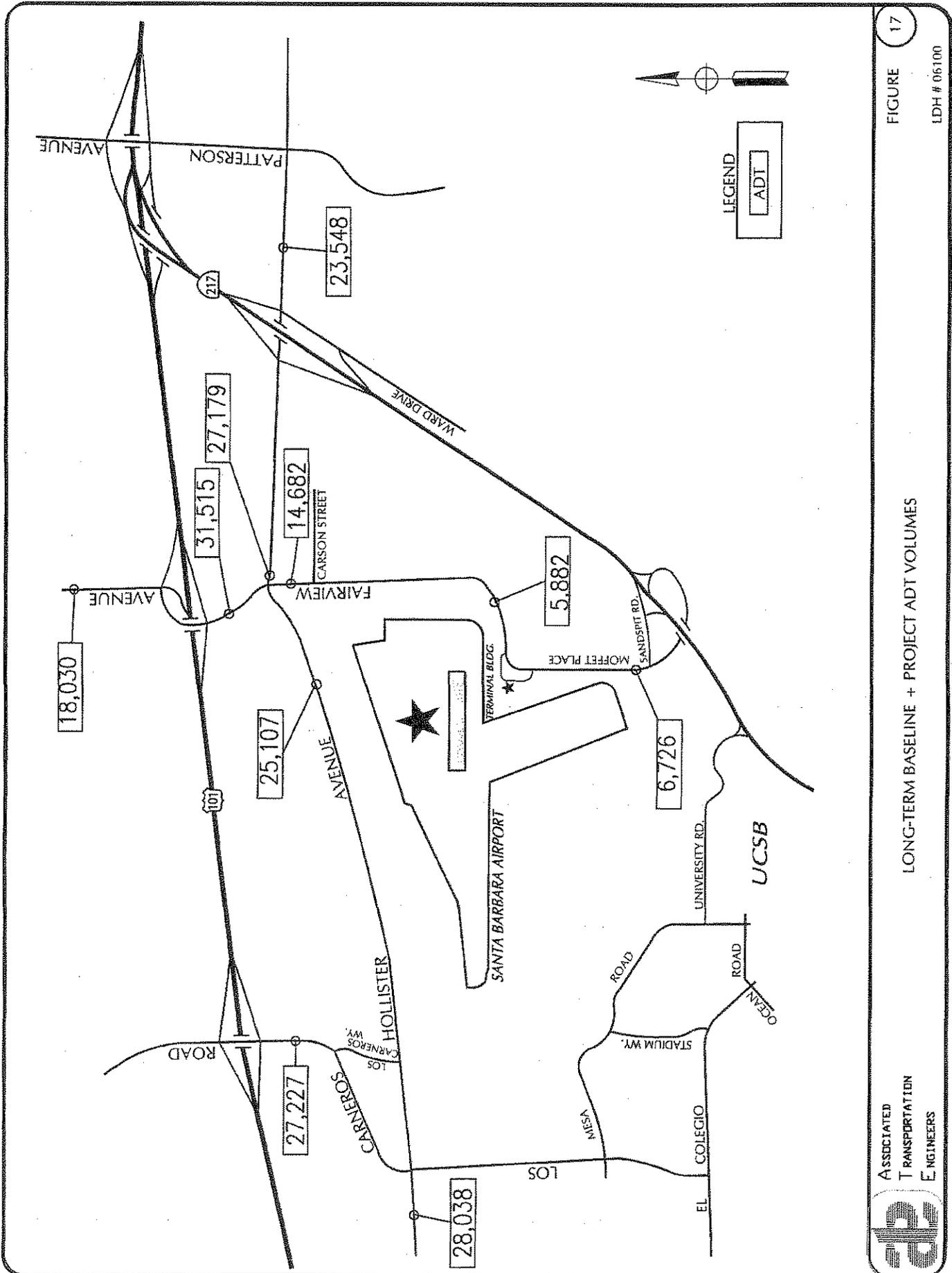
Table 10
Long -Term and Long-Term + Project Roadway Volumes

Roadway Segment	ADT			Percent Increase	Impact?
	Long-Term	Long-Term + Project	Net Change		
Hollister Avenue w/o Los Carneros Road ^(a)	28,000	28,038	+38	0.14%	No
Los Carneros Road s/o U.S. 101 SB-Ramp ^(a)	27,200	27,227	+27	0.10%	No
Hollister Avenue w/o Fairview Avenue ^(a)	24,900	25,107	+207	0.82%	No
Fairview Avenue n/o U.S. 101 NB-Ramp ^(a)	18,000	18,030	+30	0.17%	No
Fairview Avenue s/o U.S. 101 SB-Ramp ^(a)	31,300	31,515	+215	0.68%	No
Fairview Avenue n/o Carson Street ^(a)	14,500	14,682	+182	0.12%	No
Fowler Road w/o Fairview Avenue ^(b)	5,700	5,882	+582	9.90%	No
Moffett Place n/o Sandspit Road ^(b)	6,300	6,726	+426	6.33%	No
Hollister Avenue e/o Fairview Avenue ^(a)	27,100	27,179	+79	0.29%	No
Hollister Avenue e/o SR 217 SB-Ramp ^(a)	23,500	23,548	+48	0.20%	No

^(a) Acceptable Capacity = 34,000

^(b) Acceptable Capacity = 12,500

All of the roadways within the study-area would continue to operate acceptably with Long-Term + Project traffic volumes based on the City of Goleta's acceptable capacity standards. This is the same impact finding as identified in the 2002 FEIS/FEIR completed for the Aviation Facilities Plan.



LONG-TERM BASELINE + PROJECT ADT VOLUMES

FIGURE 17

LDH # 06100

Intersection Impacts

Figure 18 shows the Long-Term Baseline + Project P.M. peak hour traffic volumes. These volumes are based on the GP-1 Alternative which assumes no roadway infrastructure improvements with future traffic growth generated from buildout of the Proposed Land Use Plan by 2030.

Volume-to-capacity ratios and levels of service were calculated for the study-area intersections assuming the Long-Term Baseline and Long-Term Baseline + Project P.M. peak hour traffic volume forecasts. Worksheets illustrating the calculations are provided in the Technical Appendix.

Table 11 lists the results of the calculations, compares the Long-Term and Long-Term + Project level of service ratings, and identifies the significance of project-added traffic based on the City thresholds.

Table 11
Long -Term Baseline and Long -Term + Project P.M. Peak Hour Levels of Service

Intersection	V/C or Delay/ LOS		Project-Added	
	Long-Term	Long-Term + Project	V/C or Trips	Impact?
Los Carneros Road/U.S. 101 NB Ramps	0.62/LOS B	0.62/LOS B	0.00 ^a	No
Los Carneros Road/U.S. 101 SB Ramps	0.87/LOS D	0.87/LOS D	0.00 ^a	No
Los Carneros Road/Calle Koral	0.76/LOS C	0.76/LOS C	0.00 ^a	No
Los Carneros Road/Hollister Avenue	0.89/LOS D	0.89/LOS D	0.00 ^a	No
Fairview Avenue/U.S. 101 NB Ramp	0.81/LOS D	0.81/LOS D	0.00 ^a	No
Fairview Avenue/U.S. 101 SB Ramp	0.68/LOS B	0.68/LOS B	0.00	No
Fairview Avenue/Hollister Avenue	0.70/LOS B	0.70/LOS B	0.00	No
SR 217 NB Ramp/Hollister Avenue	0.73/LOS C	0.73/LOS C	0.00 ^a	No
SR 217 SB Ramp/Hollister Avenue	0.99/LOS E	0.99/LOS E	0.00 ^a	No
Fowler Road/ Airport Entrance	7.8sec/LOS A	7.9sec/LOS A	44	No
Moffett Place/Airport Exit	10.7sec/LOS B	10.8sec/LOS B	57	No

^a The change is less than V/C 0.005, which rounds to 0.00

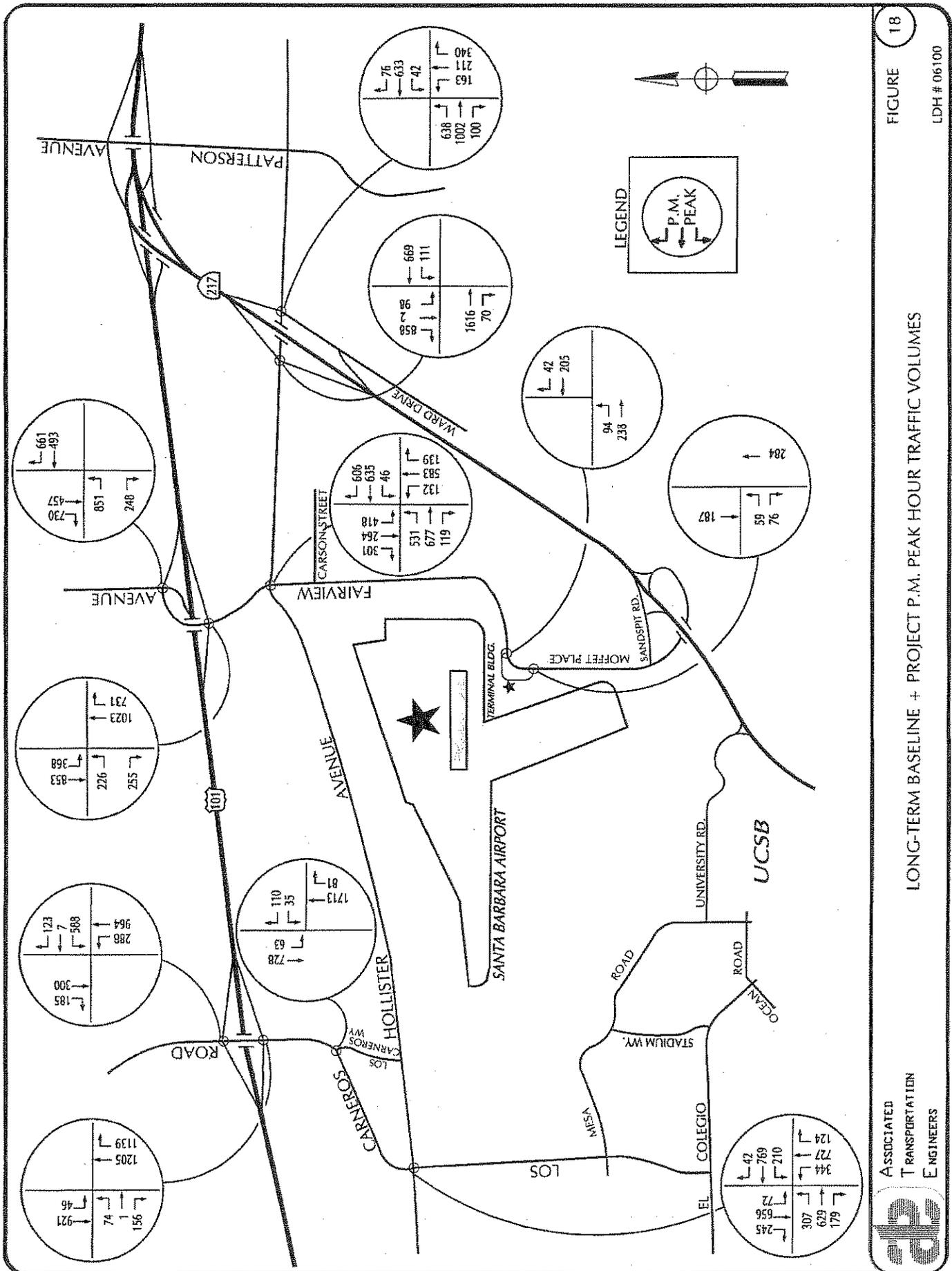


FIGURE 18

LDH # 06100

LONG-TERM BASELINE + PROJECT P.M. PEAK HOUR TRAFFIC VOLUMES

Associated Transportation Engineers
TRANSPORTATION ENGINEERS

As shown in Table 11, five of the critical study-area intersections are forecast to operate at LOS D or worse during the P.M. peak hour under Long-Term Baseline and Long-Term + Project traffic conditions. The peak hour traffic generated by the passenger growth and the proposed T-Hangars would not contribute to significant cumulative impacts at these locations based on the City of Goleta's cumulative impact thresholds.

The previous FEIS/FEIR identified significant cumulative impacts at the intersection of Fairview Avenue/Hollister Avenue. The current analysis indicates that the project would not generate significant cumulative impacts at this intersection. The current project generates significantly less peak hour traffic than the previous analysis due to the change in growth factor; thus, no significant impacts are identified. Additionally, the change in the methodology used to determine the V/C ratio from the Circular #212 procedures, used in the 2002 report, to the ICU method used today, changes the impact at this intersection.

LONG-TERM ANALYSIS – GP-2 ALTERNATIVE

In the 2002 FEIS/FEIR, the Long-Term traffic impacts were forecast using the County of Santa Barbara's 15-year traffic model. The model included long-term development projects anticipated in the Goleta Valley area, including the Aviation Facilities Plan and portions of the Goleta Old Town Revitalization Plan. The Long-Term model also included several modifications to the circulation system for the Old Town Goleta area, listed below:

- Convert SR 217 to an expressway and provide signalized at-grade intersections at the Ekwil Street and Fowler Road connections.
- Extend Ekwil Street easterly from Fairview Avenue to SR 217 as a two-lane collector road with traffic signal controls at the SR 217 connection.
- Extend Fowler Road easterly from Fairview Avenue to SR 217 as a two-lane collector road with a roundabout at the Fairview Avenue connection and traffic signal control at the SR 217 connection. This extension will provide a new connection to the Airport.

Under these conditions, significant impacts were only identified at the Fairview Avenue/Hollister Avenue intersection. Measures to mitigate this impact were reviewed in the Mitigation Measures of the FEIS/FEIR.

The Long-Term analysis discussed in the previous section, used the GP-1 Alternative as a worst-case scenario. As part of the City of Goleta General Plan, GP-1 assumes no roadway infrastructure improvements with future traffic growth generated from buildout of the Proposed Land Use Plan by 2030. No significant impacts were identified under this cumulative scenario.

Cumulative traffic impacts were also evaluated assuming the improvements described under the GP-2 Alternative in the City of Goleta General Plan. The GP-2 Alternative includes 2030 P.M. peak hour traffic projections for the Proposed Land Use Plan assuming construction of the following six infrastructure improvements.

- Ekwill Road Extension
- Fowler Road Extension
- SR 217/Hollister Avenue Roundabouts
- Hollister Avenue Redesign
- Overpass Road Extension
- Cathedral Oaks Road Interchange

Tables 12 and 13 show the GP-2 Alternative Long-Term and Long-Term + Project P.M. peak hour LOS ratings for the study-area intersections. LOS calculation worksheets can be found in the Technical Appendix.

Table 12
GP-2 Long-Term and Long-Term + Project P.M. Peak Hour Levels of Service

Intersection	V/C or Delay/ LOS		Project-Added	
	Long-Term	Long-Term + Project	V/C or Trips	Impact?
Los Carneros Road/U.S. 101 NB Ramps	0.62/LOS B	0.62/LOS B	0.00 ^a	No
Los Carneros Road/U.S. 101 SB Ramps	0.87/LOS D	0.87/LOS D	0.00 ^a	No
Los Carneros Road/Calle Koral	0.96/LOS E	0.96/LOS E	0.00 ^a	No
Los Carneros Road/Hollister Avenue	0.86/LOS D	0.86/LOS D	0.00 ^a	No
Fairview Avenue/U.S. 101 NB Ramp	0.80/LOS C	0.80/LOS C	0.00 ^a	No
Fairview Avenue/U.S. 101 SB Ramp	0.50/LOS A	0.50/LOS A	0.00	No
Fairview Avenue/Hollister Avenue	0.91/LOS E	0.91/LOS E	0.00	No
Fowler Road/Airport Entrance	7.9sec/LOS A	7.9sec/LOS A	44	No
Moffett Place/Airport Exit	10.8sec/LOS B	11.0sec/LOS B	57	No

^aThe change is less than V/C 0.005, which rounds to 0.00

As shown in Table 12, four of the study-area intersections are forecast to operate at LOS D or worse during the P.M. peak hour under Long-Term and Long-Term + Project traffic conditions. However, peak hour traffic generated by the passenger growth and the proposed T-Hangars would not contribute to significant cumulative impacts based on the City of Goleta's cumulative traffic impact thresholds.

The previous FEIS/FEIR identified significant cumulative impacts at the intersection of Fairview Avenue/Hollister Avenue. The current analysis indicates that the project would not generate significant cumulative impacts at this intersection. The current project generates significantly less peak hour traffic than the previous analysis due to the change in growth factor; thus, no significant impacts are identified. Additionally, the change in the methodology used to determine the V/C ratio from the Circular #212 procedures, used in the 2002 report, to the ICU method used today, changes the impact at this intersection.

Under the GP-2 Alternative, the Hollister Avenue/ SR 217 SB Ramp and Hollister Avenue/ SR 217 NB Ramp intersections will be reconfigured as roundabouts. Operational analysis of these roundabouts was completed using Federal Highway Administration (FHWA) analysis tools. The performance measures for roundabouts include volume-to-capacity ratios, queues, and average delays – since a level of service grading system has not been developed for roundabout operations. Table 13 shows the results of the Long-Term and Long-Term + Project analysis for the SR 217 roundabouts.

Table 13
SR 217 Roundabouts
GP-2 Long-Term and Long-Term + Project P.M. Peak Hour Levels of Service

Approach Leg	Long-Term			Long-Term + Project		
	V/C	Delay	Queue	V/C	Delay	Queue
Hollister Avenue/ SR 217 NB Northbound	0.42	4.4	2.1	0.42	4.4	2.1
Eastbound	0.64	4.2	5.3	0.64	4.2	5.3
Westbound	0.38	3.4	1.8	0.38	3.4	1.9
Hollister Avenue/ SR 217 SB Southbound	0.46	3.5	2.5	0.46	3.5	2.5
Eastbound	0.66	4.7	5.8	0.67	4.7	5.9
Westbound	0.30	2.1	1.3	0.31	2.1	1.3

As shown in Table 13, the volume-to-capacity (V/C) ratios are 0.67 or less, delays are in the 2-5 seconds range, and queues are 6 vehicles or less on the approaches. This shows that the roundabouts can accommodate the Long-Term and Long-Term + Project traffic to the intersection.

PARKING ANALYSIS

The following section reviews the future parking demands at the airport and the ability of the proposed parking supply to accommodate the forecasted demands. Parking demand forecasts were developed for both the Short-Term scenario and the Long-Term buildout scenario, to allow for a phased approach to providing the additional parking that will be needed.

Existing Parking Supply

There are a total of 1,627 parking spaces currently provided at the Santa Barbara Airport, with 294 spaces in the Short-Term Lot, 798 spaces in the Long-Term Lot at the terminal, and 575 spaces in the Long-Term Lot #2 on Hollister Avenue. For this study the Long-Term Lot and the Long-Term Lot #2 were analyzed together for a total of 1,373 spaces available for long-term passenger parking. Table 14 shows the existing parking supply at the Santa Barbara Airport and Figure 19 shows a map of the parking lot locations.

Table 14
Existing Parking Supply

Lot	Number of Spaces
Short-Term Lot	294
Long-Term Lot	798
Long-Term Lot #2	575
Total	1627

Short-Term Analysis

Parking Demands

Parking surveys were conducted during the summer of 2005-2006 to determine existing demands at the Santa Barbara Airport parking lots. Parking demand estimates were then developed for the peak summer period based on the passenger enplanement forecasts for the Short-Term scenario, assuming the 2.2% per year growth factor. Table 15 summarizes the Short-Term summer parking demands forecasted at the Santa Barbara Airport.

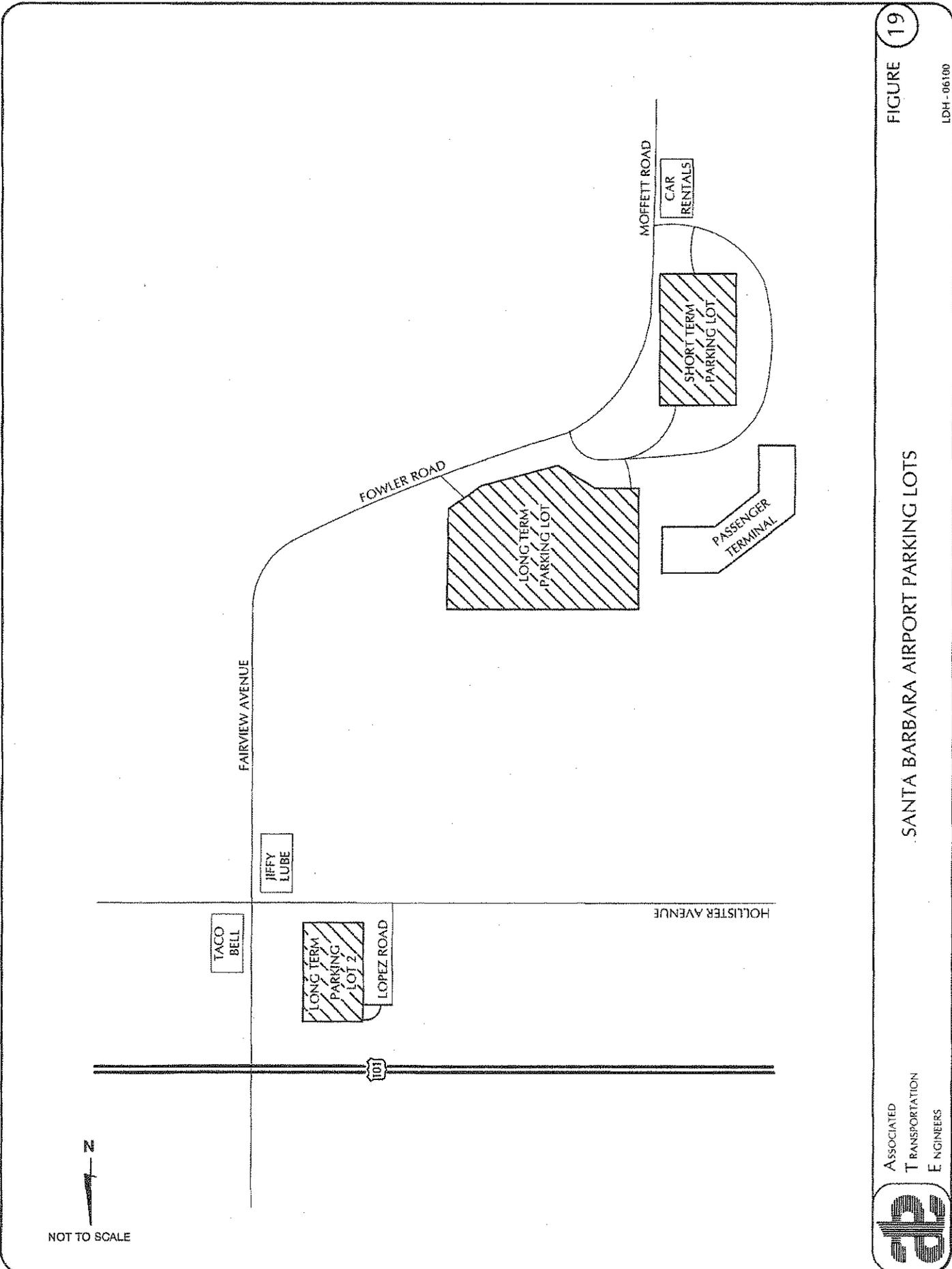


FIGURE 19

SANTA BARBARA AIRPORT PARKING LOTS

ASSOCIATED
TRANSPORTATION
ENGINEERS

LDH - 06100

**Table 15
Short-Term Peak Parking Demands - Summer**

Scenario	Passengers	Short-Term Parking	Long-Term Parking	Total Parking Demand
Existing (2005/2006)	853,854	197	793	990
Short-Term (2010)	952,003	220	884	1,104

The data presented in Table 15 indicate that summer parking demands are expected to increase to 1,104 spaces when passengers increase to 952,003 per year in the Short-Term scenario (includes both short-term and long-term lot/long-term lot #2 parking). The short-term parking lot demand is forecast to increase to 220 spaces and the long-term demand is forecast to increase to 884 spaces.

The parking demands listed above are less than the demands presented in the FEIS/FEIR due to the lower passenger enplanement growth experienced between 2000 and 2005. Table 16 shows the differences in demands forecasted in the FEIS/FEIR and those developed for this report.

**Table 16
Comparison of Short-Term Peak Parking Demands – Summer**

Scenario	Passengers	Short-Term Parking	Long-Term Parking	Total Parking Demand
FEIR/FEIS Short-Term(2005)	1,009,724	224	1,116	1,340
2007 Aviation Facilities Plan Short-Term (2010)	952,003	220	884	1,104

Parking Supply

A two-phased parking plan has been developed for the Airline Terminal during the construction period. Under the Short-Term scenario, the short-term parking lot will be closed and all parking will be directed to the long-term and long-term #2 lots. The long-term lot contains 798 spaces and the long-term lot #2 contains 575 spaces, for a total of 1,373 available spaces in the Short-Term period.

Table 17 summarizes the future parking supply planned for the Airline Terminal, and Table 18 compares the parking demand data for the Short-Term scenario with the Short-Term proposed parking supply.

Table 17
Short-Term Parking Supply

Lot	Short-Term Parking Supply
Short-Term	Closed
Long-Term/Long-Term #2	1,373
Total	1,373

Table 18
Short-Term Parking Supply and Demand Comparison - Summer

Lot	Supply	Demand	Shortfall or Surplus
Short-Term	Closed	220	- 220
Long-Term/Long-Term #2	1,373	884	+ 489
Total	1,373	1,104	+ 269

The data presented in Table 18 show that 1,373 spaces would be provided for the Airline Terminal under the Short-Term scenario. The parking supply would satisfy the parking demands forecasted for the peak summer periods through the Short-Term scenario. A total of 1,104 vehicles are expected to park in the long-term lots during the peak summer period, leaving a surplus of 269 spaces which would be available for peak holiday periods.

The parking supply listed above is less than the Airline Terminal parking supply analyzed in the 2002 FEIS/FEIR. Under the Short-Term scenario, the FEIS/FEIR assumed 254 spaces in the short-term lot, 1,482 spaces in the long-term lot, and 550 spaces in the long-term lot #2 for a total of 2,286. The number of spaces analyzed in the FEIS/FEIR was greater because this report assumed a greater growth rate with a larger number of enplanements experienced in 2005 than was actually counted. Additionally, the FEIS/FEIR had a different configuration of the Airline Terminal and included two new surface lots.

Holiday Demands

Parking demands at the Airline Terminal have short peaks of several days around the Thanksgiving and Christmas seasons. The growth factor of 2.2% per year over 5 years was applied to the holiday parking data collected in 2005 and 2006 to determine the Short-Term holiday parking demands. Table 19 shows the Short-Term parking supply and demand comparison for the holiday period.

Table 19
Short-Term Parking Supply and Demand Comparison - Holiday

Lot	Supply	Demand	Shortfall or Surplus
Short-Term	-	241	- 241
Long-Term/ Long-Term #2	1,373	1,396	-23
Total	1,373	1,637	-264

Under the Short-Term scenario 1,637 vehicles are expected to park in the long-term and long-term #2 lots during the holiday seasons, which is 264 vehicles more than the Short-Term parking supply. Thus, during the peak holiday season there would be a need for additional off-site parking and/or alternative transportation strategies. These are discussed in the Mitigation Measures sections of this report.

The 2002 FEIS/FEIR, indicated that the holiday parking demands would exceed the parking supply after 2008. Measures to mitigate this potential impact were provided in the FEIS/FEIR.

Long-Term Analysis

Parking Demands

Parking demand estimates were developed for peak summer periods based on the passenger enplanement forecasts for the Long-Term scenario. Table 20 summarizes the Long-Term summer parking demands forecasted at the Santa Barbara Airport.

**Table 20
Long-Term Peak Parking Demands - Summer**

Scenario	Passengers	Short-Term Parking	Long-Term Parking	Total Parking Demand
Existing (2005/2006)	853,854	197	793	990
Long-Term (2015)	1,061,433	245	986	1,231

The data presented in Table 20 indicate that summer parking demands are expected to increase to 1,231 spaces when passengers increase to 1,061,433 per year. The short-term parking lot demand is forecast to increase to 245 spaces and the long-term demand is forecast to increase to 986 spaces.

The parking demands listed above are less than the demands presented in the 2002 FEIS/FEIR due to the lower passenger enplanement growth experienced between 2000 and 2005, and the lower growth factor used for this study (2.2% versus 4%). Table 21 shows the differences in demands forecasted in the FEIS/FEIR and those developed for this report.

**Table 21
Comparison of Long-Term Peak Parking Demands – Summer**

Scenario	Passengers	Short-Term Parking	Long-Term Parking	Total Parking Demand
FEIR/FEIS				
Long-Term (2010)	1,288,484	272	1,346	1,618
2007 Aviation Facilities Plan				
Long-Term (2015)	1,061,433	245	986	1,231

Parking Supply

Under the Long-Term scenario, the short-term lot will be reopened with 181 total parking spaces, the long-term lot will contain 798 parking spaces, and the long-term lot #2 will be redesigned to accommodate 715 cars. Therefore, under the Long-Term scenario there will be 1,694 total parking spaces available.

Table 22 summarizes the Long-Term parking supply planned for the Airline Terminal and Table 23 compares the parking demand data for the Long-Term scenario with the Long-Term parking supply proposed.

**Table 22
Long-Term Parking Supply**

Lot	Long-Term Parking Supply
Short-Term	181
Long-Term/ Long-Term #2	1,513
Total	1,694

**Table 23
Long-Term Parking Supply and Demand Comparison - Summer**

Lot	Supply	Demand	Shortfall or Surplus
Short-Term	181	245	- 64
Long-Term/ Long-Term #2	1,513	986	+ 527
Total	1,694	1,231	+ 463

Table 22 shows that the future parking supply would increase to 1,694 spaces with the reopening of the short-term lot and the expansion of the long-term lot #2. Table 23 shows that a surplus of 463 spaces would be available during the peak summer parking period of the Long-Term scenario. Based on the analysis above, the parking demand in the short-term lot is 64 spaces more than the supply under the Long-Term scenario. Parking counts performed in the short-term lot at midnight found that an average of 66 cars use the short-term lot for long-term parking. To eliminate this from happening, it is proposed that the 24-hour maximum rate for parking in the short-term lot be increased to discourage cars from parking in the short-term lot for more than 24 hours. In addition, assigning some short-term parking spaces in the long-term lot could mitigate the short-term parking lot shortfall. These measures are discussed in greater detail under the Mitigation Measures section.

The parking supply listed above is less than the Airline Terminal parking supply analyzed in the 2002 FEIS/FEIR. Under the Long-Term scenario, the FEIS/FEIR assumed 254 spaces in the short-term lot, 782 spaces in the long-term lot, 550 spaces in the long-term lot #2, 400 spaces in a new long-term lot, and 650 spaces in a new parking structure, for a total of 2,636. The supply is greater in the previous report because it proposed a different configuration of the Airline Terminal and included the building of a new parking structure and long-term lots. Additionally, the supply required to accommodate the parking demands determined in the 2002 FEIS/FEIR is greater because the demands are greater than those determined for this report. This is due to the higher growth factor used in the previous report and the number of enplanements estimated for the Year 2005.

Holiday Demands

The Long-Term holiday parking demands were calculated based on the growth factor of 2.2% per year over 10 years, applied to the holiday parking data collected in 2005 and 2006. Table 24 shows the Long-Term parking supply and demand comparison for the holiday period.

**Table 24
Long-Term Parking Supply and Demand Comparison - Holiday**

Lot	Supply	Demand	Shortfall or Surplus
Short-Term	181	272	- 91
Long-Term/ Long-Term #2	1,513	1,556	- 43
Total	1,694	1,828	- 134

Under the Long-Term scenario 272 vehicles are expected to park in the short-term lot and 1,556 are expected to park in the long-term lots during the holiday season. During the Long-Term holiday period, the total demands exceed the parking supply by 134 spaces. Thus, during the peak holiday season there would be a need for additional offsite parking and/or alternative transportation strategies.

The 2002 FEIS/FEIR also found that holiday demands would exceed the proposed supply and included mitigations for the shortfall in parking supply during the holiday period.

ON-SITE ACCESS AND CIRCULATION

Access

Access to the expanded Airline Terminal would be provided via an inbound driveway on Fowler Road, located at approximately the same location as the existing Terminal entrance driveway. A left-turn lane would be provided on Fowler Road to accommodate left-turns into the Terminal driveway. The exiting driveway would be located on Moffett Road further south of the existing exit driveway. The exiting driveway would contain separate left- and right-turn lanes. Access to the short-term and long-term parking lots would be taken from the driveways feeding off the looped internal access road that would serve the terminal. The Short-Term and Long-Term traffic analysis completed for the project indicated that the entrance and exit driveway intersections would operate acceptably in the LOS A-B range with future traffic volumes and stop sign control. Additional access improvements proposed for the terminal include new sidewalks along Fowler Road and Moffett Road, enhanced MTD bus stops of both sides of Moffett Road, and new commercial vehicle lane in front of the Terminal that could accommodate MTD buses if they choose to use the Terminal Loop Road.

Circulation

Provisions for adequate loading and unloading areas for passengers at the Airline Terminal will be required for efficient vehicular operations on the loop road that serves the terminal. The loop road is currently configured with two lanes of travel (one-way) and is 40 feet in width. The conceptual site plan shows a lengthening in the loop road to provide an expanded curb length for passenger loading and unloading. The plan also proposes a new island on the loop road with a separate roadway that would accommodate public busses, shuttle busses, taxis, and limousines.

The existing terminal entrance from Fowler Road will be retained for the terminal loop road. Two lanes will enter the terminal and a third lane will be provided adjacent to the terminal for curbside parking to accommodate passenger loading and unloading. The commercial loading area will be separated from the passenger loading area with a median and would contain one curbside lane for loading and unloading and one lane for through traffic. Access to the long-term and short-term parking lots would be provided via driveways connecting to the looped road. The proposed access and circulation system will improve operations at the Airline Terminal by expanding the curb loading area, providing direct access and separate loading facilities for busses, shuttles and taxis, and enhancing pedestrian access.

Rental Car Facility

The Santa Barbara Airport is proposing to construct a new car rental Quick Turn Around (QTA) facility at 25 David Love Place, Santa Barbara. This facility is located north of the Santa Barbara Airport on a site which is currently use for airport car rental storage. The

development will include paving for the storage of approximately 304 rental cars as well as a maintenance building which will be used by four car rental agencies that have their rental operations at the terminal.

The building will also include the following uses for the car rental agencies:

- Small office space for rental agency staff who maintain cars and shuttle cars from storage to the Airline Terminal.
- Restroom, locker, and shower facilities for car rental staff.
- Small maintenance garage for each of the four car rental agencies.
- Two automated car wash bays and related equipment storage areas.
- Fueling facilities for rental cars along with the 12,000-gallon above grade fuel storage tank.

Currently, airline passengers drop off rental cars at the car rental site located on Moffett Place. Then car rental staff take the cars for fueling and washing, traveling through the intersections and roadways in the study-area. Travel routes consist of traveling north on Fairview Avenue to sites located on the other side of Highway 101 or traveling east, through Old Town Goleta. After fueling and/or washing, the vehicles travel back through these intersections to be returned to the storage facility on David Love Place. In addition, any required maintenance is performed off-site, at facilities to the north of Highway 101 or in Old Town Goleta, which requires additional trips through the study-area intersections and roadways.

This project would reduce the round-trips made throughout the study-area. Cars would be dropped off at the rental site on Moffett Place and travel directly to the site on David Love Place. All maintenance, washing, and fueling operations would occur on-site. This project would therefore reduce the amount of traffic traveling in the study-area and would present a potential benefit to the neighboring streets and intersections.

Alternative Travel Modes

The Airline Terminal is served by the Metropolitan Transit District (MTD), shuttle services, and taxis. Several on- and off-street bicycle facilities are also provided in and around the Airport area.

Increased transit and shuttle service can play an important role in the future traffic and parking operations of the Airline Terminal. Transit and shuttle service will reduce vehicular travel demands at the Airline Terminal and will reduce parking demands experienced during peak travel periods. Future transit service to the terminal could be accommodated through the revised looped road system discussed previously. This system would provide a separate loading and unloading area for buses, shuttles, taxis, etc.

Super Ride provides door-to-door shuttle service from homes and offices to the Airport via shuttle vans. This service, which began operation in October of 1995, could be expanded and promoted to reduce vehicular and parking demands. Improved efficiency of loading and unloading would be provided via the revised loop road system (separate lane for buses, shuttles, taxis).

Similarly, the taxi service that exists at the Airline Terminal provides door-to-door service for airline passengers. Taxis will also be better accommodated via the revised loop road system (separate lane for buses, shuttles, taxis).

The Santa Barbara Aviation Facilities Plan would retain the on- and off-street bicycle facilities provided in and around the Airport area, providing bicycle access to the Airline Terminal. Implementing the additional bicycle facilities will enhance bicycle access in the study-area, and provide additional linkages for access to the Airline Terminal. Provision of bicycle storage facilities at the Airline Terminal (particularly for employees) is recommended to encourage bicycle use.

MITIGATION MEASURES

This section discusses the traffic and parking measures required to mitigate Aviation Facilities Plan impacts. Additionally, this section will compare the mitigation measures to those presented in the 2002 FEIS/FEIR.

Traffic

Fairview Avenue/Hollister Avenue

The FEIS/FEIR found that the peak hour traffic generated by the passenger growth and the proposed T-Hangars contributed to significant cumulative impacts at the Fairview Avenue/Hollister Avenue intersection. The analysis performed for this report indicated that the project would not generate impacts at this intersection based on the smaller future growth rate (2.2%) and the lower passenger enplanements experienced in 2005. Therefore the mitigations discussed in the FEIS/FEIR are no longer applicable. The restriping Mitigation Measure 3.23-1(b) (page 3-322) identified in the 2002 FEIS/FEIR has not been completed.

Regional Improvements

Mitigation Measure 3.23-2 (page 3-323) presented in the 2002 FEIS/FEIR, identifies regional improvements necessary to accommodate future cumulative land-use growth within the Goleta Valley. The long-term impact analysis completed for the Aviation Facilities Plan (GP-2 scenario) of this report also assumed transportation-related improvements required to accommodate future cumulative land-use growth within the Goleta Valley. Individual developments in this area that are processed by the City are required to pay traffic mitigation fees that are used, in part, to fund both local and regional improvements. Traffic associated with Aviation Facilities Plan would add traffic to facilities located in the City of Goleta and would therefore contribute its fair-share towards the local/regional improvements required to accommodate future traffic growth, per Mitigation Measure 3.23-2 (page 3-323) of the 2002 FEIS/FEIR.

Parking

The impact analysis found that the Santa Barbara Aviation Facilities Plan has the potential to generate significant parking impacts during peak holiday periods. Similar impacts were also identified in the 2002 FEIS/FEIR and mitigations to solve the shortfall in parking supply were also discussed in the previous study.

The proposed parking supply would satisfy the Short-Term and Long-Term demands for most of the year, except on several days around the Thanksgiving and Christmas seasons when peak demands are forecast to reach 1,637 spaces under the Short-Term scenario (which is 264 spaces more than the 1,373 spaces provided) and 1,828 spaces under the Long-Term scenario (which is 134 spaces more than the 1,694 spaces provided). Building parking facilities at the Airline Terminal to accommodate the peak Thanksgiving and Christmas season demands would result in a significant excess in the parking supply required for non-holiday periods and is therefore not recommended. Instead, as presented in the 2002 FEIS/FEIR Mitigation Measure 3.23-3 (page 3-323), a parking program for the holiday periods should be developed. Additionally, mitigations are necessary under the Long-Term scenario for the summer period when the reduced-size short-term parking lot supply will not accommodate the estimated parking demand. The 2002 FEIS/FEIR discusses a parking pricing scheme in Mitigation Measure 3.23-5 (page 3-324) to eliminate this parking shortfall.

A parking program to mitigate the parking shortfalls discussed above could utilize a combination of off-site parking facilities, parking pricing strategies, as well as, enhanced alternative transportation facilities to accommodate a portion of the holiday demands. The 2002 FEIS/FEIR also discussed these alternatives as solutions to the shortfall in parking supply during the holiday period in Mitigation Measure 3.23-3 (page 3-323). These parking mitigation measures are discussed below:

Short-Term Parking in the Long-Term Lot. Based on the analysis completed for the Long-Term scenario, it may be necessary to provide additional short-term parking spaces. The short-term parking lot demand is 64 spaces more than the supply under the Long-Term scenario. Two alternative mitigations are reviewed below:

Pricing

Based on parking counts performed in the short-term lot at midnight from August 19th to 25th, 2006, between 53 and 80 cars (an average of 66 cars) used the short-term lot for long-term overnight parking. In order to reduce the overnight parking in the short-term lot, the Santa Barbara Airport could change the current pricing schedule. It is proposed that the 24-hour maximum rate for parking in the short-term lot be increased from its current price of \$16. This would discourage cars from parking overnight in the short-term lot and eliminate the shortfall in the parking supply estimates in the Long-Term buildout scenario.

Assigning Short-Term Spaces in the Long-Term Lot

In order to accommodate the 64 extra cars, these cars could be directed to park in the long-term lot at the airport. Assigning some short-term parking spaces in the long-term lot could mitigate the additional short-term parking lot demands.

Additional Off-Site Long-Term Parking. As a rule-of-thumb, 1 parking space can be provided for each 325 square feet of land area (for a surface lot with landscaping and drive aisles). Thus 2.1 acres would be required to provide the additional 264 long-term parking spaces required for the Year 2010 holiday period if no additional measures to reduce peak demands are implemented. And 1.1 acres would be required to provide the additional 134 long-term parking spaces required for the Year 2015 holiday. Alternatively, off-site parking areas could be utilized with adequate shuttle bus services to serve the Santa Barbara Airport. The Airport could consider discussions with UCSB to determine if use of their parking lots may be feasible during holiday periods.

Alternative Travel Modes. Increased transit and shuttle services can play an important role in the future parking operations of the Airline Terminal, as enhanced services could reduce future holiday and non-holiday parking demands.

Peak Period Parking Pricing. The Airport Department could consider a peak pricing program, similar to that presented in Mitigation Measure 3.23 (page 3-324) of the 2002 FEIS/FEIR, to discourage automobile parking at the terminal. A holiday pricing scheme combined with an economical and efficient transit and shuttle system could be used to reduce future peak parking demands at the site.

Transportation Demand Management (TDM) Measures

An aggressive Transportation Demand Management (TDM) Plan is planned as part of the Airline Terminal Expansion project and was required by the 2002 FEIS/FEIR Mitigation Measure 3.23-4 (page 3-323). The plan is expected to reduce parking demands, although the reductions were not calculated in this parking analysis or in the 2002 FEIS/FEIR.

TDM measures would reduce traffic and parking demands at the Airline Terminal and therefore reduce the level of traffic impacts offsite. Two sets of TDM measures should be developed in conjunction with the Aviation Facilities Plan, one to reduce trips associated with passenger growth and one to reduce employee trips. The majority of the traffic generated by the Aviation Facilities Plan is related to passenger growth, which is not conducive to alternative travel modes such as bicycles and walking. However, Airport staff should continue to work with MTD staff to increase bus ridership. It is also recommended that Airport staff continue to promote and encourage expansion of the door-to-door shuttle and taxi services.

The Airport could also implement a TDM program to reduce employee trips at the Airline Terminal. Measures could include provisions of bicycle lockers and showers, preferential parking for carpools, free bus passes, etc. The Airport will develop and implement its own TDM program pursuant to Mitigation Measure 3.23-4 (page 3-323) in the 2002 FEIS/FEIR.

■ ■ ■

STUDY PARTICIPANTS AND REFERENCES

Associated Transportation Engineers

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Lauren Hobson, Traffic Technician

References

City of Goleta General Plan/Coastal Land Use Plan Final Traffic Forecast Report, Dowling Associated, Inc., 2006.

Highway Capacity Manual, Highway Research Board Special Report 209, Transportation Research Board, National Research Council, 2000.

City of Santa Barbara T-Hangar Project Traffic Study. Associated Transportation Engineers, 1990.

Traffic Volumes on California State Highways, California Department of Transportation, 2006.

Persons Contacted

Laurie Owens, City of Santa Barbara Airport
Hazel Johns, City of Santa Barbara Airport
Jim Biega, City of Goleta
Steve Wagner, City of Goleta
Jim Damkowitch, Dowling Associates, Inc.

TECHNICAL APPENDIX

LEVEL OF SERVICE DEFINITIONS

TRIP GENERATION CALCULATIONS

FIGURES A-H: TRIP ASSIGNMENT DATA

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

- Reference 1 - Los Carneros Road/ U.S. 101 NB Ramps
- Reference 2 - Los Carneros Road/ U.S. 101 SB Ramps
- Reference 3 - Los Carneros Road/ Hollister Avenue
- Reference 4 - Fairview Avenue/ U.S. 101 NB Ramps
- Reference 5 - Fairview Avenue/ U.S. 101 SB Ramps
- Reference 6 - Fairview Avenue/ Hollister Avenue
- Reference 7 - SR 217 NB Ramps/ Hollister Avenue
- Reference 8 - SR 217 SB Ramps/ Hollister Avenue
- Reference 9 - Fowler Road/ Airport Entrance
- Reference 10 - Moffett Place/ Airport Exit
- Reference 11 - Los Carneros Road / Calle Koral

LEVEL OF SERVICE DEFINITIONS

Signalized Intersection Level of Service Definitions

LOS	Delay ^a	V/C Ratio	Definition
A	< 10.0	< 0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
B	10.1 - 20.0	0.61 - 0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	20.1 - 35.0	0.71 - 0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
D	35.1 - 55.0	0.81 - 0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1 - 80.0	0.91 - 1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent
F	> 80.0	> 1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

^a Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

The HCM¹ uses *control delay* to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed.

LOS	Control Delay Seconds per Vehicle
A	< 10.0
B	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	> 50.0

Highway Capacity Manual, National Research Board, 2000



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TRIP GENERATION CALCULATIONS

SANTA BARBARA AIRPORT TRIP GENERATION ANALYSIS

Scenario	Size		ADT	A.M. Peak Hour		P.M. Peak Hour			
	Yearly	Summer Weekday		Total	In	Out	Total	In	Out
Existing Trip Generation (2005/2006) Passenger Activity	853,854 passengers	1,583 passengers	5,530	227	125	102	288	146	142
Short-Term Trip Generation (2010) Passenger Activity T-Hangers Subtotal	952,003 passengers 24 hangers	1,765 passengers	6,138 <u>57</u> 6,195	252 <u>3</u> 255	139 <u>2</u> 141	113 <u>1</u> 114	320 <u>5</u> 325	162 <u>2</u> 164	158 <u>3</u> 161
Net Increase (minus Existing)			665	28	16	12	37	18	19
Long-Term Trip Generation (2015) Passenger Activity T-Hangers Subtotal	1,061,433 passengers 75 hangers	1,968 passengers	6,814 <u>177</u> 6,991	280 <u>10</u> 290	154 <u>5</u> 159	126 <u>5</u> 131	355 <u>14</u> 369	180 <u>7</u> 187	175 <u>7</u> 182
Net Increase (minus Existing)			1,461	63	34	29	81	41	40

SANTA BARBARA AIRPORT PASSENGER GROWTH

Year	Total Annual Passengers	Summer Weekday Enplanements	% Increase from Previous Year
Actual			
1986	589,232		
1987	675,322		14.00%
1988	621,311		-8.00%
1989	641,908		3.32%
1990	624,876		-2.65%
1991	585,864		-6.24%
1992	575,848		-1.71%
1993	532,412		-7.54%
1994	563,755		5.89%
1995	530,650		-5.87%
1996	673,818		26.98%
1997	845,119		25.42%
1998	823,160		-2.60%
1999	792,548		-3.72%
2000	776,904		-1.97%
2001	725,140		-6.66%
2002	728,307		0.44%
2003	752,762		3.36%
2004	823,935		9.45%
2005	853,854	1583	3.63%
		Summer Weekday Factor:	Compounded Growth Rate
		0.19%	2.20%
Estimate			
2006	872,639	1,618	2.20%
2007	891,837	1,654	2.20%
2008	911,457	1,690	2.20%
2009	931,509	1,727	2.20%
2010	952,003	1,765	2.20%
2011	972,947	1,804	2.20%
2012	994,351	1,844	2.20%
2013	1,016,227	1,884	2.20%
2014	1,038,584	1,926	2.20%
2015	1,061,433	1,968	2.20%

SANTA BARBARA AIRPORT ENPLANEMENT COUNTS

DATE	AIRLINES							DAILY SUBTOTALS
	America West	United Airlines	Delta	American Eagle	American Airlines	Horizon		
8/19/2006 Saturday	211	447	84	205	202	110	1259	
8/20/2006 Sunday	306	540	95	268	280	138	1627	
8/21/2006 Monday	264	586	88	282	282	125	1627	
8/22/2006 Tuesday	296	573	79	265	259	119	1591	
8/23/2006 Wednesday	271	542	81	246	229	126	1495	
8/24/2006 Thursday	271	590	98	262	262	133	1616	
8/25/2006 Friday	318	593	77	244	236	119	1587	
WEEKDAY AVERAGES	284	577	85	260	254	124	1583	

SANTA BARBARA AIRPORT PARKING LOT AVERAGE DAILY TRAFFIC VOLUMES

LOT	WEEKDAY AVERAGE
Long Term Parking Lot	930
Overflow Main Entrance	201
Terminal Entrance	2301
Terminal Exit	1958
Overflow Shuttle Entry/ Exit	140
TOTAL	5530

SANTA BARBARA AIRPORT TOTAL PEAK HOUR TRIPS

Location	AM		PM	
	In	Out	In	Out
Long Term Parking Lot	9	9	16	31
Overflow Main Entrance	6	5	6	2
Terminal Entrance	99	0	115	0
Terminal Exit	0	83	0	102
Overflow Shuttle Entry/ Exit	11	5	9	7
Subtotal	125	102	146	142
Total	227		288	

FIGURES A-H: TRIP ASSIGNMENT DATA

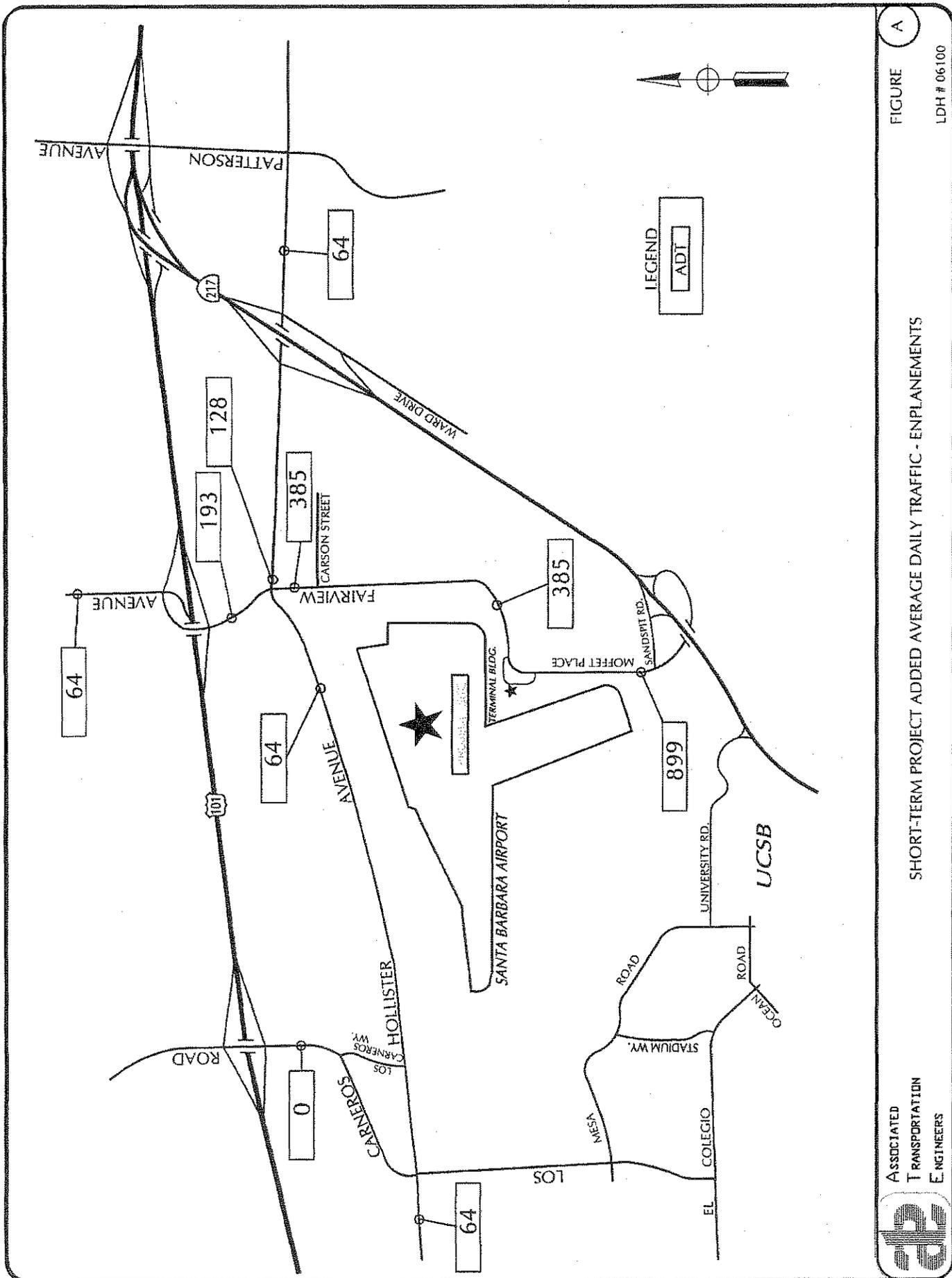


FIGURE A
LDH # 06100

SHORT-TERM PROJECT ADDED AVERAGE DAILY TRAFFIC - ENPLANMENTS

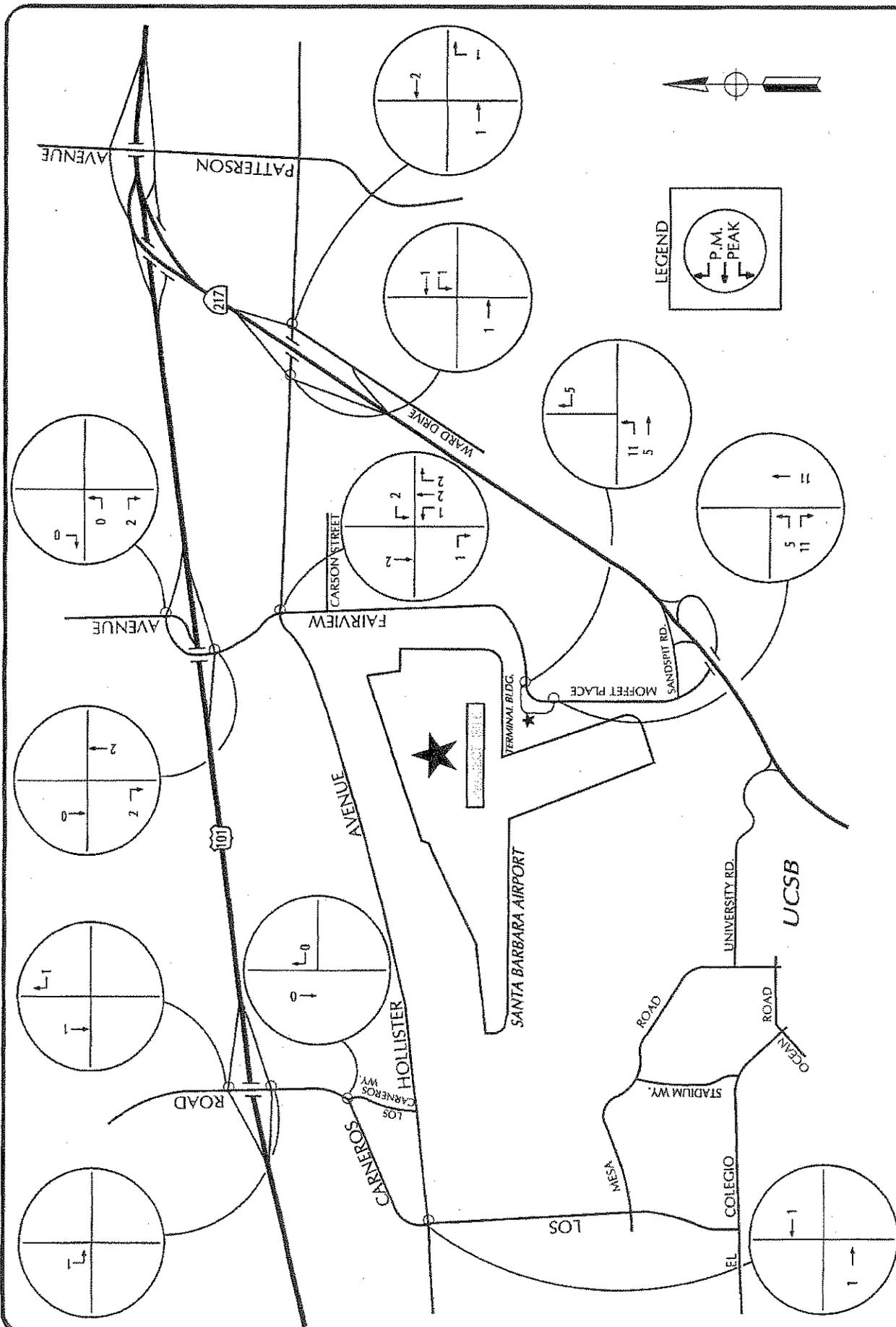


FIGURE C
LDH # 06100

SHORT-TERM PROJECT ADDED P.M. PEAK HOUR TRAFFIC VOLUMES - ENPLANEMENTS

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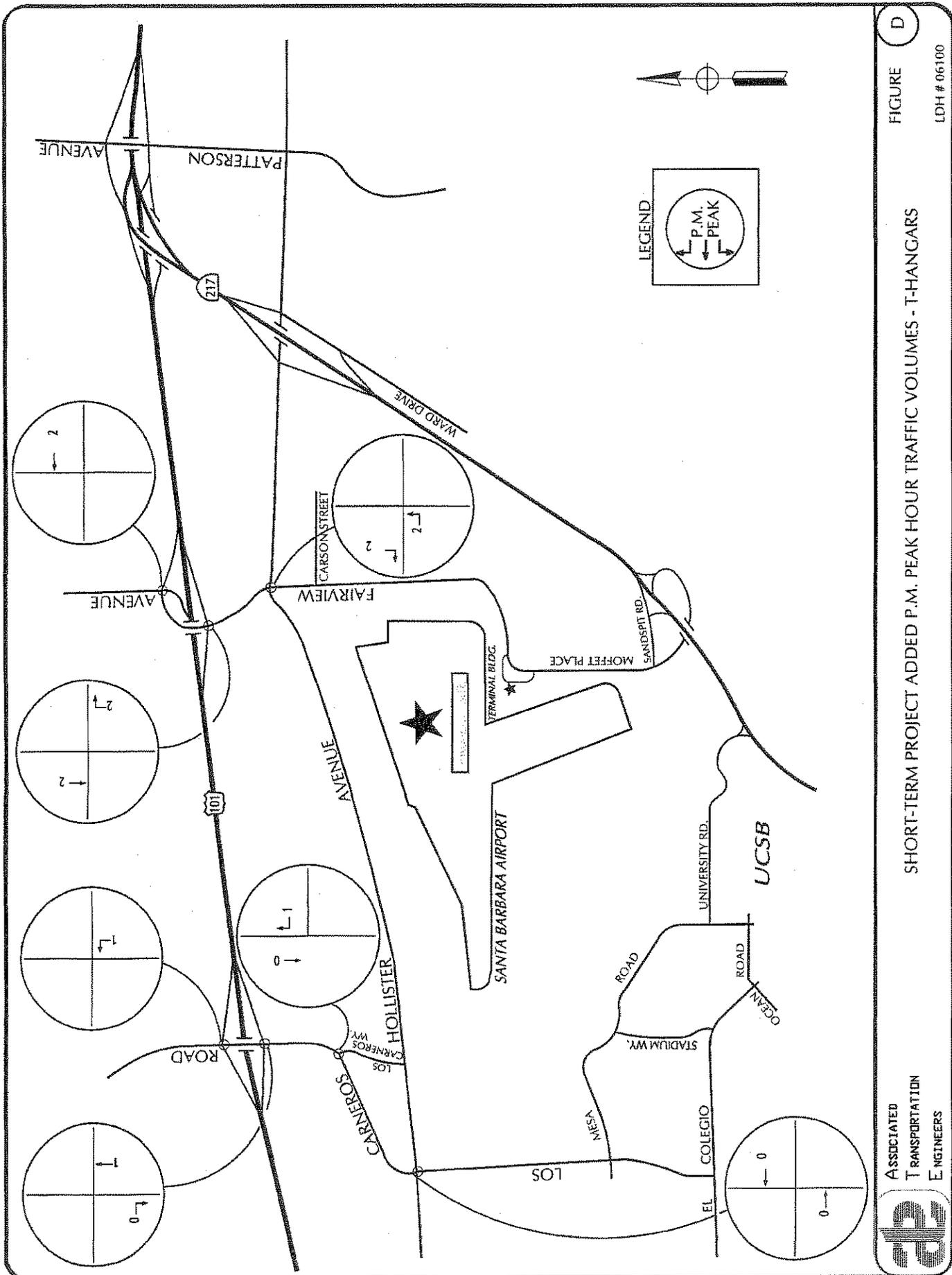


FIGURE D

SHORT-TERM PROJECT ADDED P.M. PEAK HOUR TRAFFIC VOLUMES - T-HANGARS

LDH # 06100


 ASSOCIATED
 TRANSPORTATION
 ENGINEERS

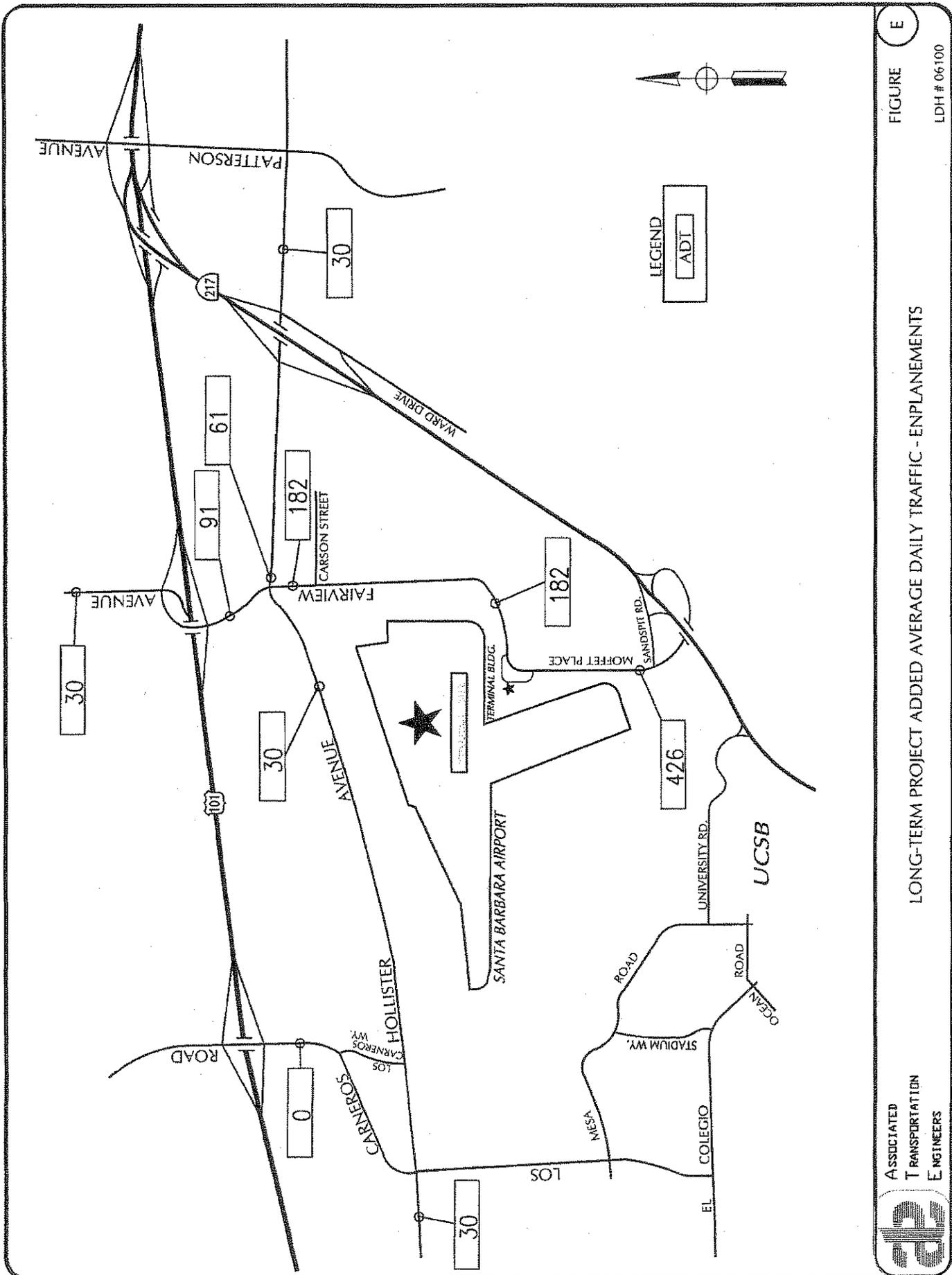


FIGURE E

LDH # 06100

LONG-TERM PROJECT ADDED AVERAGE DAILY TRAFFIC - ENPLANEMENTS

ASSOCIATED
TRANSPORTATION
ENGINEERS

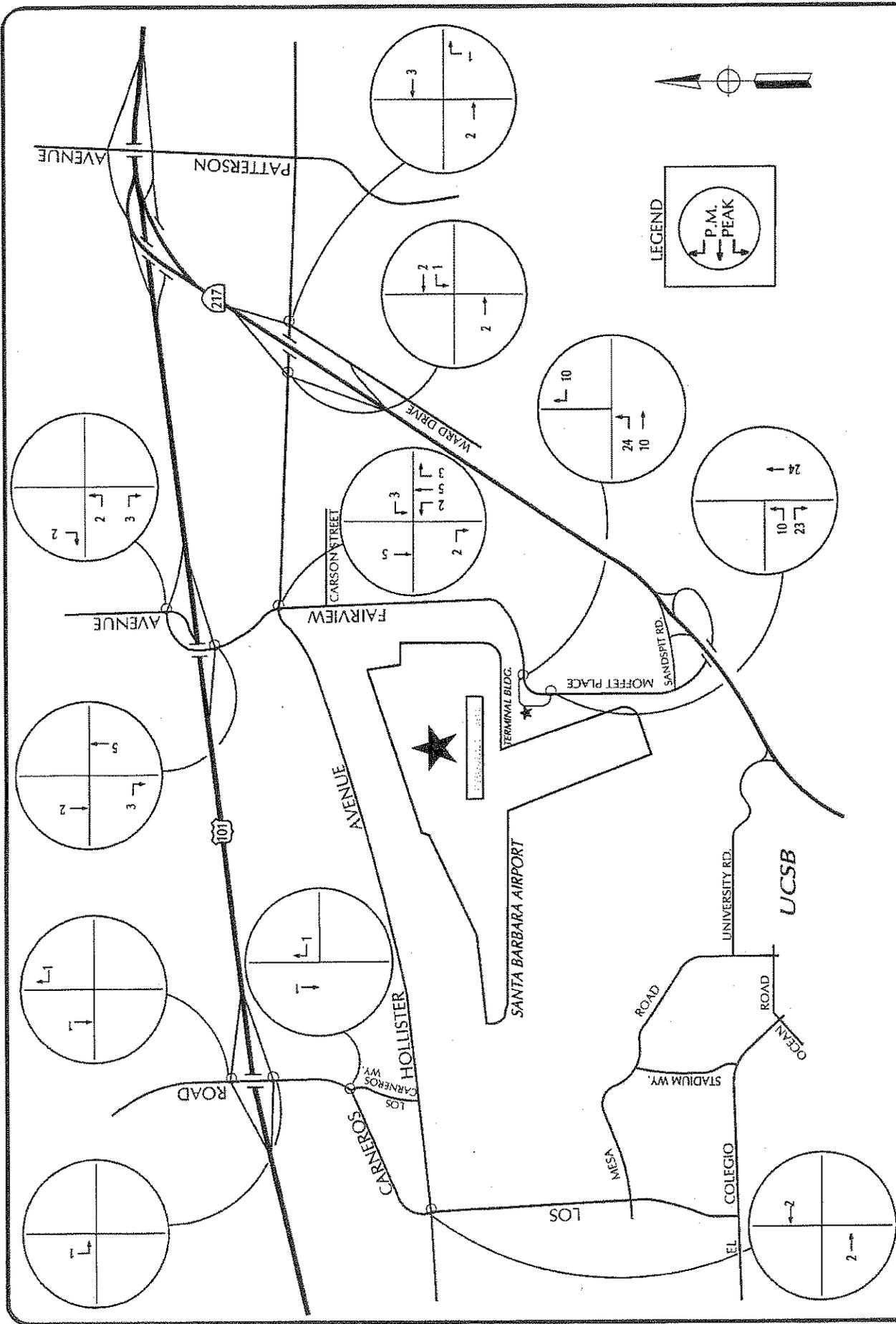


FIGURE G
LDH # 06100

LONG-TERM PROJECT ADDED P.M. PEAK HOUR TRAFFIC VOLUMES - ENPLANEMENTS

ASSOCIATED
TRANSPORTATION
ENGINEERS

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

- Reference 1 - Los Carneros Road/ U.S. 101 NB Ramps
- Reference 2 - Los Carneros Road/ U.S. 101 SB Ramps
- Reference 3 - Los Carneros Road/ Hollister Avenue
- Reference 4 - Fairview Avenue/ U.S. 101 NB Ramps
- Reference 5 - Fairview Avenue/ U.S. 101 SB Ramps
- Reference 6 - Fairview Avenue/ Hollister Avenue
- Reference 7 - S.R. 217 NB Ramps/ Hollister Avenue
- Reference 8 - S.R. 217 SB Ramps/ Hollister Avenue
- Reference 9 - Fowler Road/ Airport Entrance
- Reference 10 - Moffett Place/ Airport Exit
- Reference 11 - Los Carneros Road/ Calle Koral

SANTA BARBARA AIRPORT #06100
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 TIME PERIOD: **PM PEAK**
 N/S STREET: **LOS CARNEROS ROAD**
 E/W STREET: **US 101 NB RAMPS**
 CONTROL TYPE: SIGNAL

REFERENCE #01_PM_SHORT_TERM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	284	619	0	0	305	180	0	0	0	470	4	40
(B) PROJECT	1	0	0	0	1	0	0	0	0	0	0	1
(C) SHORT-TERM	309	682	0	0	311	181	0	0	0	678	4	48

GEOMETRICS

GEOMETRICS	NORTH BOUND		SOUTH BOUND		EAST BOUND	WEST BOUND	
	L	TT	T	TR		L	T

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: SHORT-TERM (C)
 SCENARIO 3: SHORT-TERM + PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES			SCENARIO V/C RATIOS					
			1	2	3	1	2	3			
NBL	1	1600	284	309	310	0.18 *	0.19 *	0.19 *			
NBT	2	3200	619	682	682	0.19	0.21	0.21			
NBR	0	0	0	0	0	0.00	0.00	0.00			
SBL	0	0	0	0	0	0.00	0.00	0.00			
SBT	2	3200	305	311	312	0.13 *	0.13 *	0.13 *			
SBR a.	0	0	110	110	110	0.00	0.00	0.00			
EBL	0	0	0	0	0	0.00	0.00	0.00			
EBT	0	0	0	0	0	0.00	0.00	0.00			
EBR	0	0	0	0	0	0.00	0.00	0.00			
WBL	0	0	470	678	678	0.00	0.00	0.00			
WBT	2	3200	4	4	4	0.16 *	0.22 *	0.22 *			
WBR b.	0	0	24	29	29	0.00	0.00	0.00			
LOST TIME:						0.10 *	0.10 *	0.10 *			*
INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:						0.57 A	0.64 B	0.64 B			

NOTES:
 a. 39% RTOR
 b. 40% RTOR

SANTA BARBARA AIRPORT #06100
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 TIME PERIOD: **PM PEAK**
 N/S STREET: **LOS CARNEROS ROAD**
 E/W STREET: **US 101 NB RAMP**
 CONTROL TYPE: SIGNAL

REFERENCE #01_PM_BUILDOUT

GP-1

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) BUILDOUT	287	964	0	0	299	185	0	0	0	588	7	122
(B) PROJECT	1	0	0	0	1	0	0	0	0	0	0	1

GEOMETRICS

GEOMETRICS	NORTH BOUND L TT	SOUTH BOUND T TR	EAST BOUND	WEST BOUND TT

TRAFFIC SCENARIOS

SCENARIO 1: BUILDOUT (A)
 SCENARIO 2: BUILDOUT + PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS					
			1	2	1	2	3	4		
NBL	1	1600	287	288	0.18 *	0.18 *				
NBT	2	3200	964	964	0.30	0.30				
NBR	0	0	0	0	0.00	0.00				
SBL	0	0	0	0	0.00	0.00				
SBT	2	3200	299	300	0.13 *	0.13 *				
SBR a.	0	0	113	113	0.00	0.00				
EBL	0	0	0	0	0.00	0.00				
EBT	0	0	0	0	0.00	0.00				
EBR	0	0	0	0	0.00	0.00				
WBL	0	0	588	588	0.00	0.00				
WBT	2	3200	7	7	0.21 *	0.21 *				
WBR b.	0	0	73	74	0.00	0.00				
LOST TIME:					0.10 *	0.10 *				
INTERSECTION CAPACITY UTILIZATION:					0.62	0.62				
LEVEL OF SERVICE:					B	B				

NOTES:

- a. 39% RTOR
- b. 40% RTOR

SANTA BARBARA AIRPORT #06100
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 TIME PERIOD: **PM PEAK**
 N/S STREET: **LOS CARNEROS ROAD**
 E/W STREET: **US 101 NB RAMP**
 CONTROL TYPE: SIGNAL

REFERENCE #01_PM_BUILDOUT

GP-2

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) BUILDOUT	157	1006	0	0	164	101	0	0	0	605	0	127
(B) PROJECT	1	0	0	0	1	0	0	0	0	0	0	1

GEOMETRICS

GEOMETRICS	NORTH BOUND L TT	SOUTH BOUND T TR	EAST BOUND	WEST BOUND TT
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TRAFFIC SCENARIOS

SCENARIO 1: BUILDOUT (A)
 SCENARIO 2: BUILDOUT + PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS					
			1	2	1	2	3	4		
NBL	1	1600	157	158	0.10	0.10				
NBT	2	3200	1006	1006	0.31 *	0.31 *				
NBR	0	0	0	0	0.00	0.00				
SBL	0	0	0	0	0.00 *	0.00 *				
SBT	2	3200	164	165	0.07	0.07				
SBR a.	0	0	62	62	0.00	0.00				
EBL	0	0	0	0	0.00	0.00				
EBT	0	0	0	0	0.00	0.00				
EBR	0	0	0	0	0.00	0.00				
WBL	0	0	605	605	0.00	0.00				
WBT	2	3200	0	0	0.21 *	0.21 *				
WBR b.	0	0	76	77	0.00	0.00				
LOST TIME:					0.10 *	0.10 *				
INTERSECTION CAPACITY UTILIZATION:					0.62	0.62				
LEVEL OF SERVICE:					B	B				

NOTES:

- a. 39% RTOR
- b. 40% RTOR

INTERSECTION CAPACITY UTILIZATION WORKSHEET

TIME PERIOD: **PM PEAK**
 N/S STREET: **LOS CARNEROS ROAD**
 E/W STREET: **US 101 SB RAMP**
 CONTROL TYPE: **SIGNAL**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	791	971	51	745	0	74	1	44	0	0	0
(B) PROJECT	0	1	0	1	0	0	0	0	0	0	0	0
(C) SHORT-TERM	0	872	1387	49	962	0	82	1	49	0	0	0

GEOMETRICS

GEOMETRICS	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
	T	TR	L	TT	LT	R		

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: SHORT-TERM (C)
 SCENARIO 3: SHORT-TERM + PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES			SCENARIO V/C RATIOS					
			1	2	3	1	2	3			
NBL	0	0	0	0	0	0.00	0.00	0.00			
NBT	1	1600	791	872	873	0.49	0.55	0.55			
NBR <i>a.</i>	1	1600	854	1221	1221	0.53 *	0.76 *	0.76 *			
SBL	1	1600	51	49	50	0.03 *	0.03 *	0.03 *			
SBT	2	3200	745	962	962	0.23	0.30	0.30			
SBR	0	0	0	0	0	0.00	0.00	0.00			
EBL	0	0	74	82	82	0.00	0.00	0.00			
EBT	1	1600	1	1	1	0.05 *	0.05 *	0.05 *			
EBR <i>b.</i>	1	1600	17	19	19	0.01	0.01	0.01			
WBL	0	0	0	0	0	0.00	0.00	0.00			
WBT	0	0	0	0	0	0.00	0.00	0.00			
WBR	0	0	0	0	0	0.00	0.00	0.00			
LOST TIME:						0.10 *	0.10 *	0.10 *			
INTERSECTION CAPACITY UTILIZATION:						0.71	0.94	0.94			
LEVEL OF SERVICE:						C	E	E			

NOTES:
a. 12% RTOR
b. 61% RTOR

SANTA BARBARA AIRPORT #06100
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 TIME PERIOD: **PM PEAK**
 N/S STREET: **LOS CARNEROS ROAD**
 E/W STREET: **US 101 SB RAMP**
 CONTROL TYPE: SIGNAL

REFERENCE #02_PM_BUILDOUT

GP-1

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) BUILDOUT	0	1204	1139	45	921	0	74	1	155	0	0	0
(B) PROJECT	0	1	0	1	0	0	0	0	1	0	0	0

GEOMETRICS

GEOMETRICS	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
	T	TR	L	TT	LT	R	L	T

TRAFFIC SCENARIOS

SCENARIO 1: BUILDOUT (A)
 SCENARIO 2: BUILDOUT + PROJECT(A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS					
			1	2	1	2	3	4		
NBL	0	0	0	0	0.00	0.00				
NBT	2	3200	1204	1205	0.69 *	0.69 *				
NBR a.	0	0	1002	1002	0.00	0.00				
SBL	1	1600	45	46	0.03 *	0.03 *				
SBT	2	3200	921	921	0.29	0.29				
SBR	0	0	0	0	0.00	0.00				
EBL	0	0	74	74	0.00	0.00				
EBT	1	1600	1	1	0.05 *	0.05 *				
EBR b.	1	1600	60	61	0.04	0.04				
WBL	0	0	0	0	0.00	0.00				
WBT	0	0	0	0	0.00	0.00				
WBR	0	0	0	0	0.00	0.00				
LOST TIME:					0.10 *	0.10 *				
INTERSECTION CAPACITY UTILIZATION:					0.87	0.87				
LEVEL OF SERVICE:					D	D				

NOTES:
 a. 12% RTOR
 b. 61% RTOR

SANTA BARBARA AIRPORT #06100
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 TIME PERIOD: PM PEAK
 N/S STREET: LOS CARNEROS ROAD
 E/W STREET: US 101 SB RAMP
 CONTROL TYPE: SIGNAL

REFERENCE #02_PM_BUILDOUT

GP-2

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) BUILDOUT	0	940	1067	67	701	0	223	0	48	0	0	0
(B) PROJECT	0	1	0	1	0	0	0	0	1	0	0	0

GEOMETRICS

GEOMETRICS	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
	T	TR	L	TT	LT	R	L	T

TRAFFIC SCENARIOS

SCENARIO 1: BUILDOUT (A)
 SCENARIO 2: BUILDOUT + PROJECT(A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS					
			1	2	1	2	3	4		
NBL	0	0	0	0	0.00	0.00				
NBT	2	3200	940	941	0.59 *	0.59 *				
NBR a.	0	0	939	939	0.00	0.00				
SBL	1	1600	67	68	0.04 *	0.04 *				
SBT	2	3200	701	701	0.22	0.22				
SBR	0	0	0	0	0.00	0.00				
EBL	0	0	223	223	0.00	0.00				
EBT	1	1600	0	0	0.14 *	0.14 *				
EBR b.	1	1600	19	19	0.01	0.01				
WBL	0	0	0	0	0.00	0.00				
WBT	0	0	0	0	0.00	0.00				
WBR	0	0	0	0	0.00	0.00				
LOST TIME:					0.10 *	0.10 *				
INTERSECTION CAPACITY UTILIZATION:					0.87	0.87				
LEVEL OF SERVICE:					D	D				

NOTES:
 a. 12% RTOR
 b. 61% RTOR

01/12/07

SANTA BARBARA AIRPORT #06100

REFERENCE #03_PM_SHORT_TERM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

TIME PERIOD: **PM PEAK**

N/S STREET: **LOS CARNEROS ROAD**

E/W STREET: **HOLLISTER**

CONTROL TYPE: **SIGNAL**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	229	576	123	64	549	141	153	402	108	205	662	42
(B) PROJECT	0	0	0	0	0	0	0	1	0	0	1	0
(C) SHORT-TERM	270	687	136	78	667	239	377	405	165	213	721	55

GEOMETRICS

GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	TT	R	L	TT	R	LL	T	TR	L	T	R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: SHORT-TERM (C)
 SCENARIO 3: SHORT-TERM + PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES			SCENARIO V/C RATIOS		
			1	2	3	1	2	3
NBL	1	1600	229	270	270	0.14 *	0.17 *	0.17 *
NBT	2	3200	576	687	667	0.18	0.21	0.21
NBR a.	1	1600	68	75	75	0.04	0.05	0.05
SBL	1	1600	64	78	78	0.04	0.05	0.05
SBT	2	3200	549	667	667	0.17 *	0.21 *	0.21 *
SBR b.	1	1600	85	143	143	0.05	0.09	0.09
EBL	2	3200	153	377	377	0.05	0.12 *	0.12 *
EBT	2	3200	402	405	406	0.15 *	0.16	0.16
EBR c.	0	0	73	112	112	0.00	0.00	0.00
WBL	1	1600	205	213	213	0.13 *	0.13	0.13
WBT	2	3200	662	721	722	0.21	0.23 *	0.23 *
WBR d.	0	0	18	24	24	0.00	0.00	0.00

LOST TIME:

0.10 * 0.10 * 0.10 *

INTERSECTION CAPACITY UTILIZATION:
 LEVEL OF SERVICE:

0.69 0.83 0.83
 B D D

NOTES:

- a. 46%RTOR
- b. 40%RTOR
- c. 32%RTOR
- d. 57%RTOR

01/12/07

23

SANTA BARBARA AIRPORT #06100
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 TIME PERIOD: **PM PEAK**
 N/S STREET: **LOS CARNEROS ROAD**
 E/W STREET: **HOLLISTER ROAD**
 CONTROL TYPE: SIGNAL

REFERENCE #03_PM_BUILDOUT

GP-1

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) BUILDOUT	344	727	124	72	656	245	307	626	179	210	766	42
(B) PROJECT	0	0	0	0	0	0	0	3	0	0	3	0

GEOMETRICS

GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R

TRAFFIC SCENARIOS

SCENARIO 1: BUILDOUT (A)
 SCENARIO 2: BUILDOUT + PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS					
			1	2	1	2	3	4		
NBL	1	1600	344	344	0.22 *	0.22 *				
NBT	2	3200	727	727	0.23	0.23				
NBR a.	1	1600	68	68	0.04	0.04				
SBL	1	1600	72	72	0.05	0.05				
SBT	2	3200	656	656	0.21 *	0.21 *				
SBR b.	1	1600	149	149	0.09	0.09				
EBL	2	3200	307	307	0.10	0.10				
EBT	2	3200	626	629	0.23 *	0.23 *				
EBR c.	0	0	122	122	0.00	0.00				
WBL	1	1600	210	210	0.13 *	0.13 *				
WBT	2	3200	766	769	0.25	0.25				
WBR d.	0	0	18	18	0.00	0.00				
LOST TIME:					0.10 *	0.10 *				
INTERSECTION CAPACITY UTILIZATION:					0.89	0.89				
LEVEL OF SERVICE:					D	D				

NOTES:

- a. 45% RTOR
- b. 39% RTOR
- c. 32% RTOR
- d. 57% RTOR

01/12/07

SANTA BARBARA AIRPORT #06100
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 TIME PERIOD: **PM PEAK**
 N/S STREET: **LOS CARNEROS ROAD**
 E/W STREET: **HOLLISTER ROAD**
 CONTROL TYPE: SIGNAL

REFERENCE #03_PM_BUILDOUT

GP-2

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) BUILDOUT	299	673	213	56	548	470	424	535	262	281	721	31
(B) PROJECT	0	0	0	0	0	0	0	3	0	0	3	0

GEOMETRICS

GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R

TRAFFIC SCENARIOS

SCENARIO 1: BUILDOUT (A)
 SCENARIO 2: BUILDOUT + PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS					
			1	2	1	2	3	4		
NBL	1	1600	299	299	0.19 *	0.19 *				
NBT	2	3200	673	673	0.21	0.21				
NBR a.	1	1600	117	117	0.07	0.07				
SBL	1	1600	56	56	0.04	0.04				
SBT	2	3200	548	548	0.17 *	0.17 *				
SBR b.	1	1600	287	287	0.18	0.18				
EBL	2	3200	424	424	0.13	0.13				
EBT	2	3200	535	536	0.22 *	0.22 *				
EBR c.	0	0	178	178	0.00	0.00				
WBL	1	1600	281	281	0.18 *	0.18 *				
WBT	2	3200	721	724	0.23	0.23				
WBR d.	0	0	13	13	0.00	0.00				
LOST TIME:					0.10 *	0.10 *				
INTERSECTION CAPACITY UTILIZATION:					0.86	0.86				
LEVEL OF SERVICE:					D	D				

NOTES:

- a. 45% RTOR
- b. 39% RTOR
- c. 32% RTOR
- d. 57% RTOR

01/12/07

25

INTERSECTION CAPACITY UTILIZATION WORKSHEET

TIME PERIOD: **PM PEAK**

N/S STREET: **FAIRVIEW AVENUE/ US 101 NB ON RAMP**

E/W STREET: **FAIRVIEW AVENUE/ US 101 NB OFF RAMP**

CONTROL TYPE: **SIGNAL**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	0	0	0	282	735	856	0	257	0	222	597
(B) PROJECT	0	0	0	0	0	0	0	0	2	0	2	0
(C) SHORT-TERM	0	0	0	0	341	785	888	0	145	0	353	676

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
		T RR	LL R	T R

TRAFFIC SCENARIOS

- SCENARIO 1: EXISTING (A)
- SCENARIO 2: SHORT-TERM (C)
- SCENARIO 3: SHORT-TERM + PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES			SCENARIO V/C RATIOS		
			1	2	3	1	2	3
NBL	0	0	0	0	0	0.00	0.00	0.00
NBT	0	0	0	0	0	0.00	0.00	0.00
NBR	0	0	0	0	0	0.00	0.00	0.00
SBL	0	0	0	0	0	0.00	0.00	0.00
SBT	1	1600	282	341	341	0.18 *	0.21 *	0.21 *
SBR a.	2	3200	735	785	785	0.23	0.25	0.25
EBL	0	0	856	888	888	0.00	0.00	0.00
EBT	2	3200	0	0	0	0.30 *	0.29 *	0.29 *
EBR b.	0	0	98	55	56	0.00	0.00	0.00
WBL	0	0	0	0	0	0.00	0.00	0.00
WBT	1	1600	222	353	355	0.14	0.22	0.22
WBR c.	1	1800	297	315	315	0.19 *	0.20 *	0.20 *
LOST TIME:						0.10 *	0.10 *	0.10 *
INTERSECTION CAPACITY UTILIZATION:						0.77	0.80	0.80
LEVEL OF SERVICE:						C	C	C

NOTES:

- a. Free RT
- b. 62% RTOR
- c. 3% RTOR+ Volume Reduced For Green Arrow Overlap (SB Thru)

SANTA BARBARA AIRPORT #06100
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 TIME PERIOD: **PM PEAK**
 N/S STREET: **FAIRVIEW AVENUE/ ON RAMP**
 E/W STREET: **FAIRVIEW AVENUE/ US 101 NB RAMP**
 CONTROL TYPE: SIGNAL

REFERENCE #04_PM_BUILDOUT
 GP-1

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) BUILDOUT	0	0	0	0	457	728	849	0	245	0	488	661
(B) PROJECT	0	0	0	0	0	2	2	0	3	0	5	0

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
		T RR	LL R	T R

TRAFFIC SCENARIOS

SCENARIO 1: BUILDOUT (A)
 SCENARIO 2: BUILDOUT + PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS					
			1	2	1	2	3	4		
NBL	0	0	0	0	0.00	0.00				
NBT	0	0	0	0	0.00	0.00				
NBR	0	0	0	0	0.00	0.00				
SBL	0	0	0	0	0.00	0.00				
SBT	1	1600	457	457	0.29 *	0.29 *				
SBR a.	2	3200	0	0	0.00	0.00				
EBL	0	0	849	851	0.00	0.00				
EBT	2	3200	0	0	0.30 *	0.30 *				
EBR b.	0	0	123	124	0.00	0.00				
WBL	0	0	0	0	0.00	0.00				
WBT	1	1600	488	493	0.31	0.31				
WBR c.	1	1600	184	184	0.12 *	0.12 *				
LOST TIME:					0.10 *	0.10 *				
INTERSECTION CAPACITY UTILIZATION:					0.81	0.81				
LEVEL OF SERVICE:					D	D				

NOTES:
 a. 100% RTOR
 b. 50% RTOR
 c. 3% RTOR+ Volume Reduced For Green Arrow Overlap (SB Thru)

SANTA BARBARA AIRPORT #06100
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 TIME PERIOD: **PM PEAK**
 N/S STREET: **FAIRVIEW AVENUE/ ON RAMP**
 E/W STREET: **FAIRVIEW AVENUE/ US 101 NB RAMP**
 CONTROL TYPE: SIGNAL

REFERENCE #04_PM_BUILDOUT

GP-2

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) BUILDOUT	0	0	0	0	339	715	647	0	360	0	412	725
(B) PROJECT	0	0	0	0	0	2	2	0	3	0	5	0

GEOMETRICS

GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R

TRAFFIC SCENARIOS

SCENARIO 1: BUILDOUT (A)
 SCENARIO 2: BUILDOUT + PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS					
			1	2	1	2	3	4		
NBL	0	0	0	0	0.00	0.00				
NBT	0	0	0	0	0.00	0.00				
NBR	0	0	0	0	0.00	0.00				
SBL	0	0	0	0	0.00	0.00				
SBT	1	1600	339	339	0.21 *	0.21 *				
SBR a.	2	3200	0	0	0.00	0.00				
EBL	0	0	647	649	0.00	0.00				
EBT	2	3200	0	0	0.26 *	0.26 *				
EBR b.	0	0	180	182	0.00	0.00				
WBL	0	0	0	0	0.00	0.00				
WBT	1	1600	412	417	0.26	0.26				
WBR c.	1	1600	364	364	0.23 *	0.23 *				
LOST TIME:					0.10 *	0.10 *				
INTERSECTION CAPACITY UTILIZATION:					0.88	0.80				
LEVEL OF SERVICE:					C	C				

NOTES:
 a. 100% RTOR
 b. 50% RTOR
 c. 3% RTOR+ Volume Reduced For Green Arrow Overlap (SB Thru)

02/26/07

SANTA BARBARA AIRPORT #06100
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 TIME PERIOD: PM PEAK
 N/S STREET: FAIRVIEW AVENUE
 E/W STREET: US 101 SB RAMP
 CONTROL TYPE: SIGNAL

REFERENCE #05_PM_SHORT_TERM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	693	414	368	588	0	226	0	141	0	0	0
(B) PROJECT	0	2	2	0	2	0	0	0	2	0	0	0
(C) SHORT-TERM	0	718	483	378	618	0	241	0	195	0	0	0

GEOMETRICS

GEOMETRICS	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
	TT	R	LL	TT	LT	R		

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: SHORT-TERM (C)
 SCENARIO 3: SHORT-TERM + PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES			SCENARIO V/C RATIOS					
			1	2	3	1	2	3			
NBL	0	0	0	0	0	0.00	0.00	0.00			
NBT	2	3200	693	718	720	0.22 *	0.22 *	0.23 *			
NBR a.	1	1600	414	483	485	0.26	0.30	0.30			
SBL	2	3200	368	378	378	0.12 *	0.12 *	0.12 *			
SBT	2	3200	588	618	620	0.18	0.19	0.19			
SBR	0	0	0	0	0	0.00	0.00	0.00			
EBL	1	1600	226	241	241	0.14 *	0.15 *	0.15 *			
EBT	0	0	0	0	0	0.00	0.00	0.00			
EBR	1	1600	141	195	197	0.09	0.12	0.12			
WBL	0	0	0	0	0	0.00	0.00	0.00			
WBT	0	0	0	0	0	0.00	0.00	0.00			
WBR	0	0	0	0	0	0.00	0.00	0.00			

LOST TIME:

0.10 * 0.10 * 0.10 *

INTERSECTION CAPACITY UTILIZATION:
 LEVEL OF SERVICE:

0.58 0.59 0.60
 A A A

NOTES:

a. Not critical due to RTOR overlap with off ramp

SANTA BARBARA AIRPORT #06100
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 TIME PERIOD: **PM PEAK**
 N/S STREET: **FAIRVIEW AVENUE**
 E/W STREET: **US 101 SB RAMP**
 CONTROL TYPE: **SIGNAL**

REFERENCE #05_PM_BUILDOUT

GP-1

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) BUILDOUT	0	1018	726	368	846	0	226	0	252	0	0	0
(B) PROJECT	0	5	5	0	7	0	0	0	3	0	0	0

GEOMETRICS

GEOMETRICS	NORTH BOUND TT R	SOUTH BOUND LL TT	EAST BOUND LT R	WEST BOUND
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TRAFFIC SCENARIOS

SCENARIO 1: BUILDOUT (A)
 SCENARIO 2: BUILDOUT + PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES			SCENARIO V/C RATIOS					
			1	2		1	2	4			
NBL	0	0	0	0	0	0.00	0.00				
NBT	2	3200	1018	1023	1018	0.32 *	0.32 *				
NBR a.	1	1600	726	731	726	0.45	0.46				
SBL	2	3200	368	368	368	0.12 *	0.12 *				
SBT	2	3200	846	853	846	0.26	0.27				
SBR	0	0	0	0	0	0.00	0.00				
EBL	1	1600	226	226	226	0.14 *	0.14 *				
EBT	0	0	0	0	0	0.00	0.00				
EBR	1	1600	252	255	252	0.16	0.16				
WBL	0	0	0	0	0	0.00	0.00				
WBT	0	0	0	0	0	0.00	0.00				
WBR	0	0	0	0	0	0.00	0.00				
LOST TIME:						0.10 *	0.10 *				
INTERSECTION CAPACITY UTILIZATION:						0.68	0.68				
LEVEL OF SERVICE:						B	B				

NOTES:

SANTA BARBARA AIRPORT #06100
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 TIME PERIOD: **PM PEAK**
 N/S STREET: **FAIRVIEW AVENUE**
 E/W STREET: **US 101 SB RAMP**
 CONTROL TYPE: **SIGNAL**

REFERENCE #05_PM_BUILDOUT

GP-2

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) BUILDOUT	0	902	606	232	888	0	87	0	426	0	0	0
(B) PROJECT	0	5	5	0	7	0	0	0	3	0	0	0

GEOMETRICS

GEOMETRICS	NORTH BOUND TT R	SOUTH BOUND LL TT	EAST BOUND LT R	WEST BOUND
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TRAFFIC SCENARIOS

SCENARIO 1: BUILDOUT (A)
 SCENARIO 2: BUILDOUT + PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES			SCENARIO V/C RATIOS					
			1	2		1	2	3	4		
NBL	0	0	0	0	0	0.00	0.00				
NBT	2	3200	902	907	902	0.28 *	0.28 *				
NBR #	1	1600	606	611	606	0.38	0.38				
SBL	2	3200	232	232	232	0.07 *	0.07 *				
SBT	2	3200	888	895	888	0.28	0.28				
SBR	0	0	0	0	0	0.00	0.00				
EBL	1	1600	87	87	87	0.05 *	0.05 *				
EBT	0	0	0	0	0	0.00	0.00				
EBR	1	1600	426	429	426	0.27	0.27				
WBL	0	0	0	0	0	0.00	0.00				
WBT	0	0	0	0	0	0.00	0.00				
WBR	0	0	0	0	0	0.00	0.00				
LOST TIME:						0.10 *	0.10 *				
INTERSECTION CAPACITY UTILIZATION:						0.50	0.50				
LEVEL OF SERVICE:						A	A				

NOTES:

SANTA BARBARA AIRPORT #06100
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 TIME PERIOD: **PM PEAK**
 N/S STREET: **FAIRVIEW AVENUE**
 E/W STREET: **HOLLISTER AVENUE**
 CONTROL TYPE: SIGNAL

REFERENCE #06_PM_SHORT_TERM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	79	315	52	284	125	213	462	554	68	34	626	566
(B) PROJECT	1	2	2	0	2	2	2	0	1	2	0	0
(C) SHORT-TERM	105	386	62	292	168	191	480	745	83	9	617	523

GEOMETRICS

GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	TR	LL	TT	R	LL	TT	R	L	TT	R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: SHORT-TERM (C)
 SCENARIO 3: SHORT-TERM + PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES			SCENARIO V/C RATIOS					
			1	2	3	1	2	3			
NBL	1	1600	79	105	106	0.05	0.07	0.07			
NBT	2	3200	315	386	388	0.11 *	0.13 *	0.14 *			
NBR a.	0	0	38	45	47	0.00	0.00	0.00			
SBL	2	3200	284	292	292	0.09 *	0.09 *	0.09 *			
SBT	2	3200	125	168	170	0.04	0.05	0.05			
SBR b.	1	1600	158	141	143	0.10	0.09	0.09			
EBL	2	3200	462	480	482	0.14 *	0.15 *	0.15 *			
EBT	2	3200	554	745	745	0.17	0.23	0.23			
EBR c.	1	1600	56	68	69	0.04	0.04	0.04			
WBL	1	1600	34	9	11	0.02	0.01	0.01			
WBT	2	3200	626	617	617	0.20	0.19	0.19			
WBR d.	1	1600	379	335	335	0.24 *	0.21 *	0.21 *			
LOST TIME:						0.10 *	0.10 *	0.10 *			
INTERSECTION CAPACITY UTILIZATION:						0.68	0.68	0.69			
LEVEL OF SERVICE:						B	B	B			

NOTES:
 a. 27% RTOR
 b. 26% RTOR
 c. 18% RTOR
 d. 8% RTOR + Volume Reduced for green arrow overlap (SB Lefts)

SANTA BARBARA AIRPORT #06100
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 TIME PERIOD: **PM PEAK**
 N/S STREET: **FAIRVIEW AVENUE**
 E/W STREET: **HOLLISTER AVENUE**
 CONTROL TYPE: SIGNAL

REFERENCE #06_PM_BUILDOUT
GP-1

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) BUILDOUT	130	578	136	418	259	296	526	677	117	43	635	606
(B) PROJECT	2	5	3	0	5	5	5	0	2	3	0	0

GEOMETRICS

GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	LL	TT	R	LL	TT	R	L	TT	R

TRAFFIC SCENARIOS

SCENARIO 1: BUILDOUT (A)
 SCENARIO 2: BUILDOUT + PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS					
			1	2	1	2	3	4		
NBL	1	1600	130	132	0.05	0.05				
NBT	2	3200	578	583	0.15 *	0.15 *				
NBR a.	0	0	110	113	0.00	0.00				
SBL	2	3200	418	418	0.09 *	0.09 *				
SBT	2	3200	259	264	0.05	0.05				
SBR b.	1	1600	225	229	0.09	0.09				
EBL	2	3200	526	531	0.15 *	0.15 *				
EBT	2	3200	677	677	0.23	0.23				
EBR c.	1	1600	97	99	0.05	0.05				
WBL	1	1600	43	46	0.01	0.01				
WBT	2	3200	635	635	0.19	0.19				
WBR d.	1	1600	342	342	0.21 *	0.21 *				
LOST TIME:					0.10 *	0.10 *				
INTERSECTION CAPACITY UTILIZATION:					0.70	0.70				
LEVEL OF SERVICE:					B	B				

NOTES:

- a. 19% RTOR
- b. 24% RTOR
- c. 17% RTOR
- d. 9% RTOR + Volume Reduced for green arrow overlap (SB Lefts)

02/26/07

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SANTA BARBARA AIRPORT #06100
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 TIME PERIOD: **PM PEAK**
 N/S STREET: **FAIRVIEW AVENUE**
 E/W STREET: **HOLLISTER AVENUE**
 CONTROL TYPE: SIGNAL

REFERENCE #06_PM_BUILDOUT

GP-2

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) BUILDOUT	225	641	102	419	305	277	633	678	33	75	345	662
(B) PROJECT	2	5	3	0	5	5	5	0	2	3	0	0

GEOMETRICS

GEOMETRICS	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	LL	TT	R	LL	TT	R	L	TT	R

TRAFFIC SCENARIOS

SCENARIO 1: BUILDOUT (A)
 SCENARIO 2: BUILDOUT + PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS					
			1	2	1	2	3	4		
NBL	1	1600	225	227	0.14	0.14				
NBT	2	3200	641	646	0.23 *	0.23 *				
NBR a.	0	0	83	85	0.00	0.00				
SBL	2	3200	419	419	0.13 *	0.13 *				
SBT	2	3200	305	310	0.10	0.10				
SBR b.	1	1600	211	214	0.13	0.13				
EBL	2	3200	633	638	0.20 *	0.20 *				
EBT	2	3200	678	678	0.21	0.21				
EBR c.	1	1600	27	29	0.02	0.02				
WBL	1	1600	75	78	0.05	0.05				
WBT	2	3200	345	345	0.11	0.11				
WBR d.	1	1600	392.5	392.5	0.25 *	0.25 *				
LOST TIME:					0.10 *	0.10 *				
INTERSECTION CAPACITY UTILIZATION:					0.91	0.91				
LEVEL OF SERVICE:					E	E				

NOTES:

- a. 19% RTOR
- b. 24% RTOR
- c. 17% RTOR
- d. 9% RTOR + Volume Reduced for green arrow overlap (SB Lefts)

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SANTA BARBARA AIRPORT #06100
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 TIME PERIOD: **PM PEAK**
 N/S STREET: **SR 217 NB RAMP**
 E/W STREET: **HOLLISTER AVENUE**
 CONTROL TYPE: SIGNAL

REFERENCE #07_PM_SHORT_TERM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	162	162	235	0	0	0	580	739	75	25	640	75
(B) PROJECT	0	0	1	0	0	0	0	1	0	0	2	0
(C) SHORT-TERM	162	214	473	0	0	0	620	989	117	46	658	135

GEOMETRICS

GEOMETRICS	NORTH BOUND LT R	SOUTH BOUND	EAST BOUND LL T TR	WEST BOUND L TT R
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TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: SHORT-TERM (C)
 SCENARIO 3: SHORT-TERM + PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES			SCENARIO V/C RATIOS					
			1	2	3	1	2	3			
NBL	0	0	162	162	162	0.00	0.00	0.00			
NBT	1	1600	162	214	214	0.20 *	0.24 *	0.24 *			
NBR	1	1600	143	289	289	0.09	0.18	0.18			
SBL	0	0	0	0	0	0.00	0.00	0.00			
SBT	0	0	0	0	0	0.00	0.00	0.00			
SBR	0	0	0	0	0	0.00	0.00	0.00			
EBL	2	3200	580	620	620	0.18 *	0.19 *	0.19 *			
EBT	2	3200	739	989	990	0.25	0.34	0.34			
EBR	0	0	58	90	90	0.00	0.00	0.00			
WBL	1	1600	25	46	46	0.02	0.03	0.03			
WBT	2	3200	640	658	660	0.20 *	0.21 *	0.21 *			
WBR	1	1600	49	86	86	0.03	0.06	0.06			
LOST TIME:						0.10 *	0.10 *	0.10 *			
INTERSECTION CAPACITY UTILIZATION:						0.66	0.74	0.74			
LEVEL OF SERVICE:						B	C	C			

NOTES:

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SANTA BARBARA AIRPORT #06100
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 TIME PERIOD: **PM PEAK**
 N/S STREET: **SR 217 NB RAMP**
 E/W STREET: **HOLLISTER AVENUE**
 CONTROL TYPE: **SIGNAL**

REFERENCE #07_PM_BUILDOUT

GP-1

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) BUILDOUT	163	211	339	0	0	0	638	1000	100	42	630	76
(B) PROJECT	0	0	1	0	0	0	0	2	0	0	3	0

GEOMETRICS

GEOMETRICS	NORTH BOUND LT R	SOUTH BOUND	EAST BOUND LL T TR	WEST BOUND L TT R

TRAFFIC SCENARIOS

SCENARIO 1: BUILDOUT (A)
 SCENARIO 2: BUILDOUT + PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS					
			1	2	1	2	3	4		
NBL	0	0	163	163	0.00	0.00				
NBT	1	1600	211	211	0.23 *	0.23 *				
NBR a.	1	1600	207	207	0.13	0.13				
SBL	0	0	0	0	0.00	0.00				
SBT	0	0	0	0	0.00	0.00				
SBR	0	0	0	0	0.00	0.00				
EBL	2	3200	638	638	0.20 *	0.20 *				
EBT	2	3200	1000	1002	0.34	0.34				
EBR b.	0	0	77	77	0.00	0.00				
WBL	1	1600	42	42	0.03	0.03				
WBT	2	3200	630	633	0.20 *	0.20 *				
WBR c.	1	1600	50	50	0.03	0.03				
LOST TIME:					0.10 *	0.10 *				
INTERSECTION CAPACITY UTILIZATION:					0.73	0.73				
LEVEL OF SERVICE:					C	C				

NOTES:
 a. 39% RTOR
 b. 33% RTOR
 c. 34% RTOR

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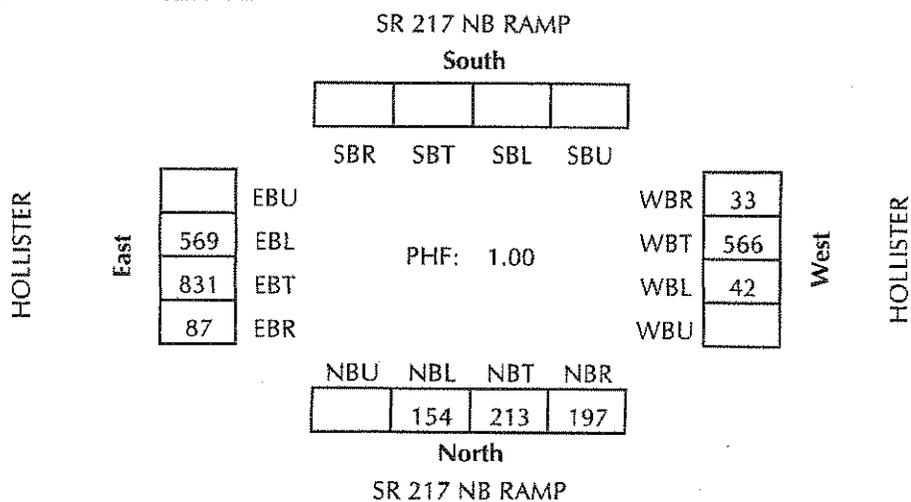
ASSOCIATED TRANSPORTATION ENGINEERS

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FHWA ROUNDABOUT ANALYSIS CALCULATION SHEET

Project: SANTA BARBARA AIRPORT#06100
Location: GOLETA
Analyst: LDH
Date: 11/2/2006

Analysis Year: Cumulative - GP-2
Analysis Period: P.M. Peak Hour



Model	N	S	E	W
Traffic Mix				
Single-unit Truck or Bus	4.00%	4.00%	4.00%	4.00%
Truck With Trailer	1.00%	1.00%	1.00%	1.00%

Approach	N	S	E	W
Number of Circulating Lanes	2	0	2	2
Short/Flared Approach?(a)	N	N	N	N
Number of Vehicle Spaces				
Entering Volume (pce/h)	581	0	1532	660
Circulating Volume (pce/h)	1442	785	44	964
Capacity (pce/h)	1392	#N/A	2393	1734

V/C	0.42	#N/A	0.64	0.38
-----	------	------	------	------

Control Delay (sec/veh)	4.4	#N/A	4.2	3.4
Approach 95% queue (veh)	2.1	#N/A	5.3	1.8

(a) For single lane entries at 2-lane roundabouts, set Short/Flared Approach to Y, set Number of Vehicle Spaces to 0.

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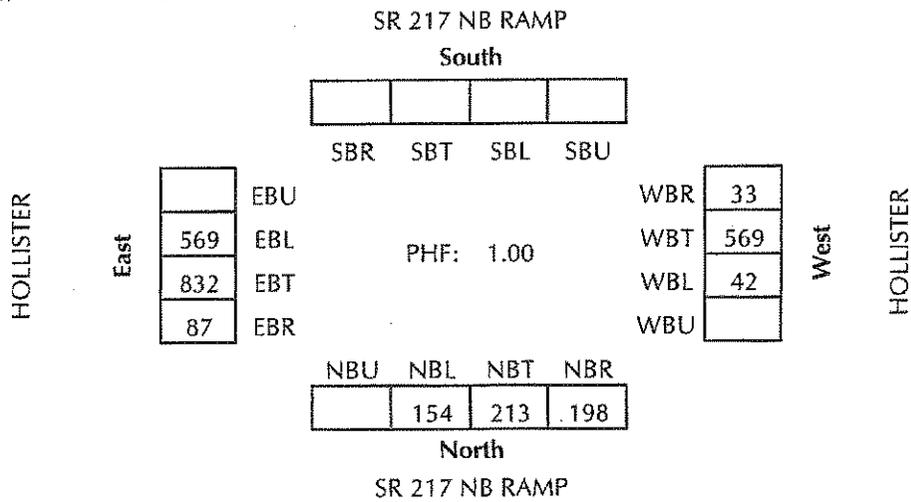
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FHWA ROUNDABOUT ANALYSIS CALCULATION SHEET

Project: SANTA BARBARA AIRPORT#06100
Location: GOLETA
Analyst: LDH
Date: 11/2/2006

Analysis Year: Cumulative + Project - GP-2
Analysis Period: P.M. Peak Hour



Model	N	S	E	W
Traffic Mix				
Single-unit Truck or Bus	4.00%	4.00%	4.00%	4.00%
Truck With Trailer	1.00%	1.00%	1.00%	1.00%

Approach	N	S	E	W
Number of Circulating Lanes	2	0	2	2
Short/Flared Approach?(a)	N	N	N	N
Number of Vehicle Spaces				
Entering Volume (pce/h)	582	0	1533	664
Circulating Volume (pce/h)	1443	788	44	964
Capacity (pce/h)	1391	#N/A	2393	1734

V/C	0.42	#N/A	0.64	0.38
-----	------	------	------	------

Control Delay (sec/veh)	4.4	#N/A	4.2	3.4
Approach 95% queue (veh)	2.1	#N/A	5.3	1.9

(a) For single lane entries at 2-lane roundabouts, set Short/Flared Approach to Y, set Number of Vehicle Spaces to 0.

SANTA BARBARA AIRPORT #06100
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 TIME PERIOD: **PM PEAK**
 N/S STREET: **SR 217 SB RAMP**
 E/W STREET: **HOLLISTER AVENUE**
 CONTROL TYPE: SIGNAL

REFERENCE #08_PM_SHORT_TERM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	0	0	52	1	559	0	1328	54	117	673	0
(B) PROJECT	0	0	0	0	0	0	0	1	0	1	1	0
(C) SHORT-TERM	0	0	0	101	2	696	0	1596	127	143	679	0

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
		LTR R	T TR	L TT

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: SHORT-TERM (C)
 SCENARIO 3: SHORT-TERM + PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES			SCENARIO V/C RATIOS		
			1	2	3	1	2	3
NBL	0	0	0	0	0	0.00	0.00	0.00
NBT	0	0	0	0	0	0.00	0.00	0.00
NBR	0	0	0	0	0	0.00	0.00	0.00
SBL	0	0	52	101	101	0.00	0.00	0.00
SBT	2	3200	1	2	2	0.19 *	0.25 *	0.25 *
SBR	0	0	553	689	689	0.00	0.00	0.00
EBL	0	0	0	0	0	0.00	0.00	0.00
EBT	2	3200	1328	1596	1597	0.43 *	0.53 *	0.53 *
EBR	0	0	44	103	103	0.00	0.00	0.00
WBL	1	1600	117	143	144	0.07 *	0.09 *	0.09 *
WBT	2	3200	673	679	680	0.21	0.21	0.21
WBR	0	0	0	0	0	0.00	0.00	0.00
LOST TIME:						0.10 *	0.10 *	0.10 *
INTERSECTION CAPACITY UTILIZATION:						0.79	0.97	0.97
LEVEL OF SERVICE:						C	E	E

NOTES:

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SANTA BARBARA AIRPORT #06100
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 TIME PERIOD: **PM PEAK**
 N/S STREET: **SR 217 SB RAMP**
 E/W STREET: **HOLLISTER AVENUE**
 CONTROL TYPE: **SIGNAL**

REFERENCE #08_PM_BUILDOUT

GP-1

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) BUILDOUT	0	0	0	98	2	858	0	1614	70	110	667	0
(B) PROJECT	0	0	0	0	0	0	0	2	0	1	2	0

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T R	L T R	T TR	L TT

TRAFFIC SCENARIOS

SCENARIO 1: BUILDOUT (A)
 SCENARIO 2: BUILDOUT + PROJECT(A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS					
			1	2	1	2	3	4		
NBL	0	0	0	0	0.00	0.00				
NBT	0	0	0	0	0.00	0.00				
NBR	0	0	0	0	0.00	0.00				
SBL	0	0	98	98	0.00	0.00				
SBT	2	3200	2	2	0.30 *	0.30 *				
SBR a.	0	0	849	849	0.00	0.00				
EBL	0	0	0	0	0.00	0.00				
EBT	2	3200	1614	1616	0.52 *	0.52 *				
EBR b.	0	0	57	57	0.00	0.00				
WBL	1	1600	110	111	0.07 *	0.07 *				
WBT	2	3200	667	669	0.21	0.21				
WBR	0	0	0	0	0.00	0.00				
LOST TIME:					0.10 *	0.10 *				
INTERSECTION CAPACITY UTILIZATION:					0.99	0.99				
LEVEL OF SERVICE:					E	E				

NOTES:

- a. 1% RTOR
- b. 19% RTOR



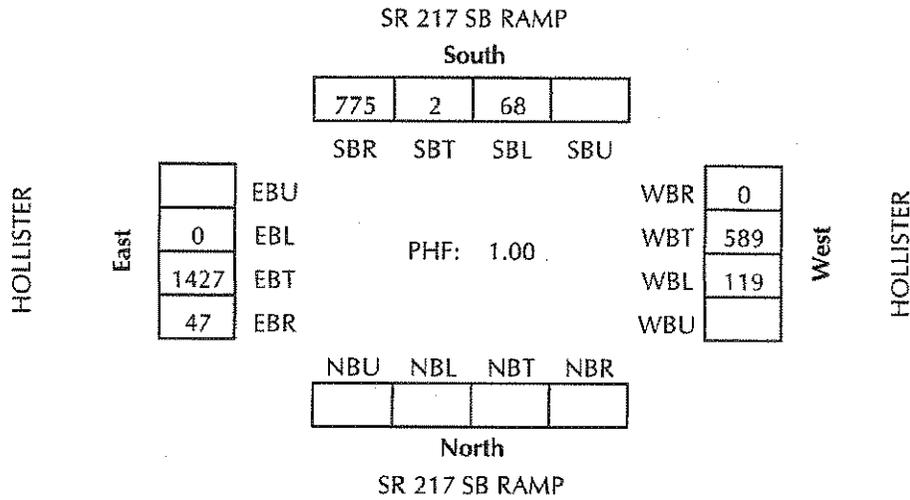
ASSOCIATED TRANSPORTATION ENGINEERS

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FHWA ROUNDABOUT ANALYSIS CALCULATION SHEET

Project: SANTA BARBARA AIRPORT#06100
Location: GOLETA
Analyst: LDH
Date: 11/2/2006

Analysis Year: Cumulative - GP-2
Analysis Period: P.M. Peak Hour



Model	N	S	E	W
Traffic Mix				
Single-unit Truck or Bus	4.00%	4.00%	4.00%	4.00%
Truck With Trailer	1.00%	1.00%	1.00%	1.00%

Approach	N	S	E	W
Number of Circulating Lanes	0	2	2	2
Short/Flared Approach?(a)	N	N	N	N
Number of Vehicle Spaces				
Entering Volume (pce/h)	0	871	1517	729
Circulating Volume (pce/h)	1540	729	195	0
Capacity (pce/h)	#N/A	1902	2284	2424

V/C	#N/A	0.46	0.66	0.30
-----	------	------	------	------

Control Delay (sec/veh)	#N/A	3.5	4.7	2.1
Approach 95% queue (veh)	#N/A	2.5	5.8	1.3

(a) For single lane entries at 2-lane roundabouts, set Short/Flared Approach to Y, set Number of Vehicle Spaces to 0.



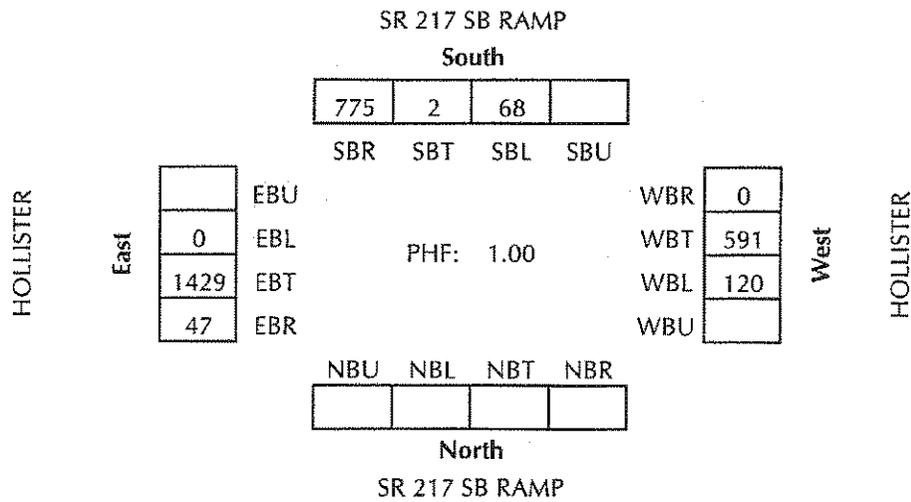
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FHWA ROUNDABOUT ANALYSIS CALCULATION SHEET

Project: SANTA BARBARA AIRPORT#06100
Location: GOLETA
Analyst: LDH
Date: 11/2/2006

Analysis Year: Cumulative + Project - GP-2
Analysis Period: P.M. Peak Hour



Model	N	S	E	W
Traffic Mix				
Single-unit Truck or Bus	4.00%	4.00%	4.00%	4.00%
Truck With Trailer	1.00%	1.00%	1.00%	1.00%

Approach	N	S	E	W
Number of Circulating Lanes	0	2	2	2
Short/Flared Approach?(a)	N	N	N	N
Number of Vehicle Spaces				
Entering Volume (pce/h)	0	871	1521	732
Circulating Volume (pce/h)	1542	732	196	0
Capacity (pce/h)	#N/A	1900	2284	2424

V/C	#N/A	0.46	0.67	0.30
-----	------	------	------	------

Control Delay (sec/veh)	#N/A	3.5	4.7	2.1
Approach 95% queue (veh)	#N/A	2.5	5.9	1.3

(a) For single lane entries at 2-lane roundabouts, set Short/Flared Approach to Y, set Number of Vehicle Spaces to 0.

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LH	Intersection	FOWLER ROAD/ AIRPORT ENTRANCE
Agency/Co.	ATE	Jurisdiction	GOLETA
Date Performed	9/19/2006	Analysis Year	EXISTING
Analysis Time Period	PM PEAK		

Project Description #06100	
East/West Street: FOWLER ROAD	North/South Street: AIRPORT ENTRANCE
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	70	208			184	32
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	70	208	0	0	184	32
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration						

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L							
v (veh/h)	70							
C (m) (veh/h)	1366							
v/c	0.05							
95% queue length	0.16							
Control Delay (s/veh)	7.8							
LOS	A							
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LH	Intersection	FOWLER ROAD/ AIRPORT ENTRANCE
Agency/Co.	ATE	Jurisdiction	GOLETA
Date Performed	9/19/2006	Analysis Year	SHORT-TERM
Analysis Time Period	PM PEAK		

Project Description #06100	
East/West Street: FOWLER ROAD	North/South Street: AIRPORT ENTRANCE
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound			
	Movement	1	2	3	4	5	6
		L	T	R	L	T	R
Volume (veh/h)		70	208			184	32
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)		70	208	0	0	184	32
Percent Heavy Vehicles		0	--	--	0	--	--
Median Type	Undivided						
RT Channelized				0			0
Lanes		1	1	0	0	1	1
Configuration		L	T			T	R
Upstream Signal			0			0	

Minor Street	Northbound			Southbound			
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume (veh/h)							
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)		0	0	0	0	0	0
Percent Heavy Vehicles		0	0	0	0	0	0
Percent Grade (%)			0			0	
Flared Approach			N			N	
Storage			0			0	
RT Channelized				0			0
Lanes		0	0	0	0	0	0
Configuration							

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound			
	Movement	1	4	7	8	9	10	11	12
Lane Configuration	L								
v (veh/h)	70								
C (m) (veh/h)	1366								
v/c	0.05								
95% queue length	0.16								
Control Delay (s/veh)	7.8								
LOS	A								
Approach Delay (s/veh)	--	--							
Approach LOS	--	--							

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LH	Intersection	FOWLER ROAD/ AIRPORT ENTRANCE
Agency/Co.	ATE	Jurisdiction	GOLETA
Date Performed	9/19/2006	Analysis Year	SHORT-TERM + PROJECT
Analysis Time Period	PM PEAK		

Project Description #06100	
East/West Street: FOWLER ROAD	North/South Street: AIRPORT ENTRANCE
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	81	213			184	37
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	81	213	0	0	184	37
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration						

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L							
v (veh/h)	81							
C (m) (veh/h)	1360							
v/c	0.06							
95% queue length	0.19							
Control Delay (s/veh)	7.8							
LOS	A							
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LH	Intersection	FOWLER ROAD/ AIRPORT ENTRANCE
Agency/Co.	ATE	Jurisdiction	GOLETA
Date Performed	9/19/2006	Analysis Year	LONG-TERM
Analysis Time Period	PM PEAK		GP-1

Project Description #06100	
East/West Street: FOWLER ROAD	North/South Street: AIRPORT ENTRANCE
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street Movement	Eastbound			Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume (veh/h)	70	208			205	32
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	70	208	0	0	205	32
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	

Minor Street Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume (veh/h)						
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration						

Delay, Queue Length, and Level of Service

Approach Movement	Eastbound 1	Westbound 4	Northbound			Southbound		
			7	8	9	10	11	12
Lane Configuration	L							
v (veh/h)	70							
C (m) (veh/h)	1342							
v/c	0.05							
95% queue length	0.16							
Control Delay (s/veh)	7.8							
LOS	A							
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LH	Intersection	FOWLER ROAD/ AIRPORT ENTRANCE
Agency/Co.	ATE	Jurisdiction	GOLETA
Date Performed	9/19/2006	Analysis Year	LONG-TERM + PROJECT
Analysis Time Period	PM PEAK		GP-1

Project Description #06100	
East/West Street: FOWLER ROAD	North/South Street: AIRPORT ENTRANCE
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound			
	Movement	1	2	3	4	5	6
		L	T	R	L	T	R
Volume (veh/h)		94	238			205	42
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)		94	238	0	0	205	42
Percent Heavy Vehicles		0	--	--	0	--	--
Median Type	Undivided						
RT Channelized				0			0
Lanes		1	1	0	0	1	1
Configuration		L	T			T	R
Upstream Signal			0			0	

Minor Street	Northbound			Southbound			
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume (veh/h)							
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)		0	0	0	0	0	0
Percent Heavy Vehicles		0	0	0	0	0	0
Percent Grade (%)			0			0	
Flared Approach			N			N	
Storage			0			0	
RT Channelized				0			0
Lanes		0	0	0	0	0	0
Configuration							

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
			7	8	9	10	11	12
Movement	1	4						
Lane Configuration	L							
v (veh/h)	94							
C (m) (veh/h)	1331							
v/c	0.07							
95% queue length	0.23							
Control Delay (s/veh)	7.9							
LOS	A							
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LH	Intersection	FOWLER ROAD/ AIRPORT ENTRANCE
Agency/Co.	ATE	Jurisdiction	GOLETA
Date Performed	9/19/2006	Analysis Year	LONG-TERM
Analysis Time Period	PM PEAK		GP-2

Project Description #06100	
East/West Street: FOWLER ROAD	North/South Street: AIRPORT ENTRANCE
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	70	243			219	32
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	70	243	0	0	219	32
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration						

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L							
v (veh/h)	70							
C (m) (veh/h)	1326							
v/c	0.05							
95% queue length	0.17							
Control Delay (s/veh)	7.9							
LOS	A							
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LH	Intersection	FOWLER ROAD/ AIRPORT ENTRANCE
Agency/Co.	ATE	Jurisdiction	GOLETA
Date Performed	9/19/2006	Analysis Year	LONG-TERM + PROJECT
Analysis Time Period	PM PEAK		GP-2
Project Description #06100			
East/West Street: FOWLER ROAD		North/South Street: AIRPORT ENTRANCE	
Intersection Orientation: East-West		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound			
	Movement	1	2	3	4	5	6
		L	T	R	L	T	R
Volume (veh/h)		94	251			219	42
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)		94	251	0	0	219	42
Percent Heavy Vehicles		0	--	--	0	--	--
Median Type	Undivided						
RT Channelized				0			0
Lanes		1	1	0	0	1	1
Configuration		L	T			T	R
Upstream Signal			0			0	

Minor Street	Northbound			Southbound			
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume (veh/h)							
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)		0	0	0	0	0	0
Percent Heavy Vehicles		0	0	0	0	0	0
Percent Grade (%)			0			0	
Flared Approach			N			N	
Storage			0			0	
RT Channelized				0			0
Lanes		0	0	0	0	0	0
Configuration							

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
			7	8	9	10	11	12
Movement	1	4						
Lane Configuration	L							
v (veh/h)	94							
C (m) (veh/h)	1315							
v/c	0.07							
95% queue length	0.23							
Control Delay (s/veh)	7.9							
LOS	A							
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LH	Intersection	AIRPORT EXIT/ MOFFETT PLACE
Agency/Co.	ATE	Jurisdiction	GOLETA
Date Performed	9/19/2006	Analysis Year	EXISTING
Analysis Time Period	PM PEAK		

Project Description #06100	
East/West Street: AIRPORT EXIT	North/South Street: MOFFETT PLACE
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		240			167	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	240	0	0	167	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		T			T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	49		53			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	49	0	53	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration						L		R
v (veh/h)						49		53
C (m) (veh/h)						604		882
v/c						0.08		0.06
95% queue length						0.26		0.19
Control Delay (s/veh)						11.5		9.3
LOS						B		A
Approach Delay (s/veh)	--	--				10.4		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LH	Intersection	AIRPORT EXIT/ MOFFETT PLACE
Agency/Co.	ATE	Jurisdiction	GOLETA
Date Performed	9/19/2006	Analysis Year	SHORT-TERM
Analysis Time Period	PM PEAK		

Project Description #06100	
East/West Street: AIRPORT EXIT	North/South Street: MOFFETT PLACE
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		240			167	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	240	0	0	167	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		T			T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	49		53			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	49	0	53	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration						L		R
v (veh/h)						49		53
C (m) (veh/h)						604		882
v/c						0.08		0.06
95% queue length						0.26		0.19
Control Delay (s/veh)						11.5		9.3
LOS						B		A
Approach Delay (s/veh)	--	--				10.4		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LH	Intersection	AIRPORT EXIT/ MOFFETT PLACE
Agency/Co.	ATE	Jurisdiction	GOLETA
Date Performed	9/19/2006	Analysis Year	SHORT-TERM + PROJECT
Analysis Time Period	PM PEAK		
Project Description #06100			
East/West Street: AIRPORT EXIT		North/South Street: MOFFETT PLACE	
Intersection Orientation: North-South		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		251			167	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	251	0	0	167	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		T			T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	54		64			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	54	0	64	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration						L		R
v (veh/h)						54		64
C (m) (veh/h)						595		882
v/c						0.09		0.07
95% queue length						0.30		0.23
Control Delay (s/veh)						11.7		9.4
LOS						B		A
Approach Delay (s/veh)	--	--				10.4		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LH	Intersection	AIRPORT EXIT/ MOFFETT PLACE
Agency/Co.	ATE	Jurisdiction	GOLETA
Date Performed	9/19/2006	Analysis Year	LONG-TERM
Analysis Time Period	PM PEAK		GP-1
Project Description #06100			
East/West Street: AIRPORT EXIT		North/South Street: MOFFETT PLACE	
Intersection Orientation: North-South		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments						
Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		260			187	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	260	0	0	187	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		T			T	
Upstream Signal		0			0	
Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	49		53			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	49	0	53	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration						L		R
v (veh/h)						49		53
C (m) (veh/h)						573		860
v/c						0.09		0.06
95% queue length						0.28		0.20
Control Delay (s/veh)						11.9		9.5
LOS						B		A
Approach Delay (s/veh)	--	--				10.6		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LH	Intersection	AIRPORT EXIT/ MOFFETT PLACE
Agency/Co.	ATE	Jurisdiction	GOLETA
Date Performed	9/19/2006	Analysis Year	LONG-TERM + PROJECT
Analysis Time Period	PM PEAK		GP-1

Project Description #06100	
East/West Street: AIRPORT EXIT	North/South Street: MOFFETT PLACE
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound			
	Movement	1	2	3	4	5	6
		L	T	R	L	T	R
Volume (veh/h)			284			187	
Peak-Hour Factor, PHF	1.00		1.00		1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0		284		0	187	0
Percent Heavy Vehicles	0		--		0	--	--
Median Type	Undivided						
RT Channelized			0				0
Lanes	0		1		0		1
Configuration			T				T
Upstream Signal			0				0

Minor Street	Eastbound			Westbound			
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume (veh/h)	59			76			
Peak-Hour Factor, PHF	1.00		1.00		1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	59		0	76		0	0
Percent Heavy Vehicles	0		0	0		0	0
Percent Grade (%)			0			0	
Flared Approach			N			N	
Storage			0			0	
RT Channelized				0			0
Lanes	1		0		1		0
Configuration	L			R			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Movement								
Lane Configuration						L		R
v (veh/h)						59		76
C (m) (veh/h)						555		860
v/c						0.11		0.09
95% queue length						0.35		0.29
Control Delay (s/veh)						12.3		9.6
LOS						B		A
Approach Delay (s/veh)	--	--				10.8		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LH	Intersection	AIRPORT EXIT/ MOFFETT PLACE
Agency/Co.	ATE	Jurisdiction	GOLETA
Date Performed	9/19/2006	Analysis Year	LONG-TERM
Analysis Time Period	PM PEAK		GP-2
Project Description #06100			
East/West Street: AIRPORT EXIT		North/South Street: MOFFETT PLACE	
Intersection Orientation: North-South		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound			
	Movement	1	2	3	4	5	6
		L	T	R	L	T	R
Volume (veh/h)			278			200	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	278	0	0	200	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration		T			T		
Upstream Signal		0			0		

Minor Street	Eastbound			Westbound			
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume (veh/h)	49		53				
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	49	0	53	0	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0	0
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	1	0	1	0	0	0	
Configuration	L		R				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
			7	8	9	10	11	12
Movement	1	4						
Lane Configuration						L		R
v (veh/h)						49		53
C (m) (veh/h)						550		846
v/c						0.09		0.06
95% queue length						0.29		0.20
Control Delay (s/veh)						12.2		9.5
LOS						B		A
Approach Delay (s/veh)	--	--				10.8		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	LH	Intersection	AIRPORT EXIT/ MOFFETT PLACE
Agency/Co.	ATE	Jurisdiction	GOLETA
Date Performed	9/19/2006	Analysis Year	LONG-TERM + PROJECT
Analysis Time Period	PM PEAK		GP-2
Project Description #06100			
East/West Street: AIRPORT EXIT		North/South Street: MOFFETT PLACE	
Intersection Orientation: North-South		Study Period (hrs): 0.25	

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound			
	Movement	1	2	3	4	5	6
		L	T	R	L	T	R
Volume (veh/h)			302			200	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	302	0	0	200	0
Percent Heavy Vehicles	0	--	--	0	--	--	--
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration		T			T		
Upstream Signal		0			0		

Minor Street	Eastbound			Westbound			
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume (veh/h)	59			76			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	59	0	0	76	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0	0
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	1	0	1	0	0	0	
Configuration	L		R				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound			
	Movement	1	4	7	8	9	10	11	12
Lane Configuration							L		R
v (veh/h)							59		76
C (m) (veh/h)							533		846
v/c							0.11		0.09
95% queue length							0.37		0.30
Control Delay (s/veh)							12.6		9.7
LOS							B		A
Approach Delay (s/veh)	--	--					11.0		
Approach LOS	--	--					B		

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SANTA BARBARA AIRPORT #06100
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 TIME PERIOD: **PM PEAK**
 N/S STREET: **LOS CARNEROS ROAD**
 E/W STREET: **CALLE KORAL**
 CONTROL TYPE: SIGNAL

REFERENCE #11_PM_SHORT_TERM

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	0	1444	31	137	593	0	0	0	0	13	0	349
(B) PROJECT	0	0	0	0	0	0	0	0	0	0	0	1
(C) SHORT-TERM	0	1891	36	137	815	0	0	0	0	14	0	399

GEOMETRICS

GEOMETRICS	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
	T	TR	T	TR	L	TT	L	R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: SHORT-TERM (C)
 SCENARIO 3: SHORT-TERM + PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES			SCENARIO V/C RATIOS		
			1	2	3	1	2	3
NBL	0	0	0	0	0	0.00	0.00	0.00
NBT	2	3200	1444	1891	1891	0.46 *	0.60 *	0.60 *
NBR	0	0	31	36	36	0.00	0.00	0.00
SBL	1	1600	137	137	137	0.09 *	0.09 *	0.09 *
SBT	2	3200	593	815	815	0.19	0.25	0.25
SBR a.	0	0	0	0	0	0.00	0.00	0.00
EBL	0	0	0	0	0	0.00	0.00	0.00
EBT	0	0	0	0	0	0.00	0.00	0.00
EBR	0	0	0	0	0	0.00	0.00	0.00
WBL	1	1600	13	14	14	0.01	0.01	0.01
WBT	0	0	0	0	0	0.00	0.00	0.00
WBR b.	1	1600	213	243	244	0.13 *	0.15 *	0.15 *
LOST TIME:						0.10 *	0.10 *	0.10 *
INTERSECTION CAPACITY UTILIZATION:						0.78	0.94	0.94
LEVEL OF SERVICE:						C	E	E

NOTES:

- a. 3% RTOR
- b. 39% RTOR

SANTA BARBARA AIRPORT #06100
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 TIME PERIOD: **PM PEAK**
 N/S STREET: **LOS CARNEROS ROAD**
 E/W STREET: **CALLE KORAL**
 CONTROL TYPE: SIGNAL

REFERENCE #11_PM_BUILDOUT

GP-1

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) BUILDOUT	0	1713	81	63	727	0	0	0	0	35	0	109
(B) PROJECT	0	0	0	0	1	0	0	0	0	0	0	1

GEOMETRICS

GEOMETRICS	NORTH BOUND T TR	SOUTH BOUND L TT	EAST BOUND	WEST BOUND L R

TRAFFIC SCENARIOS

SCENARIO 1: BUILDOUT (A)
 SCENARIO 2: BUILDOUT + PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS					
			1	2	1	2	3	4		
NBL	0	0	0	0	0.00	0.00				
NBT	2	3200	1713	1713	0.56 *	0.56 *				
NBR	0	0	81	81	0.00	0.00				
SBL	1	1600	63	63	0.04 *	0.04 *				
SBT	2	3200	727	728	0.23	0.23				
SBR	0	0	0	0	0.00	0.00				
EBL	0	0	0	0	0.00	0.00				
EBT	0	0	0	0	0.00	0.00				
EBR	0	0	0	0	0.00	0.00				
WBL	1	1600	35	35	0.02	0.02				
WBT	0	0	0	0	0.00	0.00				
WBR a.	1	1600	99	100	0.06 *	0.06 *				
LOST TIME:					0.10 *	0.10 *				
INTERSECTION CAPACITY UTILIZATION:					0.76	0.76				
LEVEL OF SERVICE:					C	C				

NOTES:
 a. 9% RTOR

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SANTA BARBARA AIRPORT #06100
 INTERSECTION CAPACITY UTILIZATION WORKSHEET
 TIME PERIOD: PM PEAK
 N/S STREET: LOS CARNEROS ROAD
 E/W STREET: CALLE KORAL
 CONTROL TYPE: SIGNAL

REFERENCE #11_PM_BUILDOUT

GP-2

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) BUILDOUT	0	1571	82	138	612	0	0	0	0	30	0	436
(B) PROJECT	0	0	0	0	1	0	0	0	0	0	0	1

GEOMETRICS

GEOMETRICS	NORTH BOUND T TR	SOUTH BOUND L TT	EAST BOUND	WEST BOUND L R
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TRAFFIC SCENARIOS

SCENARIO 1: BUILDOUT (A)
 SCENARIO 2: BUILDOUT + PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES		SCENARIO V/C RATIOS					
			1	2	1	2	3	4		
NBL	0	0	0	0	0.00	0.00				
NBT	2	3200	1571	1571	0.52 *	0.52 *				
NBR	0	0	82	82	0.00	0.00				
SBL	1	1600	138	138	0.09 *	0.09 *				
SBT	2	3200	612	613	0.19	0.19				
SBR	0	0	0	0	0.00	0.00				
EBL	0	0	0	0	0.00	0.00				
EBT	0	0	0	0	0.00	0.00				
EBR	0	0	0	0	0.00	0.00				
WBL	1	1600	30	30	0.02	0.02				
WBT	0	0	0	0	0.00	0.00				
WBR a.	1	1600	397	398	0.25 *	0.25 *				
LOST TIME:					0.10 *	0.10 *				
INTERSECTION CAPACITY UTILIZATION:					0.96	0.96				
LEVEL OF SERVICE:					E	E				

NOTES:
 a. 9% RTOR

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\SBA Terminal 2002 EIR.urb
Project Name: SBA Airline Terminal Improvement Project 2015 - 2002 EIR traffic study
Project Location: Santa Barbara County
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

OPERATIONAL (VEHICLE) EMISSION ESTIMATES	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	22.45	32.48	280.98	0.41	63.55

URBEMIS 2002 For Windows 8.7.0

File Name: <Not Saved>
Project Name: Airline Terminal Improvement Project 2015 2007 Traffic Study
Project Location: Santa Barbara County
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

OPERATIONAL (VEHICLE) EMISSION ESTIMATES	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	8.41	11.87	102.71	0.15	23.23

RECEIVED

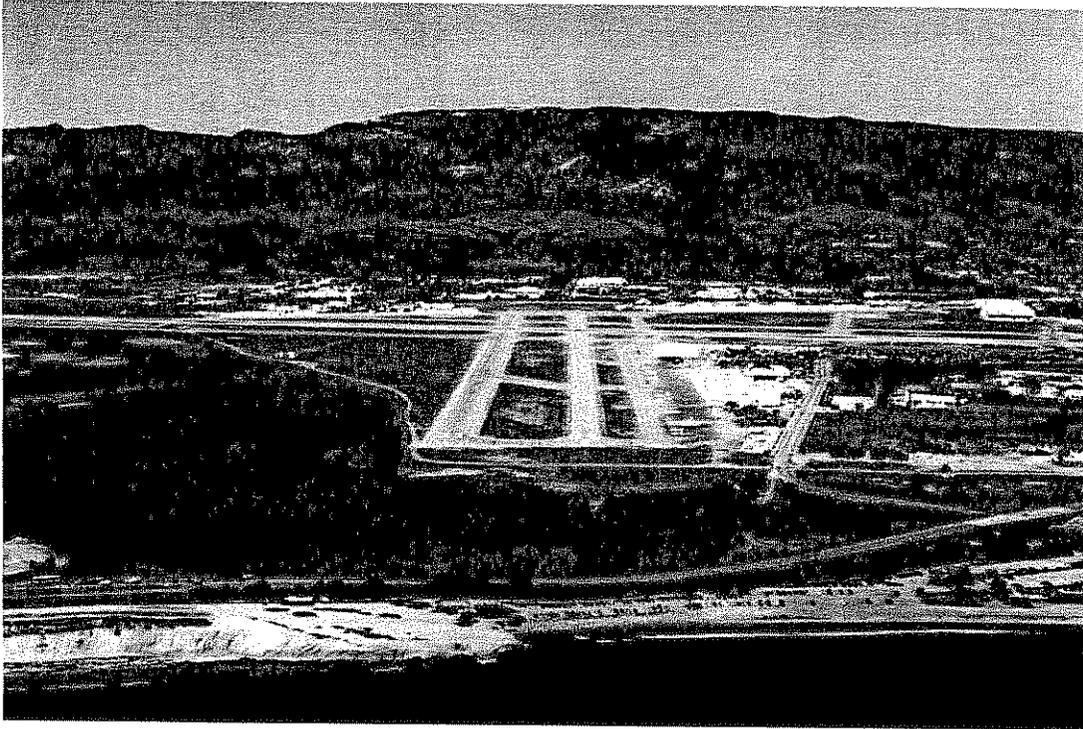
JUN 29 2007

SANTA BARBARA AIRPORT (SBA)

**CITY OF SANTA BARBARA
PLANNING DIVISION**

AIRLINE TERMINAL IMPROVEMENT PROJECT

PRELIMINARY DRAINAGE REPORT



June 1, 2007

CLIENT: HNTB Architecture

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

PROJECT MANAGER: Kevin J. Connors, P.E.

PROJECT ENGINEER: Kelly R. Smith, P.E.

DRAINAGE CALCULATIONS: Desiree Partlow

P&S WORK ORDER NO.: 16995.01

Attachment 3

PURPOSE OF REPORT

The purpose of this report is to determine the impact of the proposed Airline Terminal project development on the existing drainage facilities within our project limits.

LOCATION

The project site is located in the City of Santa Barbara, California on the property of the Santa Barbara Airport. The project is split into two sections, airside and landside. The landside is bounded along the east by William Moffett Place and the existing Long Term Parking Lot, on the north by existing Taxiway A, on the west by the existing terminal and baggage claim area, and on the south by the existing hanger and general aviation operation. The airside area is bounded on the north by existing Taxiway A; on the west by Taxiway B, the center line which will be relocated a few feet eastward as part of the project; on the south by the existing hanger and general aviation operation; and on the east by William Moffett Place and the westernmost portion of the existing Long Term Parking Lot. The project location is shown on the vicinity map below, and on the attached exhibits.

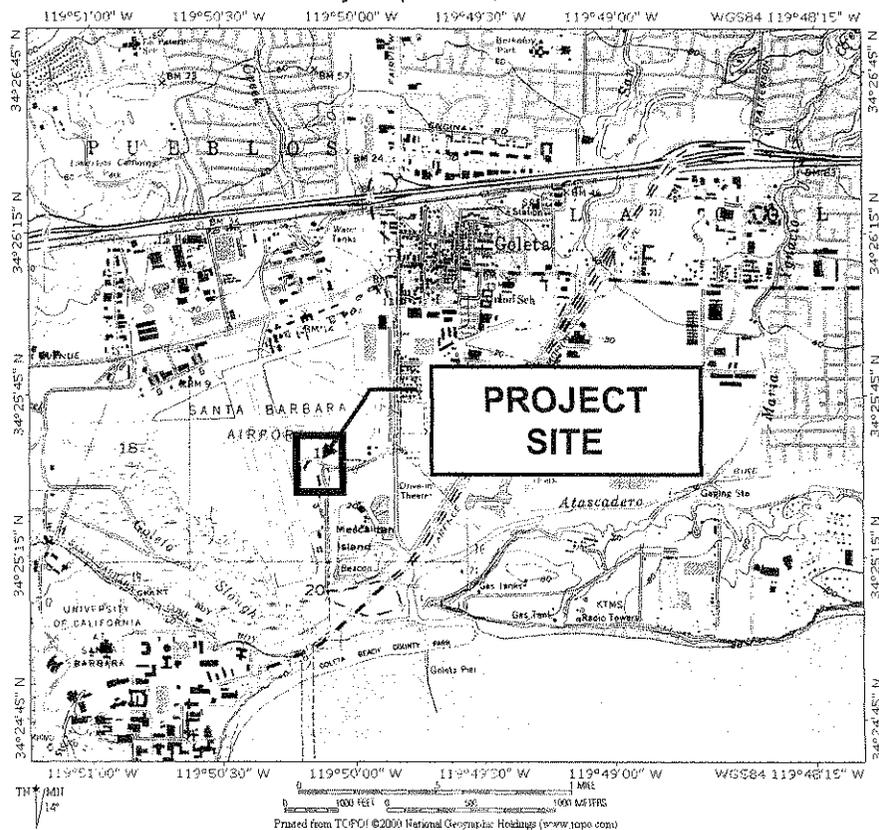


Figure A. Vicinity Map

BACKGROUND

The Santa Barbara Airport (SBA) wishes to add additional terminal space and related facilities to address deficiencies in the existing facility and enable SBA to meet forecasted passenger demand in the year 2010. In addition to terminal improvements, development on both the landside and airside of the SBA property will be required.

Hydrologic and hydraulic analyses were conducted to determine whether or not the proposed development will have any impact on the effectiveness of the current drainage facilities. Existing and proposed conditions were analyzed at length to assess the impacts.

METHOD OF ANALYSIS

The airport topographic map was used to identify surface features and drainage areas. The existing storm drain system was identified by review of the City storm drain atlas, as-built construction plans, and field investigations.

Project watershed areas and peak storm flows for a 5, 10, and 25-year events were calculated by the Rational Method using Santa Barbara County Flood Control Design programs and HydroCAD. The Weighted Runoff Coefficients "CN" used in HydroCAD were determined based on the existing and proposed surface conditions and the Hydrologic soil type found in *Soil Survey of Santa Barbara County, California*. Limited calculations were done for storm events larger than 25-year since it was previously stated in the Santa Barbara Airport Master Drainage Report that drainage has historically been found to be inadequate.

The Santa Barbara Airport Master Drainage Plan Report states the following relative to drainage at the Airport:

"Drainage at the Airport is generally adequate during small storm, that is, less than a 10-year event. However, drainage is poor during larger storms, particularly coupled with high tides, due to the following constraints: (1) the Airport is located at a very low elevation relative to the receiving tidal waters in Goleta Slough, San Pedro Creek, and Tecolotito Creek; and (2) the airport is relatively flat with very little slope, limiting hydraulic capacity. Portions of the airfield flood during storms that exceed 10 to 25-year events. Recent flooding of the airfield occurred in 1995, 1998, and 2001."

Attached in the appendices of this report are all hydrologic and hydraulic calculations, tables, and summaries used to extrapolate the data summarized in the report.

RESULTS

HYDROLOGIC ANALYSIS

The following results and discussion is for the hydrologic portion of the drainage investigation. Hydraulic analysis of the existing and proposed facilities is included in a separate section to follow.

Airside Development Existing Conditions

The current drainage from the airside development drains into two systems. One system will be called System A in this report, and the second system will be referred to as System B (See Hydrology Exhibit A, Existing Conditions). System A is comprised of two parallel storm drains which ultimately drain into the Goleta Slough. One storm drain, varying from 24" HDPE to 42" HDPE, is located between runway 15L-33R and Taxiway B from Runway 7-25 to the Goleta Slough. This storm drain was recently built as part of the Airfield Storm Drain Rehabilitation Project, to accept a portion of the runoff that previously drained into Network 5, the second storm drain that comprises System A. Network 5 is located between Taxiway B and the aircraft parking apron west of the Terminal. Network 5 intakes all runoff from proposed airfield development areas that are draining into System A. Within the existing development area, there are three watersheds that drain into System A, labeled as A1, A2 and A3 on Existing Conditions Exhibit A. The total drainage area introduced into System A from these three watersheds is 10.95 Acres (Ac). 9.49 Ac of the total 10.95 Ac are within the Airside limits of development. Of the 9.49 Ac of Airside development, 0.65 Ac consists of existing impervious area.

The second storm drain system that accepts runoff from the Airfield Development area is labeled System B. This system is located in the adjacent fields between Runway 7-25 and Taxiway A, and runs west to east to San Pedro Creek. System B has three watersheds within the development area that introduce runoff into the system. These watersheds are referred to as B1, B2 and B3 and are illustrated on Existing Conditions Exhibit A. The total drainage area introduced into System B from these three watersheds is 13.26 Ac. 12.42 Ac, or 93.7%, of the 13.26 Ac is impervious surface.

Landside Development Existing Conditions

The runoff from the existing landside development drains into three systems; System B, System C and System D. System B is as described in the above airside existing conditions section. Hydrology Exhibit A, Existing Conditions illustrates all systems described in the following narrative.

System C is comprised of a pipe network that is located between the Long Term Parking Lot and Fowler Road. The main outlet pipe is an 18" RCP that crosses perpendicular to Fowler road and outlets in the detention basin directly south of the roadway. The total tributary area to this system from the landside development area is 3.74 Ac, and is 81.8% impervious surface.

System D is the other system that receives water from the Landside Development area. This system is comprised of various drainage facilities throughout the terminal and parking area and outlets into the detention basin just east of William Moffett Place, which connects with the detention basin of System C, tying these two systems together. This system receives runoff from two watersheds via two parallel 12 inch pipes across William Moffett Place. This first, labeled as Watershed D1, is 4.11 Ac, and 86.9% impervious surface. The second, labeled Watershed D2, is 3.70 Ac, and 97.8% impervious surface. A total of 7.82 Ac of 92.1% impervious surfaces outlet from the Landside Development area into this detention basin.

Airside and Landside Proposed Conditions:

The airside development will include the relocation of Taxiway B in the terminal area, new apron taxilane along the north apron, demolition and reconstruction of existing aircraft parking and associated infrastructure where required, apron floodlighting, taxiway lighting and signage revisions, potable water, lavatory service truck discharge, passenger loading bridge with pre-conditioned air and 400Hz power. The landside development will include the construction of a new terminal, the relocation and renovation of the existing terminal, a new parking lot and terminal road layout, public vehicle and transit accommodations, site utilities, landscaping, signage and lighting.

Overall, the proposed development reduces the total square footage of impervious areas, reducing the overall percentage of impervious area by 8.2%. The airside and landside proposed impervious areas and percentages are included in Table 1 below.

TABLE 1. IMPERVIOUS SURFACE SUMMARY

	EXISTING IMPERVIOUS AREA (SF)	EXISTING IMPERVIOUS AREA (%)	PROPOSED IMPERVIOUS AREA (SF)	PROPOSED IMPERVIOUS AREA (%)	CHANGE (%)
AIRSIDE	385,014.0	93.12%	387,192.0	93.65%	-0.53%
LANDSIDE	395,523.0	92.25%	324,844.0	75.76%	16.48%
TOTAL	780,537.00	92.68%	712,036.00	84.54%	8.13%

On a project overview basis, the total site runoff (Q), is also reduced as a result of the impervious area decrease. The total Q for 5, 10, and 25 year events is presented in Table 2 below.

TABLE 2. TOTAL SITE RUNOFF (Q) SUMMARY

	TOTAL SITE Q ₅ (CFS)	TOTAL SITE Q ₁₀ (CFS)	TOTAL SITE Q ₂₅ (CFS)
EXISTING	74.9	91.1	111.2
PROPOSED	72.5	88.7	108.8
CHANGE	2.38	2.43	2.43

Site Drainage Patterns

The preliminary grading and drainage plan outlines the proposed drainage patterns and storm drain facilities to be constructed. Generally, the drainage patterns of the existing site are remaining the same, except for some minor changes in specific drainage areas due to the proposed site grading. Hydrology Exhibit B, Proposed Conditions illustrates the proposed drainage patterns based on the development of the site and the additional storm drainage facilities for Systems A, B, C, and D. The attached calculations give in-depth summaries of all hydrologic calculations to determine the data presented in the report. Table 3 below summarizes the change in runoff to System A, B, C, and D for a five-year storm event. Ten (10) and twenty-five (25) year event totals can be found in the attached calculations.

TABLE 3. EXISTING AND PROPOSED RUNOFF (Q₅)

WATERSHED	EXISTING Q ₅ (CFS)	PROPOSED Q ₅ (CFS)	CHANGE IN Q ₅ (CFS)
A	24.2	25.9	1.7
B	25.9	22.7	(3.2)
C	7.5	9.5	2.0
D	17.3	14.4	(2.9)
TOTAL	74.9	72.5	(2.4)

The System A watershed is impacted by a slight increase in drainage area. A storm drain will be added on the south side of the airside development (see attached grading and drainage plan) to capture runoff from the proposed concrete loading deck adjacent to the south side of the new terminal building. The line will connect to the existing System A storm drain facilities in the airport infield. The addition of this line will help distribute the amount of runoff that is currently being accepted into an existing catch basin near taxiway B. Four small catch basins (three located on the west side of the existing terminal and one east of the existing terminal) and their respective storm drains will be removed since capturing runoff to those locations is no longer necessary with the new site development.

Overall, System B experiences a slight decrease in drainage area, and subsequently a reduction in runoff. There is no proposed demolition or addition of storm drainage facilities within the System B limits.

System C experiences a minor increase in drainage area and runoff, while similarly System D undergoes a slight decrease in drainage area and runoff, as shown in Table 3. With the proposed layout of the access roadways and short term parking for the new terminal, there are various proposed drainage improvements, as shown on the grading and drainage plan. Existing onsite storm drainage facilities existing in the proposed short term parking areas within this area will be demolished, while all existing facilities in the existing long term parking lot will remain since no work is to be done on that site. A proposed series of curbs, gutters, ribbon gutters, drainage inlets, and storm drain pipes direct flow to the System C and D outlets, which cross James Fowler Road, and William Moffett Place, respectively. Connections to these storm drain crossings will be made onsite, and the existing facilities crossing the roadways will remain.

HYDRAULIC ANALYSIS

Hydraulic analyses were run on storm drain facilities for all of the systems outlined above to determine existing and proposed capacity. Although the proposed project is not increasing total runoff, the total capacity of each system is still important to note in the site planning and development.

Table 4 below summarizes the sizes, slopes, and capacities of the existing outlet lines for Systems A, B, C, and D.

TABLE 4. OUTLET PIPES AND CAPACITIES

WATERSHED	PIPE SIZE (IN)	SLOPE (%)	CAPACITY* (CFS)
A	24	0.16%	8.36
B	21	0.11%	4.85
C	18	2.40%	15.03
D1	15	1.10%	7.22
D2	12 (two pipes)	1.10%	6.90

* Capacity is calculated at 90% full. Typically, a d/D of .67, or 67% full is used. However, due to the known insufficiencies of the facilities, the maximum capacity is estimated.

STORM WATER TREATMENT AND WATER QUALITY ANALYSIS

Policies C-12 of the City's amended Airport Local Coastal Plan (LCP) require that all new development include measures to protect water quality. The adopted policy from the Airport LCP related to protecting water quality from new development are presented below:

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

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

In accordance with these provisions, the project has limited areas of impervious surfaces, and is improving the existing condition by providing for a substantial increase in pervious surfaces throughout the proposed site. There are no natural drainage features other than just existing landscape areas and vegetation on the existing site. However, the site drains into the wetland detention facility across Fowler Road and William Moffett Place via outlet pipes as discussed earlier in this report and as shown on the attached exhibits and proposed grading and drainage plan.

Also in accordance with LCP policy, there is no proposed disturbance of this natural drainage area that functions as a natural detention and treatment facility for the majority of the existing site runoff, which is not currently treated prior to being introduced to the wetland area.

In order to treat small, frequent storm events that impact water quality, the proposed site storm drainage system has been designed with various treatment BMP's, including routing drainage to landscape areas prior to entering the storm drain system where feasible. Bioswales and infiltration basins are impractical due the extremely high groundwater level, the site's location within the floodplain, and the undesirable nature of standing water to attract birds, presenting a safety hazard near an airport facility. Filter inserts are proposed for the entire onsite storm drain system, and will be sized per City standards. In the City of Santa Barbara's Storm Water Management Program (revised April 2006), it states, "The design criteria are a one inch storm for detention systems and 0.25 inches per hour for four hours for flow-through treatment systems. The proposed onsite system is to be designed with those criteria. Included in the appendices are the FloGard® catch basin insert product specifications, drawings, capacity tables, and design guidelines used to create the grading and drainage plan for the project.

CONCLUSION

From the discussions and analysis of data from the hydraulic and hydrologic analyses performed, it is apparent that the existing facilities are generally inadequate to handle even a 5-year storm event. Table 5 below summarizes the data found in Table 4 and 5, juxtaposing the outlet capacities with the 5-year storm event runoff totals.

TABLE 5. EXISTING AND PROPOSED RUNOFF AND STORM DRAIN CAPACITY

WATERSHED	EXISTING Q_5 (CFS)	PROPOSED Q_5 (CFS)	TOTAL SYSTEM CAPACITY (CFS)
A	24.2	25.9	8.4
B	25.9	22.7	4.9
C	7.5	9.5	15.0
D	17.3	14.4	14.1
TOTAL	74.9	72.5	42.4

Both the existing System A and System B, located on the airside of the airport terminal, are significantly undersized for a 5-year storm event. Upsizing the existing facilities is not feasible due to the slope and elevation of the site (minimal cover and fall), and its location within the floodplain.

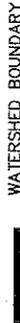
System C is the only storm drain system that can handle both the pre-construction and post-construction runoff for a 5-year storm event, and is also adequately sized for the post-construction conditions. The proposed project decreases runoff and subsequently improves the conditions for System D, which cannot handle the capacity of the 5-year storm event in the existing conditions.

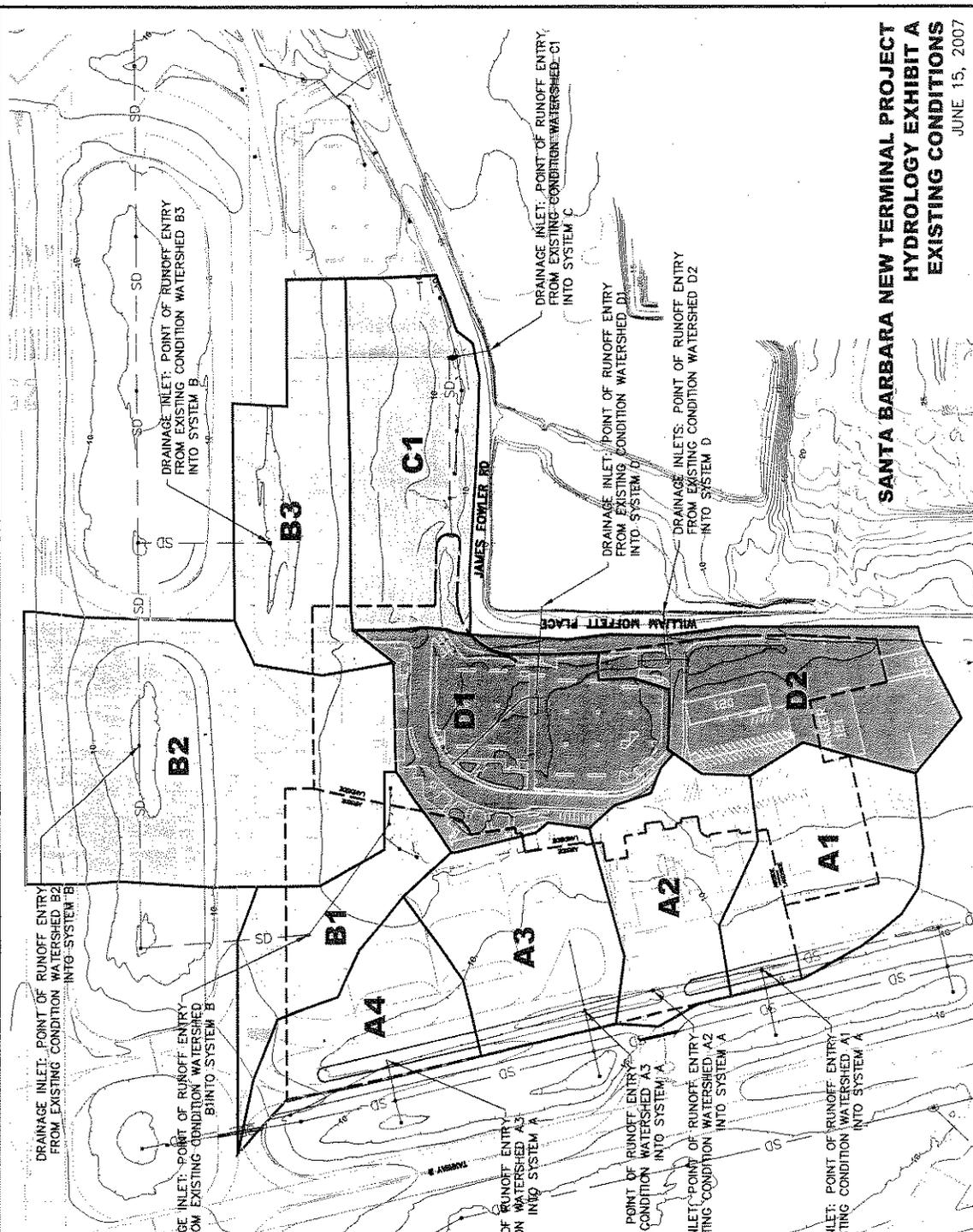
As previously stated, and outlined in the referenced reports and studies on the facility, the proposed project site (Santa Barbara Airport) is already inadequate for drainage under the following constraints: (1) *the Airport is located at a very low elevation relative to the receiving tidal waters in Goleta Slough, San Pedro Creek, and Tecolotito Creek; and (2) the airport is relatively flat with very little slope, limiting hydraulic capacity.* Because of these factors, the existing storm drainage facilities are insufficient to handle the runoff of the current site. The site also lies within the floodplain, so is already experiencing flooding in large storm events. Upgrading the storm drain facilities would provide minimal benefit and is not feasible since inadequate cover and insufficient slope present overwhelming obstacles.

Overall, the proposed project is improving drainage conditions by maximizing the use of pervious areas, and is significantly decreasing the impervious surface percentages and runoff for the project site.

EXHIBITS

LEGEND

-  SYSTEM A WATERSHED
10.95 AC
-  SYSTEM B WATERSHED
13.26 AC
-  SYSTEM C WATERSHED
3.74 AC
-  SYSTEM D WATERSHED
7.82 AC
-  WATERSHED BOUNDARY
-  AIRSIDE/LANDSIDE PROJECT LIMITS
-  EXISTING STORM DRAIN

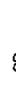


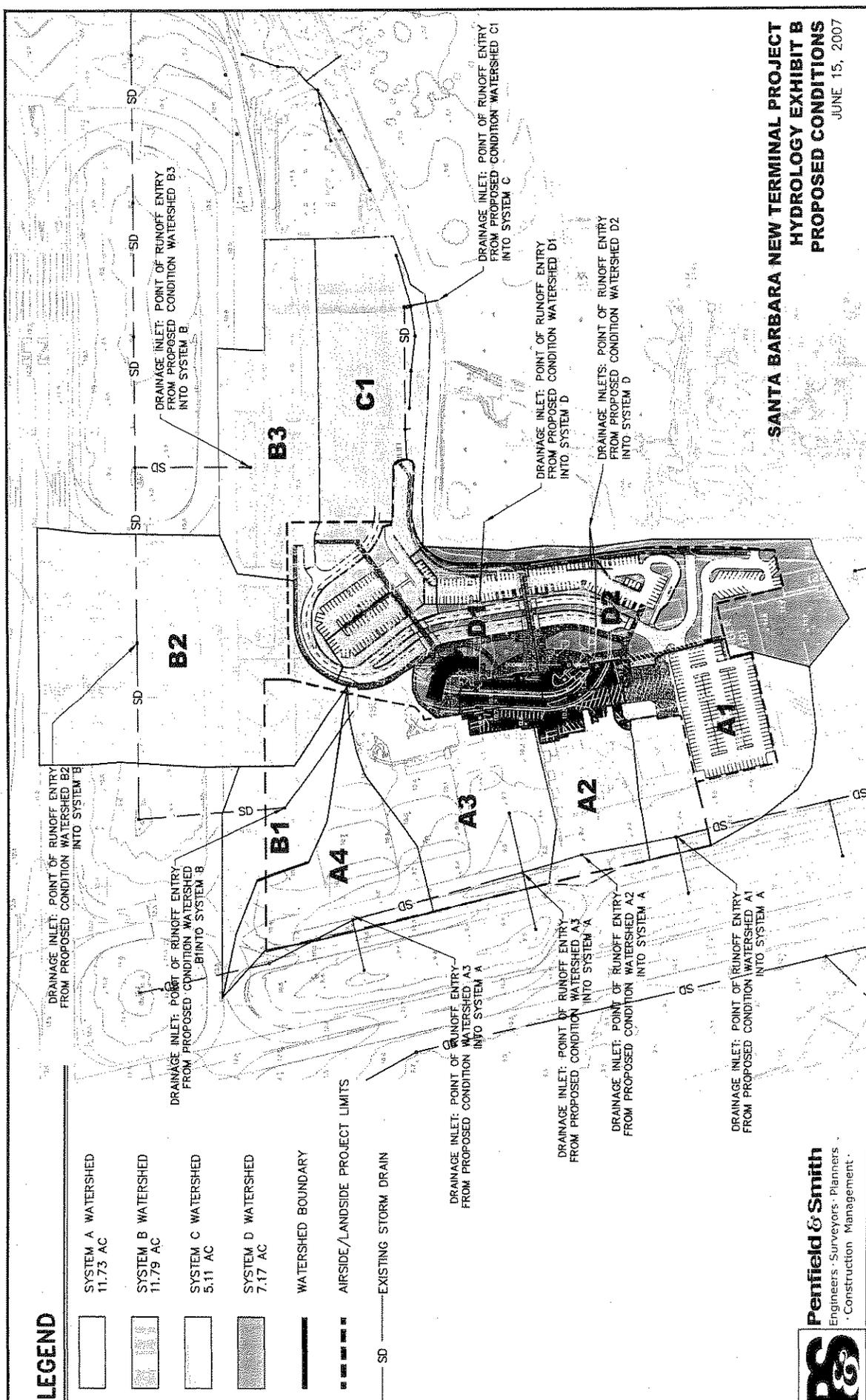
SANTA BARBARA NEW TERMINAL PROJECT
HYDROLOGY EXHIBIT A
EXISTING CONDITIONS
 JUNE 15, 2007



Penfield & Smith
 Engineers - Surveyors - Planners
 - Construction Management -

LEGEND

-  SYSTEM A WATERSHED
11.73 AC
-  SYSTEM B WATERSHED
11.79 AC
-  SYSTEM C WATERSHED
5.11 AC
-  SYSTEM D WATERSHED
7.17 AC
-  WATERSHED BOUNDARY
-  AIRSIDE/LANDSIDE PROJECT LIMITS
-  EXISTING STORM DRAIN



SANTA BARBARA NEW TERMINAL PROJECT HYDROLOGY EXHIBIT B PROPOSED CONDITIONS

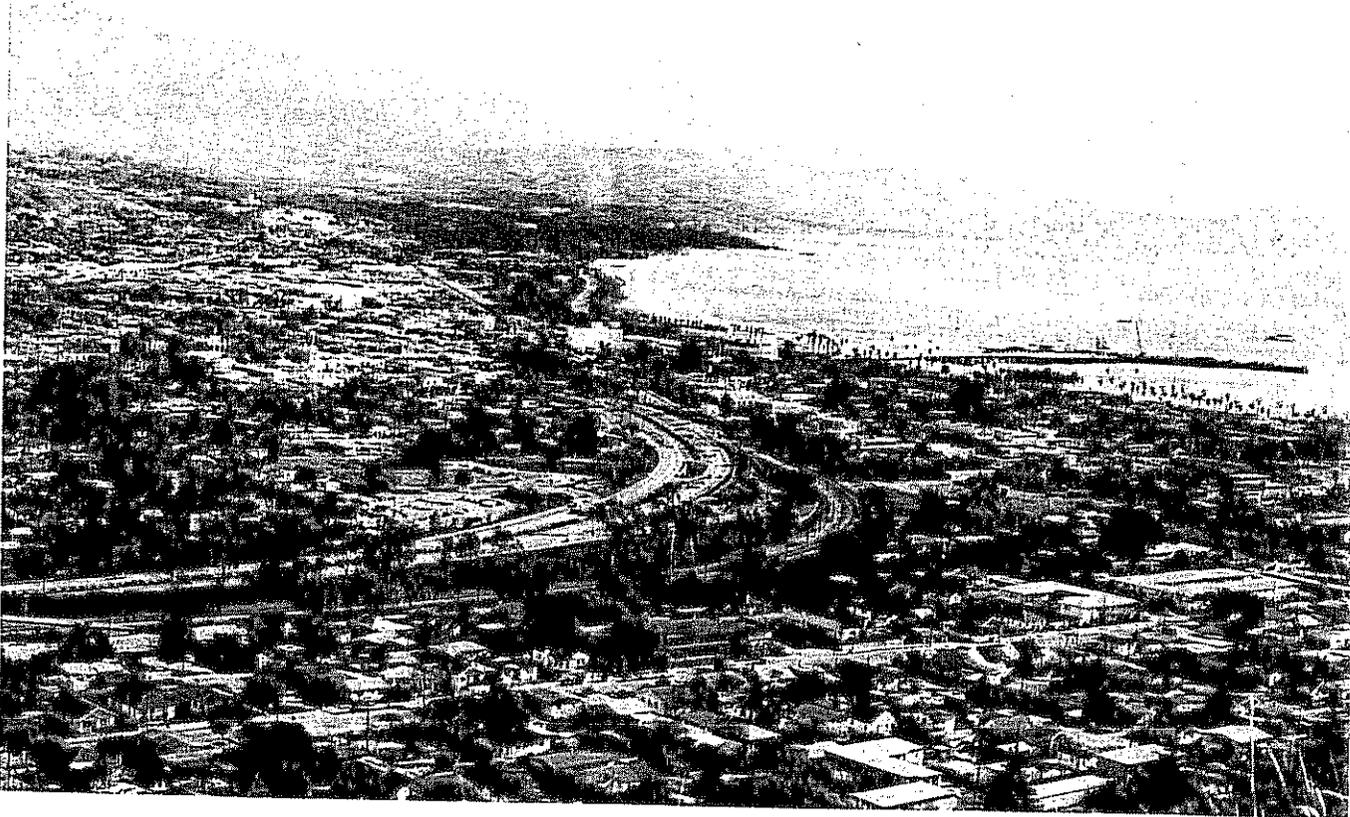
JUNE 15, 2007

Penfield & Smith
Engineers - Surveyors - Planners
- Construction Management -



ATTACHMENTS AND CALCULATIONS

SOIL SURVEY OF
Santa Barbara County, California
South Coastal Part

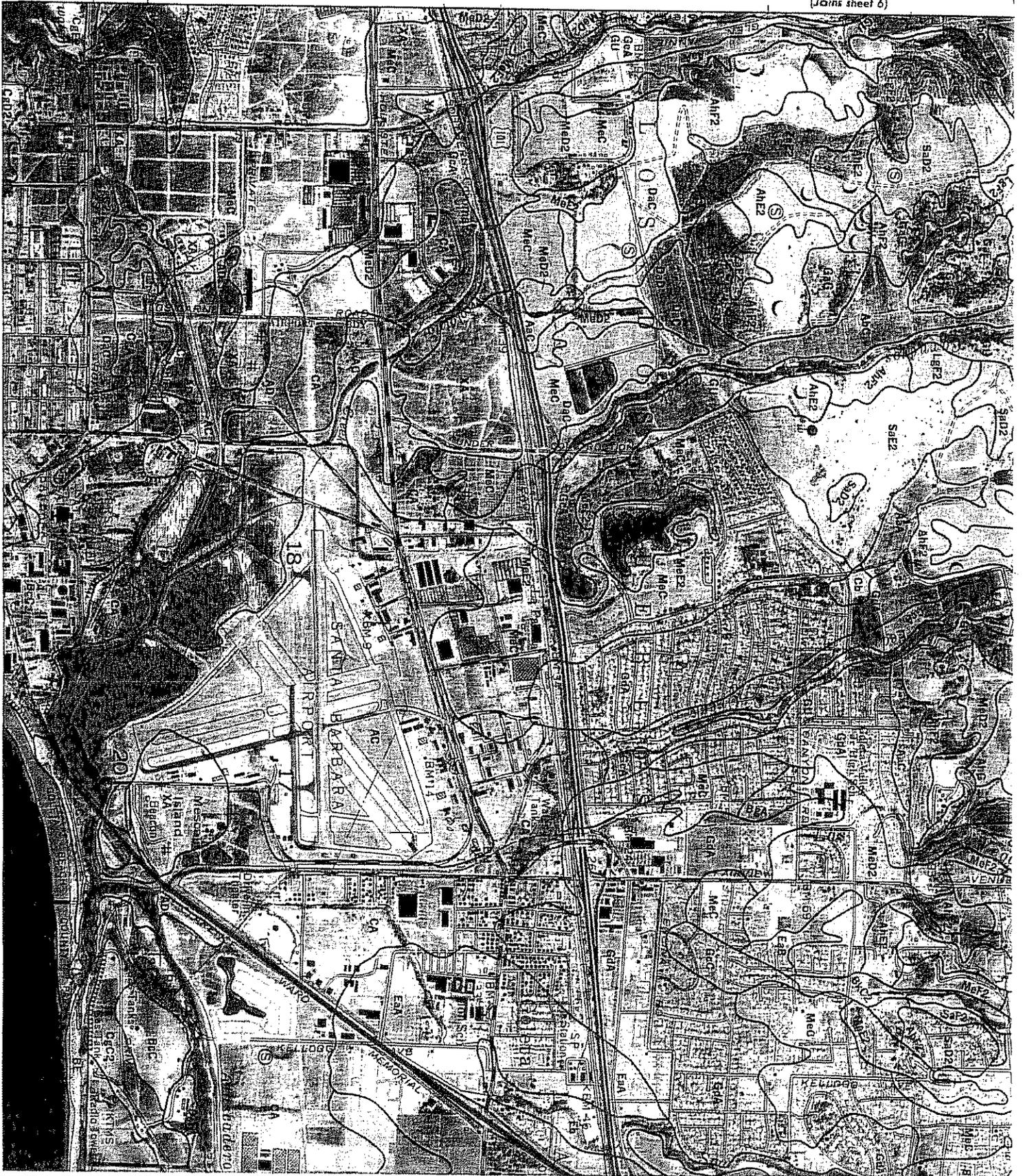


United States Department of Agriculture
Soil Conservation Service and Forest Service
In cooperation with
University of California Agricultural Experiment
Station

TABLE 9.—Soil and

[Absence of an entry indicates that the feature is not a concern. The definitions of "flooding" and "water table" in

Soil name and map symbol	Hydrologic group	Flooding		
		Frequency	Duration	Months
Agueda: AaA, AaC, AaD	B	Rare		
¹ ABC: Agueda part	B	Rare		
Goleta part	B	Rare		
Aquents: AC	C	Rare		
Aquepts: AD	A	Frequent	Brief	Jan-Dec
Argixerolls: ¹ AE: Argixerolls part	C	None		
Xererts part	D	None		
Arnold: AgD, AgE2, AgF2, AgG	B	None		
Ayar: AhE2, AhF2, AhG	D	None		
Ballard: BaA, BaC	B	None		
Ballard variant: BbC	B	None		
Baywood: BcC	A	None		
Beaches: BE				
Botella: BgA, BgC, BhC	B	None		
Botella variant: BkC2, BkD2	B	None		
Camarillo: Ca	C	Common	Brief	Nov-Mar
Camarillo variant: Cb	C	Common	Brief	Nov-Mar
Capitan: CcF	D	None		
¹ CdG: Capitan part	D	None		
Rock outcrop part				
Concepcion: CeB, CgA, CgC, CgC2, CgD2, CgE2, CgF2	D	None		
Cortina: ChC	A	Common	Very brief	Nov-Mar
Crow Hill: CkD2, CkE2, CkF, CkG	C	None		



Summary of program input similarities, differences:

Input similarities of the District's SBUH versus the Hydraflow and HydroCAD's SBUH:

- Area in acres.
- 24-hour rainfall amount. Note, however, that the District's SBUH prompts for a return period and a 100-year 24-hour rainfall total. The program automatically applies a constant factor to convert the 100-year 24-hour rainfall total to the amount applicable to the return period requested. The Hydraflow and HydroCAD versions of SBUH simply prompt for the 24-hour rainfall total to be used. It is up to the user to put in the appropriate return period amount.
- Time of concentration.

Input differences of the District's SBUH versus the Hydraflow and HydroCAD's SBUH:

District's SBUH:

- Return period automatically determines the pervious loss rates in SBUH. There is no ability to over-ride the values used.
- Effective impervious fraction. This percentage of rainfall is considered to be 100% runoff.
- Custom rainfall distribution developed by James Stubchaer. There is no ability to over-ride the distribution used.

Hydraflow, HydroCAD's SBUH:

- Uses the SCS Curve Number methodology to determine rainfall losses.
- Allows a choice of rainfall distributions. Although a custom distribution may be imported, the District will be requiring the SCS Type I rainfall distribution.

Required input:

The following optional parameters must be used with the commercially available SBUH programs:

Runoff Method: SBUH
 Pond Routing Method: Storage-Indication
 Rainfall Distribution: SCS 24-hour, Type I distribution
 Antecedent Moisture Condition: AMC II
 Hydrograph ordinate time increment: 0.10 hour
 Rainfall Amounts, 24-hour totals:

Area	5-Year	10-Year	25-Year	50-Year	100-Year
Buellton					
Santa Ynez	4.10 inches	4.93	5.97	6.72	7.45
Lompoc	3.17	3.82	4.62	5.20	5.76
Los Alamos	2.92	3.51	4.25	4.79	5.30
Sisquoc	2.74	3.30	3.99	4.49	4.98
South Coast	4.61	5.55	6.71	7.56	8.38
Santa Maria					
Orcutt	2.62	3.15	3.81	4.29	4.76

SBA New Terminal Project
 Preliminary Drainage Calculations
 Calculated by: DTP

EXISTING CONDITIONS WATERSHED CALCULATIONS

SYSTEM A: (Pipe System) - located between Runway 33R and Taxiway B

WATERSHED	TOTAL AREA (SF)	TOTAL AREA (Ac)	TOTAL PERVIOUS (SF)	TOTAL IMPERVIOUS (SF)	% IMPERVIOUS
A1	137,682	3.16	7,754	129,928	94.4
A2	113,542	2.61	4,897	108,645	95.7
A3	129,940	2.98	8,234	121,706	93.7
A4	95,968	2.20	9,102	86,866	90.5
OVERALL TOTALS	477,132	10.95	29,987	447,145	93.7

SYSTEM B: (Pipe system) - located between Runway 7-25 and Taxiway A

WATERSHED	TOTAL AREA (SF)	TOTAL AREA (Ac)	TOTAL PERVIOUS (SF)	TOTAL IMPERVIOUS (SF)	% IMPERVIOUS
B1	90,750	2.08	2,178	88,572	97.6
B2	339,803	7.80	120,974	218,829	64.4
B3	147,214	3.38	15,681	131,533	89.3
OVERALL TOTALS	577,767	13.26	138,833	438,934	76.0

SYSTEM C: Marsh detention basin located southeast of James Fowler rd and William Moffet Place

WATERSHED	TOTAL AREA (SF)	TOTAL AREA (Ac)	TOTAL PERVIOUS (SF)	TOTAL IMPERVIOUS (SF)	% IMPERVIOUS
C1	162,703	3.74	29,672	133,031	81.8
OVERALL TOTALS	162,703	3.74	29,672	133,031	81.8

SYSTEM D: Marsh detention basin located southeast of James Fowler rd and William Moffet Place

WATERSHED	TOTAL AREA (SF)	TOTAL AREA (Ac)	TOTAL PERVIOUS (SF)	TOTAL IMPERVIOUS (SF)	% IMPERVIOUS
D1	179,130	4.11	23,378	155,752	86.9
D2	161,380	3.70	3,579	157,801	97.8
OVERALL TOTALS	340,510	7.82	26,957	313,553	92.1

SBA New Terminal Project
Preliminary Drainage Calculations
Calculated by: DTP

POST CONDITION WATERSHED CALCULATIONS

SYSTEM A: (Pipe System) - located between Runway 33R and Taxiway B

WATERSHED	TOTAL AREA (SF)	TOTAL AREA (Ac)	TOTAL PERV. (SF)	TOTAL IMPERV. (SF)	% IMPERV.	Q ₅ (CFS)	Q ₁₀ (CFS)	Q ₂₅ (CFS)
A1	162,380	3.73	13,007	149,373	92.0			
A2	82,040	1.88	4,932	77,108	94.0			
A3	161,155	3.70	14,891	146,264	90.8			
A4	105,193	2.41	9,102	96,091	91.3			
OVERALL TOTALS	510,768	11.73	41,932	468,836	91.8	25.9	31.3	37.9

SYSTEM B: (Pipe system) - located between Runway 7-25 and Taxiway A

WATERSHED	TOTAL AREA (SF)	TOTAL AREA (Ac)	TOTAL PERV. (SF)	TOTAL IMPERV. (SF)	% IMPERV.	Q ₅ (CFS)	Q ₁₀ (CFS)	Q ₁₀ (CFS)
B1	71,690	1.65	-	71,690	100.0			
B2	302,723	6.95	128,924	173,799	57.4			
B3	139,277	3.20	15,205	124,072	89.1			
OVERALL TOTALS	513,690	11.79	144,129	369,561	71.9	22.7	28.0	34.7

SYSTEM C: Marsh detention basin located south of James Fowler Rd

WATERSHED	TOTAL AREA (SF)	TOTAL AREA (Ac)	TOTAL PERV. (SF)	TOTAL IMPERV. (SF)	% IMPERV.	Q ₅ (CFS)	Q ₁₀ (CFS)	Q ₁₀ (CFS)
C1	222,710	5.11	48,925	173,785	78.0	9.5	11.8	14.6
OVERALL TOTALS	222,710	5.11	48,925	173,785	78.0	9.5	11.8	14.6

SYSTEM D: (Pipe system) - marsh detention basin located East of William Moffett Place

WATERSHED	TOTAL AREA (SF)	TOTAL AREA (Ac)	TOTAL PERV. (SF)	TOTAL IMPERV. (SF)	% IMPERV.	Q ₅ (CFS)	Q ₁₀ (CFS)	Q ₁₀ (CFS)
D1	125,605	2.88	22,145	103,460	82.4	5.8	7.1	8.7
D2	186,818	4.29	33,962	152,856	81.8	8.6	10.5	12.9
OVERALL TOTALS	312,423	7.17	56,107	256,316	82.0	14.4	17.6	21.6

Outdoor Material Storage Area Design

Design of outdoor material storage facilities in a manner to protect water quality is supported by adopted City water protection policies as outlined in Section 3 of this SWMP. Outdoor storage without the containment features specified in Attachment 4 is not permitted in most residential and commercial zones, but could be allowed under existing provisions of the M-1 (Light Manufacturing), C-M (Commercial Manufacturing), OM (Ocean-Oriented Manufacturing), and several Airport zones. However, even within these zones, the design review, environmental review, and permit approval process for all discretionary projects (described in Section 3) provide for application of the design standards specified in Attachment 4 to discretionary projects with outdoor storage.

Trash Storage Area Design

Adopted City policies for water quality protection identified in Section 3 support proper design of trash storage areas. Project design review and/or conditions of approval for specified one acre or greater projects and for all discretionary projects with trash storage areas and that require Planning Commission permit approval provide for walls, screening, covers and drainage containment provisions as specified in the Attachment 4 design standards. (See also Appendix E Development Application Review Team SWMP checklist used for project design review and permit conditioning.)

Structural or Treatment Control BMPs

The City meets the State minimum standards by applying requirements for volumetric or flow-based treatment control for specified discretionary projects of one acre and greater. The design criteria are a one inch storm for detention systems and .25 inches per hour for four hours for flow-through treatment systems. The City goes beyond the State minimum standards by applying requirements for volumetric and flow-based treatment control as feasible through project design review and conditions of approval for all discretionary projects. (See also Appendix E Development Application Review Team SWMP checklist used for project design review and permit conditioning.)

Over the five-year period of the State General Permit and City Storm Water Management Plan, the City will continue to apply requirements for post-construction structural and treatment control BMPs, and will incorporate design criteria into ordinance provisions.

Design Standards for Individual Project Categories

The State General Permit post-construction design standards for discretionary projects of one acre or more in size provide requirements for proper design of the following individual project types and components to protect water quality:

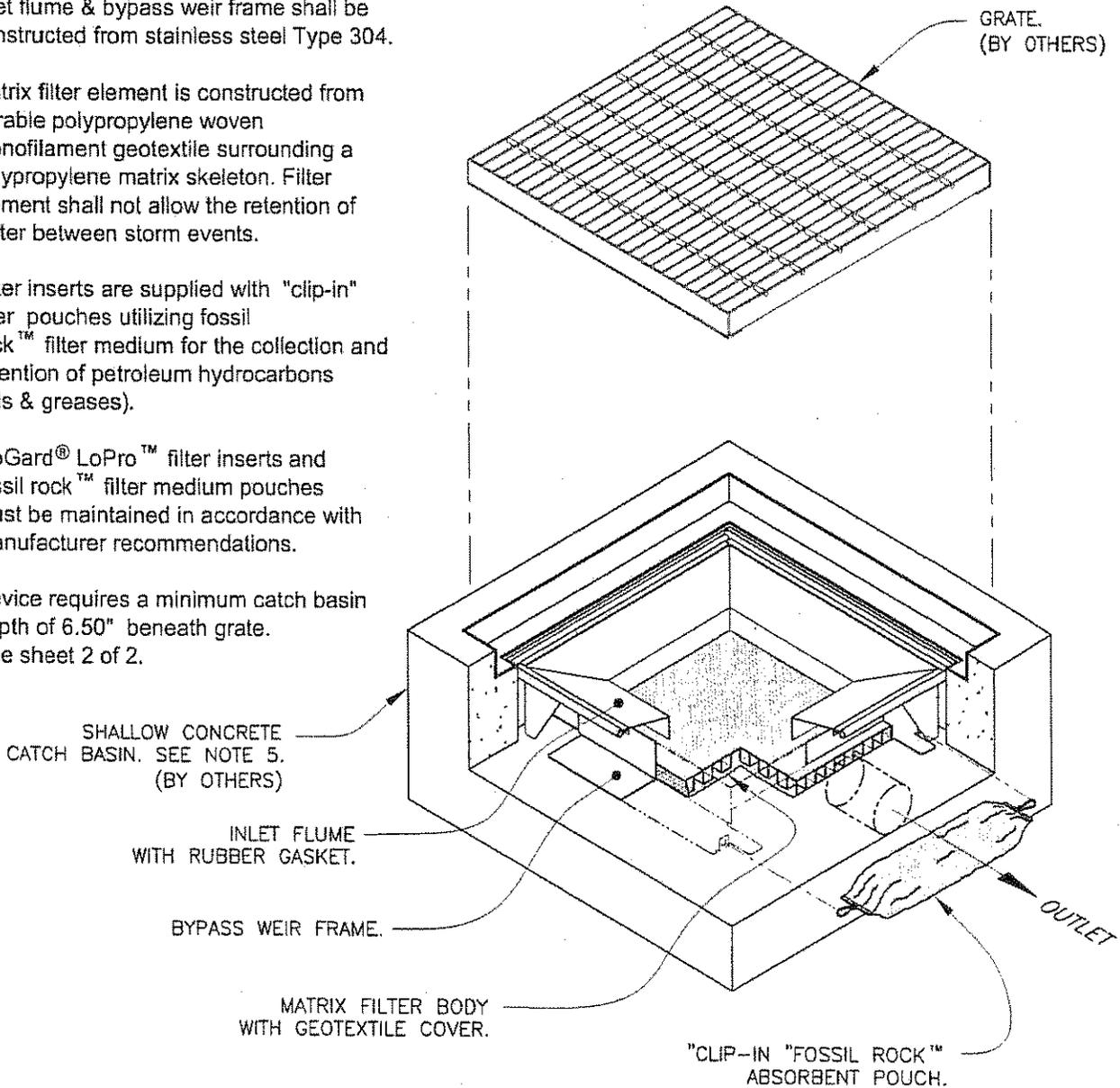
- 100,000 Square Foot Commercial Developments. Design of loading/unloading dock areas; repair/maintenance bays, and vehicle/equipment wash areas.

FG-LP-0001

SPECIFIER CHART				
MODEL	CATCH BASIN ID	SOLIDS STORAGE CAPACITY CUBIC FEET	FILTERED FLOW CUBIC FEET / SECOND	TOTAL BYPASS CAPACITY CUBIC FEET /SECOND
FG-M1818	18" X 18"	0.1	0.1	1.0
FG-M2424	24" X 24"	0.3	0.3	1.7
FG-M2436	24" X 36"	0.4	0.5	2.3
FG-M3636	36" X 36"	0.8	0.9	4.1
FG-M3648	36" X 48"	1.1	1.3	4.6
FG-M4848	48" X 48"	1.6	1.8	6.6

NOTES:

1. Inlet flume & bypass weir frame shall be constructed from stainless steel Type 304.
2. Matrix filter element is constructed from durable polypropylene woven monofilament geotextile surrounding a polypropylene matrix skeleton. Filter element shall not allow the retention of water between storm events.
3. Filter inserts are supplied with "clip-in" filter pouches utilizing fossil rock™ filter medium for the collection and retention of petroleum hydrocarbons (oils & greases).
4. FloGard® LoPro™ filter inserts and fossil rock™ filter medium pouches must be maintained in accordance with manufacturer recommendations.
5. Device requires a minimum catch basin depth of 6.50" beneath grate. See sheet 2 of 2.



TITLE

FloGard® LoPro™
 SHALLOW CATCH BASIN
 FILTER INSERT

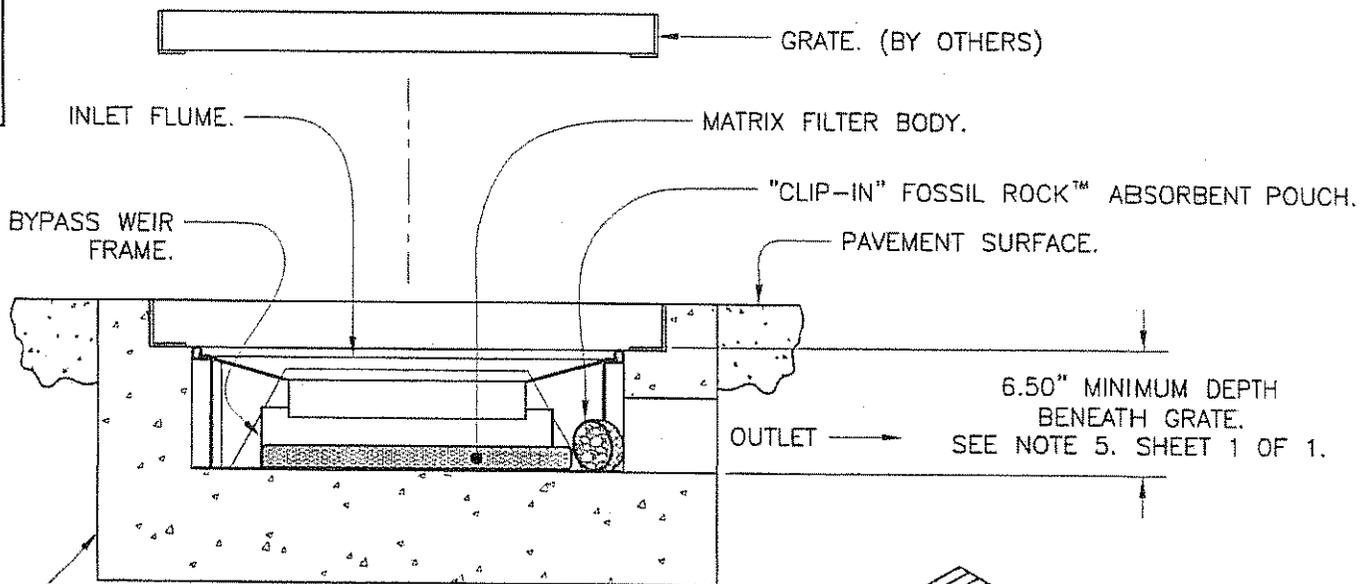


KriStar Enterprises, Inc.

P.O. Box 6419, Santa Rosa, CA 95406
 Ph: 800.579.8819, Fax: 707.524.8186, www.kristar.com

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FG-LP-0001



SECTION VIEW
SCALE: 2X

SHALLOW CONCRETE
CATCH BASIN.
(BY OTHERS)

GRATE.
(BY OTHERS)

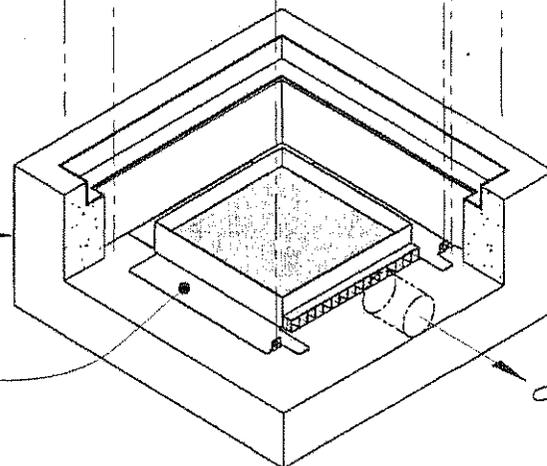
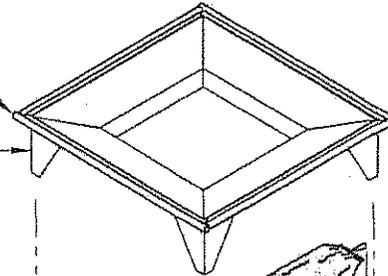
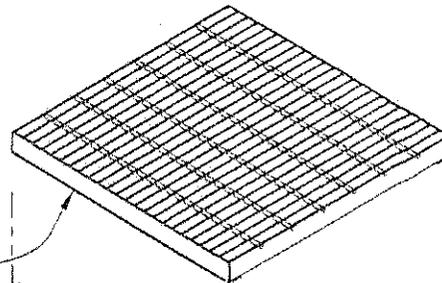
RUBBER GASKET.

INLET FLUME.

"CLIP-IN" FOSSIL ROCK™
ABSORBENT POUCH.

SHALLOW CONCRETE CATCH BASIN.
(BY OTHERS)

MATRIX FILTER ELEMENT &
BYPASS WEIR FRAME ASSEMBLY.



OUTLET

TITLE

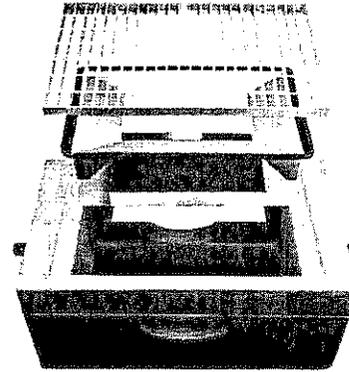
FloGard® LoPro™
SHALLOW CATCH BASIN
FILTER INSERT



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DRAWING NO. FG-LP-0001	REV A	ECD 0025	DATE 3/20/07	JPR	12/18/06	SHEET 2 OF 2
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FloGard® LoPro Matrix Filter

The FloGard® LoPro Matrix Filter is a modular filter designed to collect particulates, debris, metals and petroleum hydrocarbons from stormwater runoff. It includes a UV-resistant woven geo-textile wrapped around a perforated core encapsulating an adsorbent which is easily replaced, providing for flexibility, ease of maintenance, and economy.

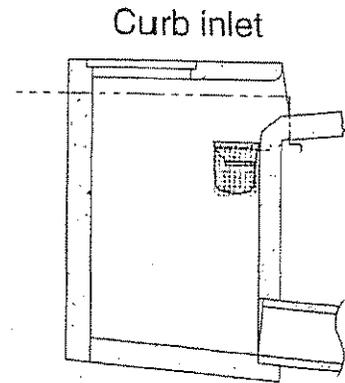
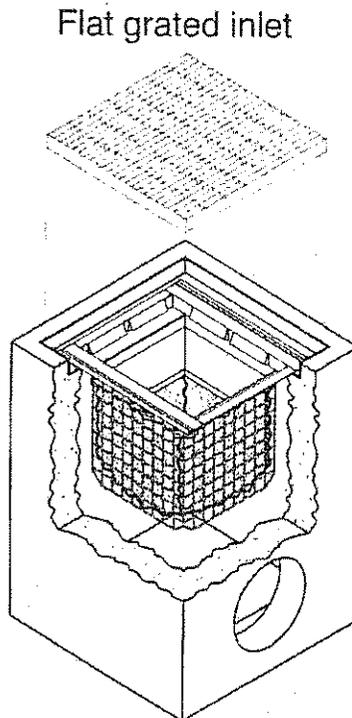
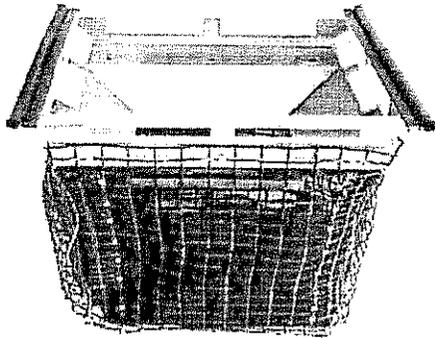
For urban sites with shallow drainage, particularly at property perimeters or across entrance driveways, the FloGard® LoPro Matrix Filter provides an effective solution to comply with stormwater runoff issues. The units perform as an effective filtering device at low flows ("first flush") and, because of the built-in high flow bypass, will not impede the drainage system's maximum design flow.

FloGard® LoPro Matrix Filters are available in sizes to fit common catch basin sizes, or are available as complete packaged "plug and play" units including filter integrated with a precast concrete catch basin with traffic-rated grate.

MODEL	CATCH BASIN ID	SOLIDS STORAGE CAPACITY CUBIC FEET	FILTERED FLOW CUBIC FEET /SECOND	TOTAL BYPASS CAPACITY CUBIC FEET /SECOND
FG-M1818	18" X 18"	0.1	0.1	1.0
FG-M2424	24" X 24"	0.3	0.3	1.7
FG-M2436	24" X 36"	0.4	0.5	2.3
FG-M3636	36" X 36"	0.8	0.9	4.1
FG-M3648	36" X 48"	1.1	1.3	4.6
FG-M4848	48" X 48"	1.6	1.8	6.6

Questions? Contact Kristar at (800) 579-8819.

04/07



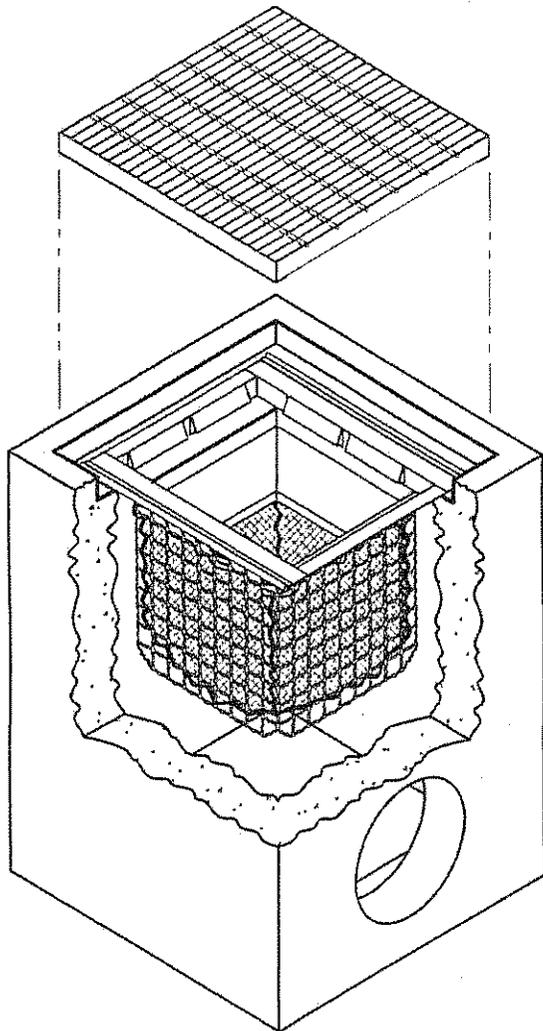
FloGard+PLUS® / Product Specifications

The FloGard+PLUS® is a multipurpose catch basin insert designed to capture sediment, debris, trash & oils/grease from low (first flush) flows.

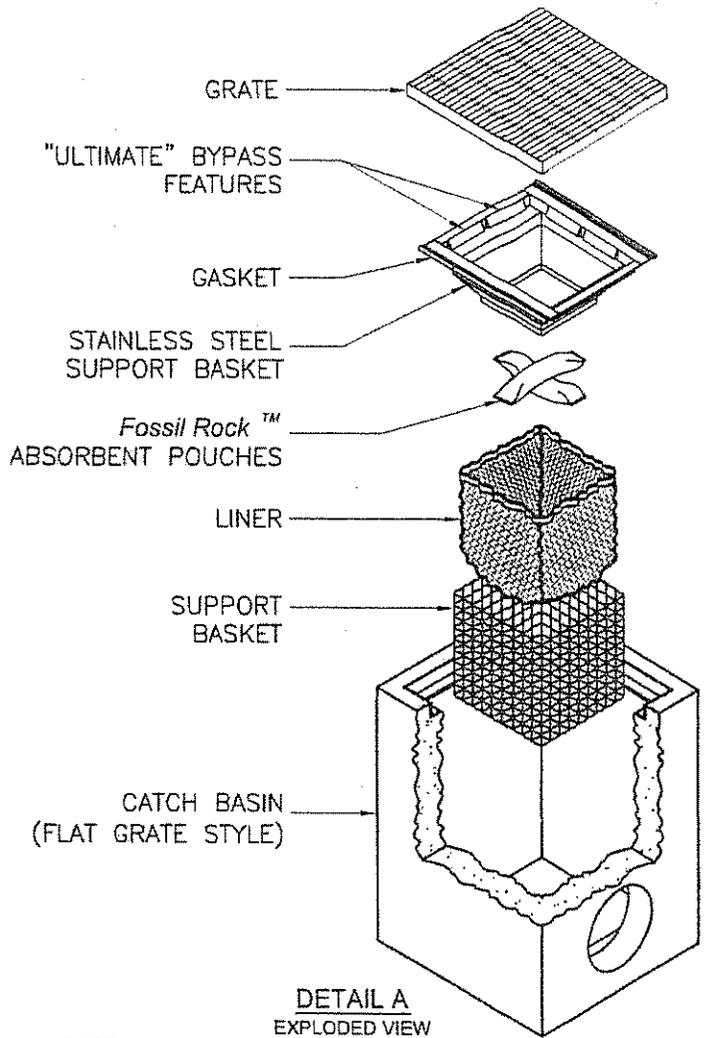
A (dual) high-flow bypass allows flows to bypass the device while retaining sediment and larger floatables (debris & trash) AND allows sustained maximum design flows under extreme weather conditions.

FloGard+PLUS® inserts are available in sizes to fit most industry-standard drainage inlets (...flat grated, combination, curb and round inlets).

FloGard+PLUS® catch basin inserts are recommended for areas subject to silt and debris as well as low-to-moderate levels of petroleum hydrocarbon (oils and grease). Examples of such areas are vehicle parking lots, aircraft ramps, truck and bus storage yards, corporation yards, subdivision streets and public streets.



FLOGARD+PLUS® FILTER
-INSTALLED INTO CATCH BASIN-



DETAIL A
EXPLODED VIEW

NOTES:

1. FloGard®+Plus (frame mount) high capacity catch basin inserts are available in most sizes and styles (see specifier chart, sheet 2 of 2). Refer to the FloGard®+Plus (wall mount) insert for devices to fit non-standard, or combination style catch basins.
2. Filter insert shall have both an "initial" filtering bypass and "ultimate" high flow bypass feature.
3. Filter support frame shall be constructed from stainless steel Type 304.
4. Allow a minimum of 2.0 feet, of clearance between the bottom of the grate and top of outlet pipe(s), or refer to the FloGard® insert for "shallow" installations.
5. Filter medium shall be *Fossil Rock™*, installed and maintained in accordance with manufacturer specifications.
6. Storage capacity reflects 80% of maximum solids collection prior to impeding filtering bypass.
7. Filtered flow rate includes a safety factor of two.

U.S. PATENT # 6,00,023 & 6,877,029

TITLE

FloGard® +PLUS
CATCH BASIN FILTER INSERT
(Frame Mount)
FLAT GRATED INLET



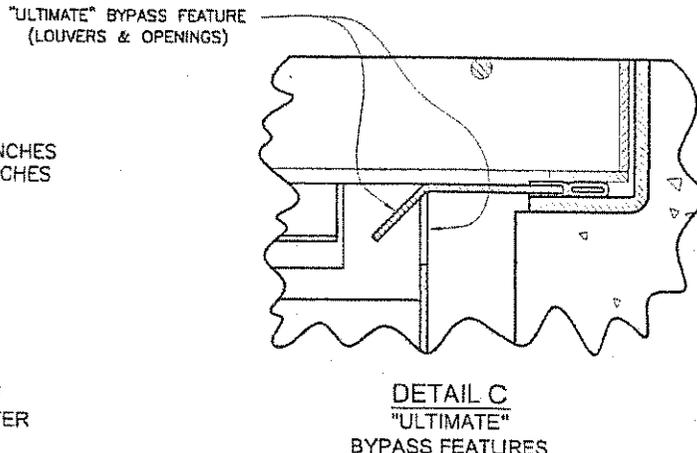
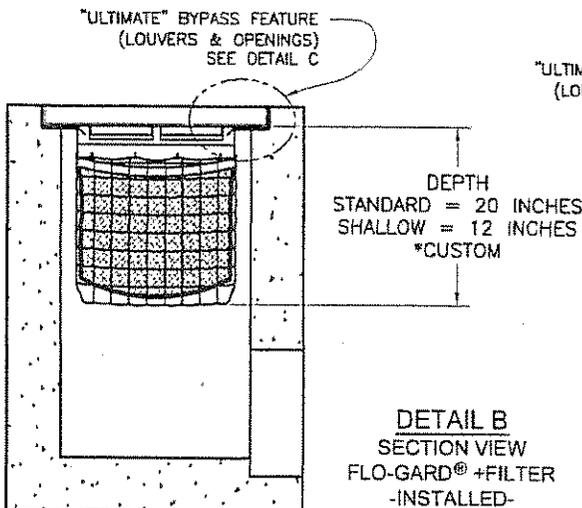
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FGP-0001

U.S. PATENT # 6,000,023 & 6,877,029



* MANY OTHER STANDARD & CUSTOM SIZES & DEPTHS AVAILABLE UPON REQUEST.

SPECIFIER CHART

MODEL NO. STANDARD DEPTH	STANDARD & SHALLOW DEPTH <small>(Data in these columns is the same for both STANDARD & SHALLOW versions)</small>			STANDARD DEPTH -20 Inches-		MODEL NO. SHALLOW DEPTH	SHALLOW DEPTH -12 Inches-	
	INLET ID Inside Dimension (inch x inch)	GRATE OD Outside Dimension (inch x inch)	TOTAL BYPASS CAPACITY (cu. ft.)	SOLIDS STORAGE CAPACITY (cu. ft.)	FILTERED FLOW (cu. ft. / sec.)		SOLIDS STORAGE CAPACITY (cu. ft.)	FILTERED FLOW (cu. ft. / sec.)
FGP-12F	12 X 12	12 X 14	2.8	0.3	0.4	FGP-12FB	.15	.25
FGP-1530F	15 X 30	15 X 35	6.9	2.3	1.6	FGP-1530FB	1.3	.9
FGP-16F	16 X 16	16 X 19	4.7	0.8	0.7	FGP-16FB	.45	.4
FGP-1624F	16 X 24	16 X 26	5.0	1.5	1.2	FGP-1624FB	.85	.7
FGP-18F	18 X 18	18 X 20	4.7	0.8	0.7	FGP-18FB	.45	.4
FGP-1820F	16 X 19	18 X 21	5.9	2.1	1.4	FGP-1820FB	1.2	.8
FGP-1824F	16 X 22	18 X 24	5.0	1.5	1.2	FGP-1824FB	.85	.7
FGP-1836F	18 X 36	18 X 40	6.9	2.3	1.6	FGP-1836FB	1.3	.9
FGP-2024F	18 X 22	20 X 24	5.9	1.2	1.0	FGP-2024FB	.7	.55
FGP-21F	22 X 22	22 X 24	6.1	2.2	1.5	FGP-21FB	1.25	.85
FGP-2142F	21 X 40	24 X 40	9.1	4.3	2.4	FGP-2142FB	2.45	1.35
FGP-2148F	19 X 46	22 X 48	9.8	4.7	2.6	FGP-2148FB	2.7	1.5
FGP-24F	24 X 24	24 X 27	6.1	2.2	1.5	FGP-24FB	1.25	.85
FGP-2430F	24 X 30	26 X 30	7.0	2.8	1.8	FGP-2430FB	1.6	1.05
FGP-2436F	24 X 36	24 X 40	8.0	3.4	2.0	FGP-2436FB	1.95	1.15
FGP-2448F	24 X 48	26 X 48	9.3	4.4	2.4	FGP-2448FB	2.5	1.35
FGP-28F	28 X 28	32 X 32	6.3	2.2	1.5	FGP-28FB	1.25	.85
FGP-2440F	24 X 36	28 X 40	8.3	4.2	2.3	FGP-2440FB	2.4	1.3
FGP-30F	30 X 30	30 X 34	8.1	3.6	2.0	FGP-30FB	2.05	1.15
FGP-36F	36 X 36	36 X 40	9.1	4.6	2.4	FGP-36FB	2.65	1.35
FGP-3648F	36 X 48	40 X 48	11.5	6.8	3.2	FGP-3648FB	3.9	1.85
FGP-48F	48 X 48	48 X 54	13.2	9.5	3.9	FGP-48FB	5.45	2.25
FGP-SD24F	24 X 24	28 X 28	6.1	2.2	1.5	FGP-SD24FB	1.25	.85
FGP-1836FGO	18 X 36	20 X 40	6.9	2.3	1.6	FGP-1836F8GO	1.3	.9
FGP-2436FGO	20 X 36	24 X 40	8.0	3.4	2.0	FGP-2436F8GO	1.95	1.15
FGP-48FGO	18 X 48	20 X 54	6.3	2.2	1.5	FGP-48F8GO	1.25	.85

TITLE

FloGard® +PLUS
CATCH BASIN FILTER INSERT
(Frame Mount)
FLAT GRATED INLET

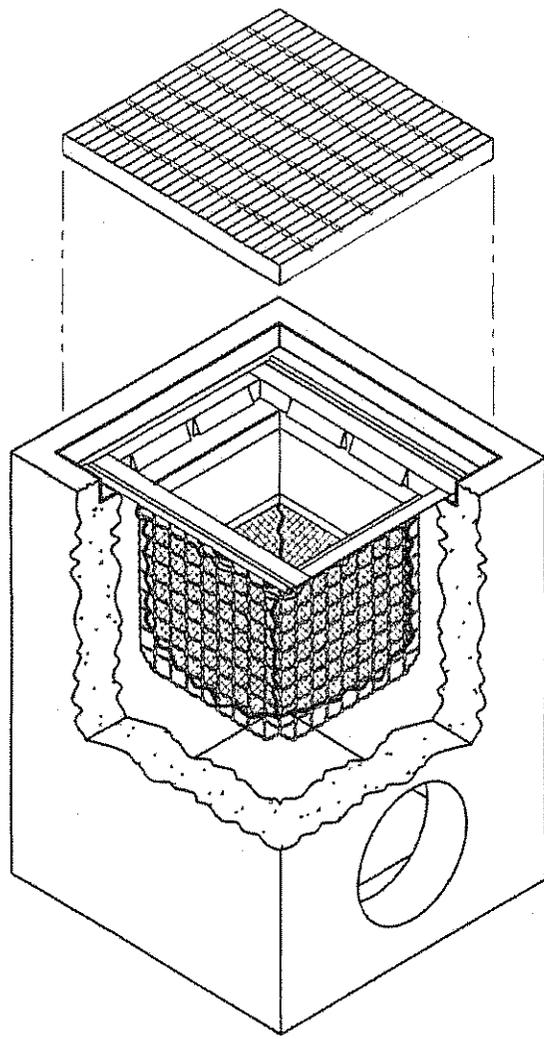


KriStar Enterprises, Inc.

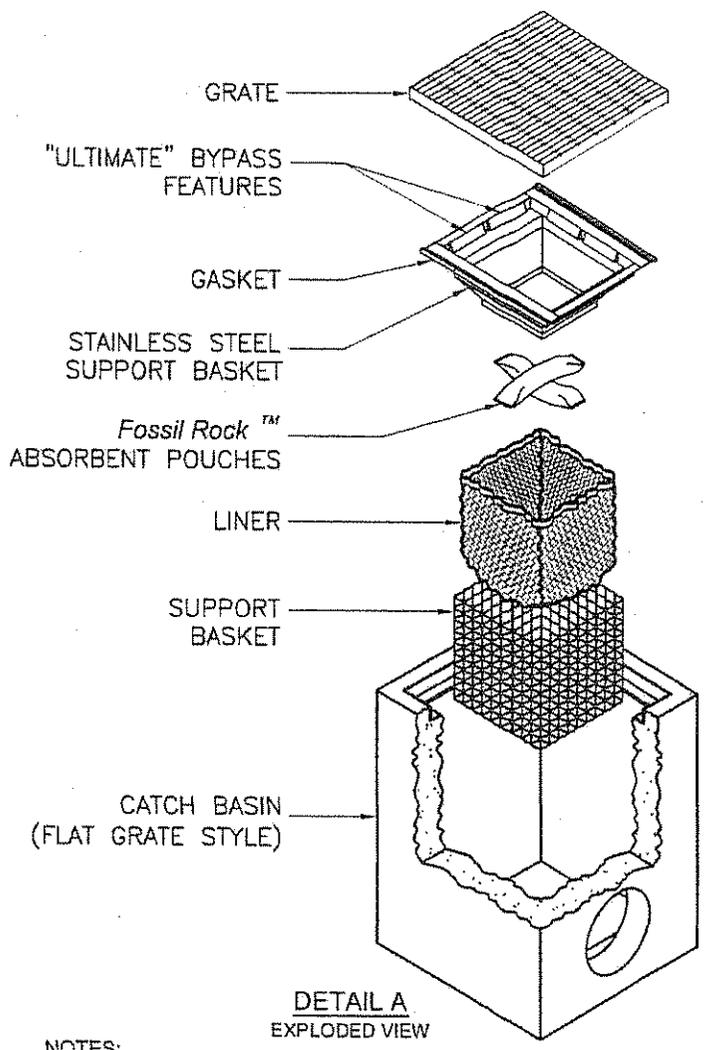
P.O. Box 6419, Santa Rosa, CA 95406
Ph: 800.579.8819, Fax: 707.524.8186, www.kristar.com

DRAWING NO. FGP-0001	REV A	ECD 0001	DATE JPR 09/01/06	SHEET 2 OF 2
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FGP-0001



FLOGARD+PLUS® FILTER
-INSTALLED INTO CATCH BASIN-



DETAIL A
EXPLODED VIEW

NOTES:

1. FloGard®+Plus (frame mount) high capacity catch basin inserts are available in most sizes and styles (see specifier chart, sheet 2 of 2). Refer to the FloGard®+Plus (wall mount) insert for devices to fit non-standard, or combination style catch basins.
2. Filter insert shall have both an "initial" filtering bypass and "ultimate" high flow bypass feature.
3. Filter support frame shall be constructed from stainless steel Type 304.
4. Allow a minimum of 2.0 feet, of clearance between the bottom of the grate and top of outlet pipe(s), or refer to the FloGard® insert for "shallow" installations.
5. Filter medium shall be *Fossil Rock™*, installed and maintained in accordance with manufacturer specifications.
6. Storage capacity reflects 80% of maximum solids collection prior to impeding filtering bypass.
7. Filtered flow rate includes a safety factor of two.

U.S. PATENT # 6,00,023 & 6,877,029

TITLE

FloGard® +PLUS
CATCH BASIN FILTER INSERT
(Frame Mount)
FLAT GRATED INLET



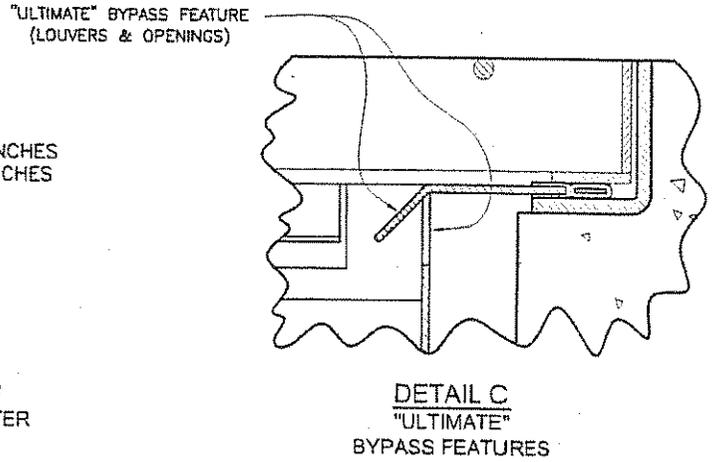
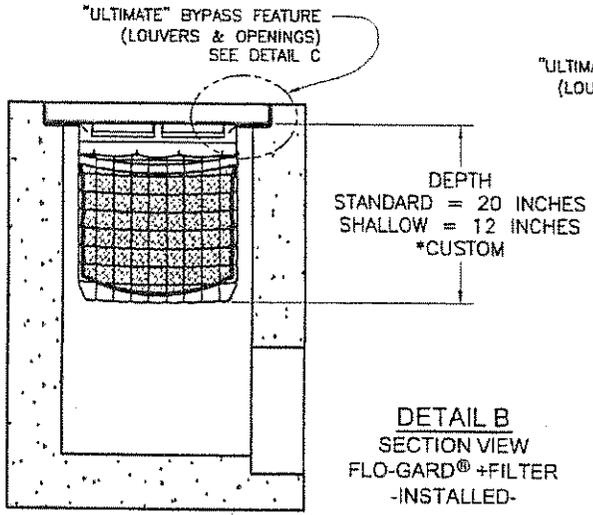
KriStar Enterprises, Inc.

P.O. Box 6419, Santa Rosa, CA 95406
Ph: 800.579.8819, Fax: 707.524.8186, www.kristar.com

DRAWING NO. FGP-0001	REV A	ECD 0001	DATE JPR 09/01/06	SHEET 1 OF 2
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FGP-0001

U.S. PATENT # 6,00,023 & 6,877,029



* MANY OTHER STANDARD & CUSTOM SIZES & DEPTHS AVAILABLE UPON REQUEST.

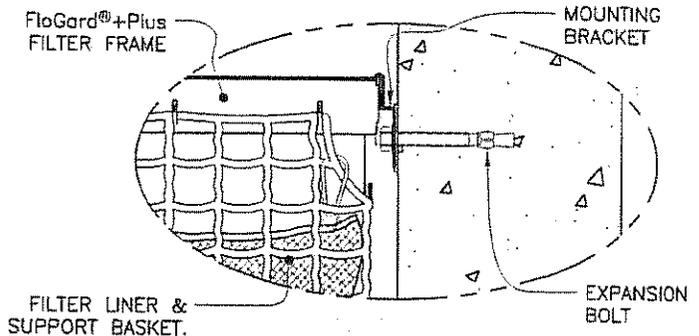
SPECIFIER CHART								
MODEL NO. STANDARD DEPTH	STANDARD & SHALLOW DEPTH <small>(Data in these columns is the same for both STANDARD & SHALLOW versions)</small>			STANDARD DEPTH -20 Inches-		MODEL NO. SHALLOW DEPTH	SHALLOW DEPTH -12 Inches-	
	INLET ID Inside Dimension (inch x inch)	GRATE OD Outside Dimension (inch x inch)	TOTAL BYPASS CAPACITY (cu. ft.)	SOLIDS STORAGE CAPACITY (cu. ft.)	FILTERED FLOW (cu. ft. / sec.)		SOLIDS STORAGE CAPACITY (cu. ft.)	FILTERED FLOW (cu. ft. / sec.)
FGP-12F	12 X 12	12 X 14	2.8	0.3	0.4	FGP-12F8	.15	.25
FGP-1530F	15 X 30	15 X 35	6.9	2.3	1.6	FGP-1530F8	1.3	.9
FGP-16F	16 X 16	16 X 19	4.7	0.8	0.7	FGP-16F8	.45	.4
FGP-1624F	16 X 24	16 X 26	5.0	1.5	1.2	FGP-1624F8	.85	.7
FGP-18F	18 X 18	18 X 20	4.7	0.8	0.7	FGP-18F8	.45	.4
FGP-1820F	16 X 19	18 X 21	5.9	2.1	1.4	FGP-1820F8	1.2	.8
FGP-1824F	16 X 22	18 X 24	5.0	1.5	1.2	FGP-1824F8	.85	.7
FGP-1836F	18 X 36	18 X 40	6.9	2.3	1.6	FGP-1836F8	1.3	.9
FGP-2024F	18 X 22	20 X 24	5.9	1.2	1.0	FGP-2024F8	.7	.55
FGP-21F	22 X 22	22 X 24	6.1	2.2	1.5	FGP-21F8	1.25	.85
FGP-2142F	21 X 40	24 X 40	9.1	4.3	2.4	FGP-2142F8	2.45	1.35
FGP-2148F	19 X 46	22 X 48	9.8	4.7	2.6	FGP-2148F8	2.7	1.5
FGP-24F	24 X 24	24 X 27	6.1	2.2	1.5	FGP-24F8	1.25	.85
FGP-2430F	24 X 30	26 X 30	7.0	2.8	1.8	FGP-2430F8	1.6	1.05
FGP-2436F	24 X 36	24 X 40	8.0	3.4	2.0	FGP-2436F8	1.95	1.15
FGP-2448F	24 X 48	26 X 48	9.3	4.4	2.4	FGP-2448F8	2.5	1.35
FGP-28F	28 X 28	32 X 32	6.3	2.2	1.5	FGP-28F8	1.25	.85
FGP-2440F	24 X 36	28 X 40	8.3	4.2	2.3	FGP-2440F8	2.4	1.3
FGP-30F	30 X 30	30 X 34	8.1	3.6	2.0	FGP-30F8	2.05	1.15
FGP-36F	36 X 36	36 X 40	9.1	4.6	2.4	FGP-36F8	2.65	1.35
FGP-3648F	36 X 48	40 X 48	11.5	6.8	3.2	FGP-3648F8	3.9	1.85
FGP-48F	48 X 48	48 X 54	13.2	9.5	3.9	FGP-48F8	5.45	2.25
FGP-SD24F	24 X 24	28 X 28	6.1	2.2	1.5	FGP-SD24F8	1.25	.85
FGP-1836FGO	18 X 36	20 X 40	6.9	2.3	1.6	FGP-1836F8GO	1.3	.9
FGP-2436FGO	20 X 36	24 X 40	8.0	3.4	2.0	FGP-2436F8GO	1.95	1.15
FGP-48FGO	18 X 48	20 X 54	6.3	2.2	1.5	FGP-48F8GO	1.25	.85

<p>TITLE</p> <p>FloGard® +PLUS</p> <p>CATCH BASIN FILTER INSERT</p> <p>(Frame Mount)</p> <p>FLAT GRATED INLET</p>	<p>KriStar Enterprises, Inc.</p> <p>P.O. Box 6419, Santa Rosa, CA 95406</p> <p>Ph: 800.579.8819, Fax: 707.524.8186, www.kristar.com</p>	<p>DRAWING NO.</p> <p>FGP-0001</p>	<p>REV</p> <p>A</p>	<p>ECO</p> <p>0001</p>	<p>DATE</p> <p>JPR 09/01/06</p>	<p>SHEET 2 OF 2</p>
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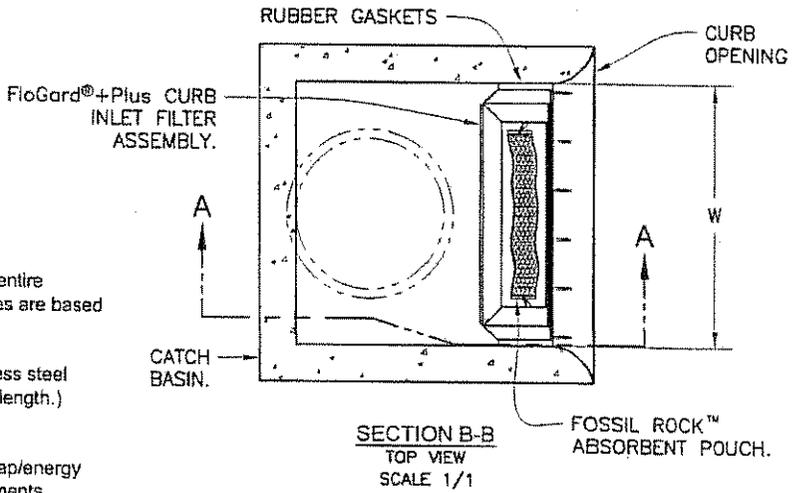
FGP-0002

SPECIFIER CHART

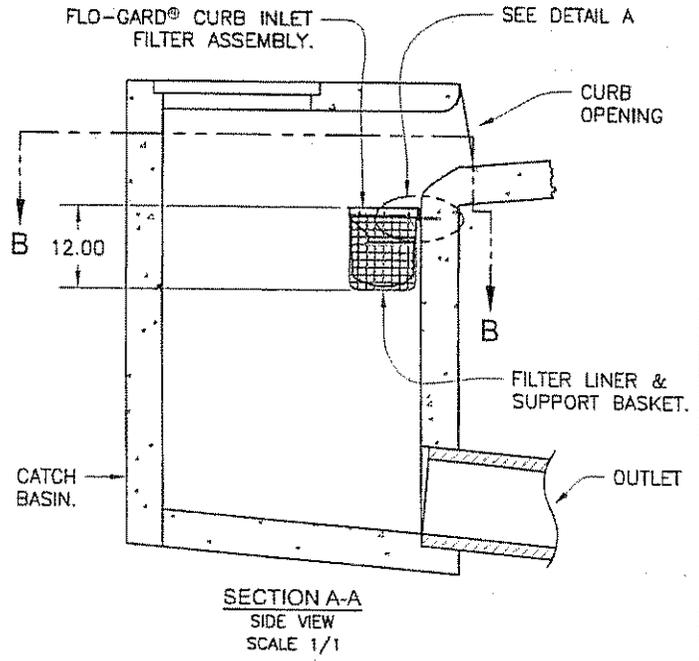
MODEL NO.	Curb Opening Width - W -	Storage Capacity - Cu. Ft. -	Clean Flow Rate - GPM/CFS -
FGP-24CI	2.0' (24")	.95	338 / .75
FGP-30CI	2.5' (30")	1.20	450 / 1.00
FGP-36CI	3.0' (36")	1.50	563 / 1.25
FGP-42CI	3.5' (42")	1.80	675 / 1.50
FGP-48CI	4.0' (48")	2.10	768 / 1.76
FGP-5.0CI	5.0' (60")	2.40	900 / 2.00
FGP-6.0CI	6.0' (72")	3.05	1,126 / 2.51
FGP-7.0CI	7.0' (84")	3.65	1,350 / 3.01
FGP-8.0CI	8.0' (96")	4.25	1,576 / 3.51
FGP-10.0CI	10.0' (120")	4.85	1,800 / 4.01
FGP-12.0CI	12.0' (144")	6.10	2,252 / 5.02
FGP-14.0CI	14.0' (168")	7.30	2,700 / 6.02
FGP-16.0CI	16.0' (192")	8.55	3,152 / 7.02
FGP-18.0CI	18.0' (216")	9.45	3,490 / 7.78
FGP-21.0CI	21.0' (252")	10.95	4,050 / 9.02
FGP-28.0CI	28.0' (336")	14.60	5,400 / 12.03



DETAIL A
MOUNTING BRACKET & EXPANSION BOLTS
SEE NOTE 2
SCALE 6/1



SECTION B-B
TOP VIEW
SCALE 1/1



SECTION A-A
SIDE VIEW
SCALE 1/1

NOTES:

1. FloGard®+PLUS filter inserts shall be installed across the entire width of curb opening. Storage capacity and clean flow rates are based on full width installation.
2. Filter insert shall be attached to the catch basin with stainless steel expansion anchor bolts & washers (3/8" x 2-1/2" minimum length.) See detail A.
3. FloGard®+PLUS filter inserts are designed with a debris trap/energy dissipator for the retention of floatables and collected sediments.
4. Filter support frame shall be constructed from stainless steel Type 304.
5. Filter liner shall be constructed from durable polypropylene, woven, monofilament, geotextile. Filter liner shall not allow the retention of water between storm events.
6. Filter inserts are supplied with "clip-in" filter pouches utilizing FOSSIL ROCK™ filter medium for the collection and retention of petroleum hydrocarbons (oils & greases).
7. FloGard®+PLUS filter inserts and FOSSIL ROCK™ filter medium pouches must be maintained in accordance with manufacturer recommendations.
8. FloGard +PLUS filter inserts are available in standard lengths of 24", 30", 35", 42" & 48" and may be installed in various length combinations (end to end) to fit length of noted catch basin.
9. Clean flow rates are "calculated" based on liner flow rate of 140 gallons per minute per square foot of material, a factor of .50 has been applied to allow for anticipated sediment & debris loading. An additional safety factor of between .25 & .50 may be applied to allow for site specific sediment loading.
10. Storage capacity reflects maximum solids collection prior to impending "initial" filtering bypass. The "ultimate" high-flow bypass will not become impeded due to maximum solids loading.

TITLE

FloGard® +PLUS
CATCH BASIN FILTER INSERT
(Curb Inlet Style)



KriStar Enterprises, Inc.

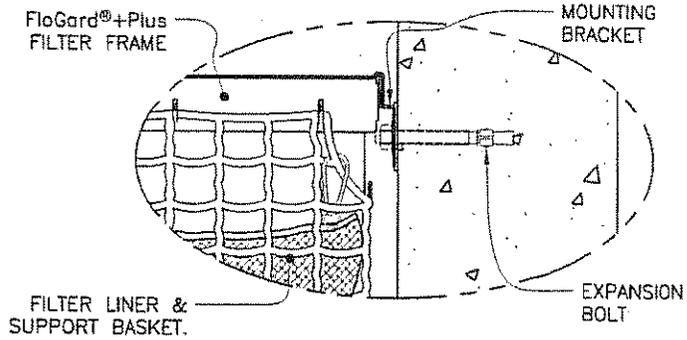
P.O. Box 6419, Santa Rosa, CA 95406
Ph: 800.579.8819, Fax: 707.524.8188, www.kristar.com

DRAWING NO. FGP-0002	REV B	ECD 0025	DATE 3/20/07	JPR	11/3/06	SHEET 1 OF 1
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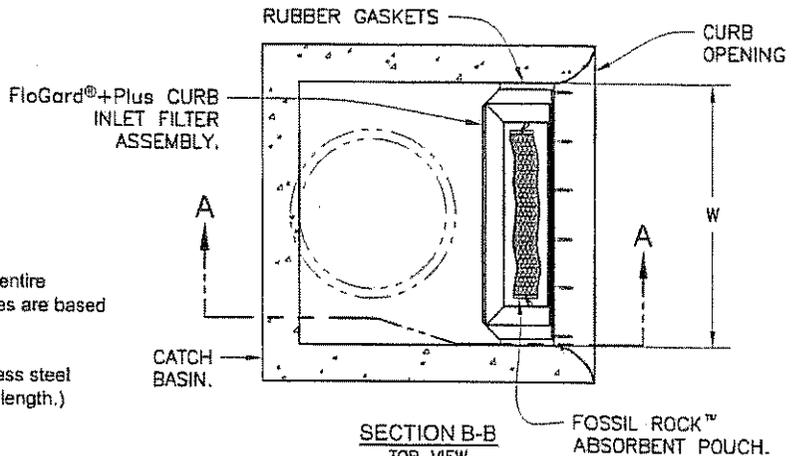
FGP-0002

SPECIFIER CHART

MODEL NO.	Curb Opening Width - W -	Storage Capacity - Cu. Ft. -	Clean Flow Rate - GPM/CFS -
FGP-24CI	2.0' (24")	.95	338 / 1.75
FGP-30CI	2.5' (30")	1.20	450 / 1.00
FGP-36CI	3.0' (36")	1.50	563 / 1.25
FGP-42CI	3.5' (42")	1.80	675 / 1.50
FGP-48CI	4.0' (48")	2.10	768 / 1.76
FGP-5.0CI	5.0' (60")	2.40	900 / 2.00
FGP-6.0CI	6.0' (72")	3.05	1,126 / 2.51
FGP-7.0CI	7.0' (84")	3.65	1,350 / 3.01
FGP-8.0CI	8.0' (96")	4.25	1,576 / 3.51
FGP-10.0CI	10.0' (120")	4.85	1,800 / 4.01
FGP-12.0CI	12.0' (144")	6.10	2,252 / 5.02
FGP-14.0CI	14.0' (168")	7.30	2,700 / 6.02
FGP-16.0CI	16.0' (192")	8.55	3,152 / 7.02
FGP-18.0CI	18.0' (216")	9.45	3,490 / 7.78
FGP-21.0CI	21.0' (252")	10.95	4,050 / 9.02
FGP-28.0CI	28.0' (336")	14.60	5,400 / 12.03



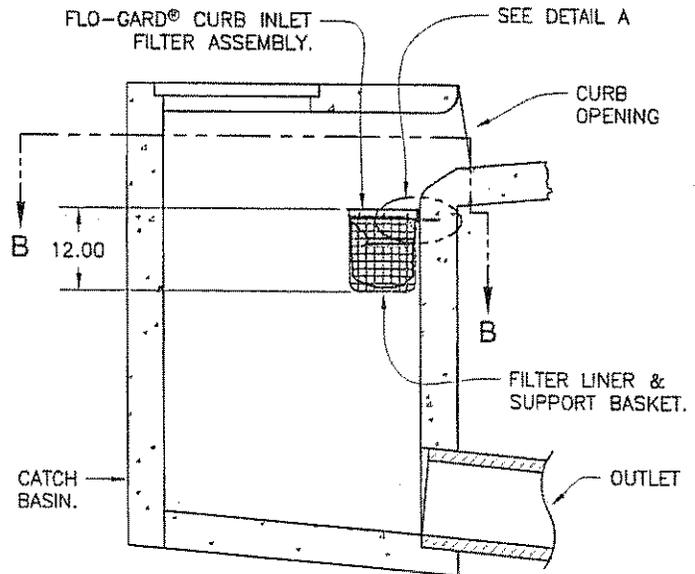
DETAIL A
MOUNTING BRACKET & EXPANSION BOLTS
SEE NOTE 2
SCALE 6/1



SECTION B-B
TOP VIEW
SCALE 1/1

NOTES:

1. FloGard®+PLUS filter inserts shall be installed across the entire width of curb opening. Storage capacity and clean flow rates are based on full width installation.
2. Filter insert shall be attached to the catch basin with stainless steel expansion anchor bolts & washers (3/8" x 2-1/2" minimum length.) See detail A.
3. FloGard®+PLUS filter inserts are designed with a debris trap/energy dissipator for the retention of floatables and collected sediments.
4. Filter support frame shall be constructed from stainless steel Type 304.
5. Filter liner shall be constructed from durable polypropylene, woven, monofilament, geotextile. Filter liner shall not allow the retention of water between storm events.
6. Filter inserts are supplied with "clip-in" filter pouches utilizing FOSSIL ROCK™ filter medium for the collection and retention of petroleum hydrocarbons (oils & greases).
7. FloGard®+PLUS filter inserts and FOSSIL ROCK™ filter medium pouches must be maintained in accordance with manufacturer recommendations.
8. FloGard +PLUS filter inserts are available in standard lengths of 24", 30", 35", 42" & 48" and may be installed in various length combinations (end to end) to fit length of noted catch basin.
9. Clean flow rates are "calculated" based on liner flow rate of 140 gallons per minute per square foot of material, a factor of .50 has been applied to allow for anticipated sediment & debris loading. An additional safety factor of between .25 & .50 may be applied to allow for site specific sediment loading.
10. Storage capacity reflects maximum solids collection prior to impending "initial" filtering bypass. The "ultimate" high-flow bypass will not become impeded due to maximum solids loading.



SECTION A-A
SIDE VIEW
SCALE 1/1

TITLE

FloGard® +PLUS
CATCH BASIN FILTER INSERT
(Curb Inlet Style)



KriStar Enterprises, Inc.

P.O. Box 6419, Santa Rosa, CA 95406
Ph: 800.579.8819, Fax: 707.524.8186, www.kristar.com

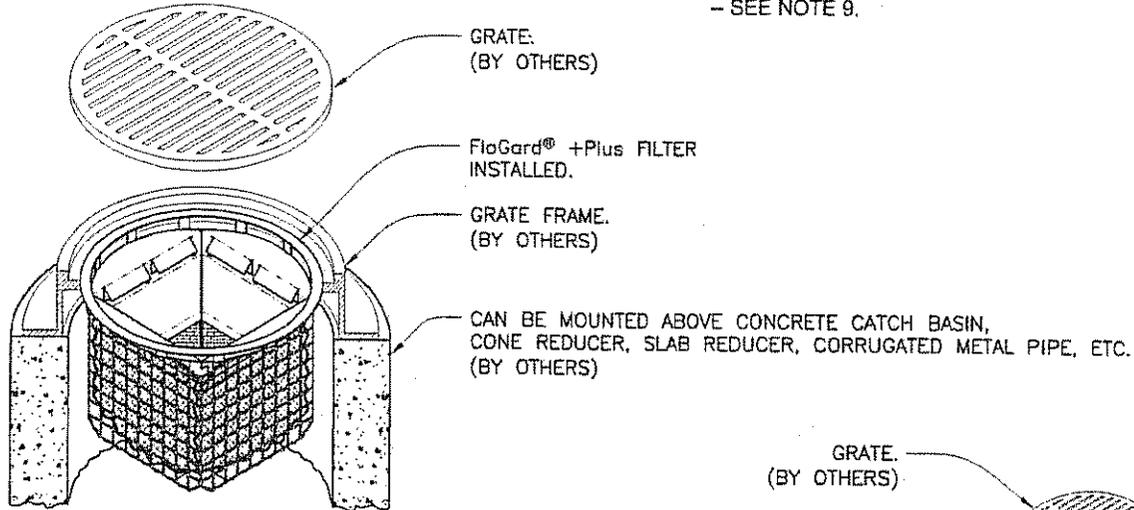
DRAWING NO. FGP-0002	REV B	ECO 0025 3/20/07	DATE JPR 11/3/06	SHEET 1 OF 1
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FG-0003

SPECIFIER CHART

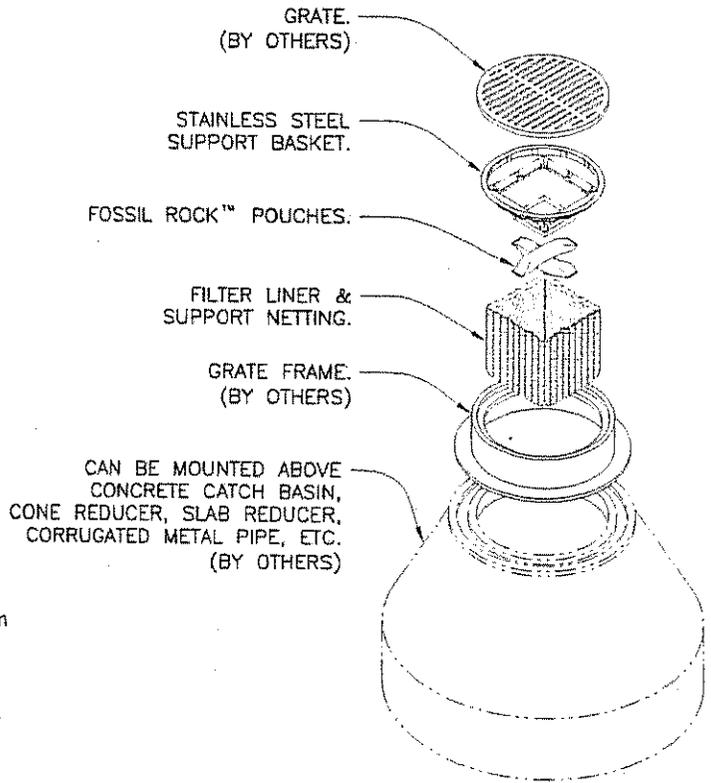
MODEL NUMBER	INLET ID (Ø INCHES)	GRATE OD (Ø INCHES)	SOLIDS STORAGE CAPACITY (CU FT)	FILTERED FLOW (CFS)	TOTAL BYPASS CAPACITY (CFS)
FGP-RF15F	16	18	0.3	0.4	2.8
FGP-RF18F	18	20	0.8	0.7	4.7
FGP-RF20F	21	23	0.8	0.7	4.7
FGP-RF21F	22	23.5	0.8	0.7	4.7
FGP-RF22F	23	24	0.8	0.7	4.7
FGP-RF24F	24	26	0.8	0.7	4.7
FGP-RF30F	30	32	2.2	1.5	6.1
FGP-RF36F	36	39	3.6	2.0	8.1

DIMENSIONS SHOWN ARE APPROXIMATE - SUBMIT EXACT MEASUREMENTS WHEN ORDERING
 - SEE NOTE 9.



NOTES:

1. FloGard® +Plus Catch Basin Filter Inserts are available in standard sizes (see specifier chart) or in custom sizes. Call for details on custom size inserts.
2. Standard height is 20 inches from top of filter frame to bottom of support netting. Shallow depths available upon request.
3. Filter support frame shall be constructed from stainless steel Type 304.
4. Filter liner shall be constructed from durable polypropylene, woven, monofilament, geotextile. Filter liner shall not allow the retention of water between storm events.
5. Filter inserts are supplied with "clip-in" filter pouches utilizing FOSSIL ROCK™ filter medium for the collection and retention of petroleum hydrocarbons (oils & greases).
6. FloGard®+PLUS filter inserts and FOSSIL ROCK™ filter medium pouches must be maintained in accordance with manufacturer recommendations.
7. Storage capacity reflects 80% of maximum solids collection prior to impeding filtering bypass.
8. Filtered flow rate includes a safety factor of two.
9. FloGard® measurement charts available upon request.



EXPLODED VIEW

SCALE: 1/2

TITLE

FloGard® +PLUS
CATCH BASIN FILTER INSERT
 (CIRCULAR FRAME MOUNT)
 FLAT GRATED INLET



KriStar Enterprises, Inc.

P.O. Box 6419, Santa Rosa, CA 95406
 Ph: 800.579.8819, Fax: 707.524.8186, www.kristar.com

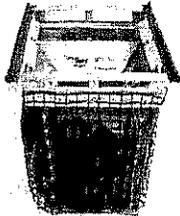
DRAWING NO. FGP-0003	REV A	ECD 0030	JPR 4/16/07	DATE JPR 4/4/07	SHEET 1 OF 1
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KRISTAR ENTERPRISES, INC.

Product Sizing

Tech Bulletin
KS-FGPGSP-012705-A

**Kristar
FloGard
+PLUS®
Catch Basin
Insert Filter**



*See product
specifications for
standard model
details*



Kristar Enterprises
1219 Briggs Avenue
Santa Rosa, CA
95401

(800) 579-8819

www.kristar.com

How to Size a FloGard® Series Catch Basin Insert Filter

1. Determine peak runoff volume and flow rate for given area according to Rational Method or other locally approved procedure. Locate and size catch basin accordingly.
2. Measure:
 - a. Inside dimensions of catch basin (length & width) below grate for flat grated or combination inlets, or curb opening (length) below apron for curb inlets.
 - b. Outside dimensions of grate (length & width) for flat grated or combination inlets, and note type and local or state standard type if available. Grate thickness or profile at the edges should also be noted.
 - c. Note inlets other than surface inlet that may require additional filtration.
 - d. Note clearance depth from bottom of grate to crown of the outlet.
3. Compare catch basin dimensions and grate dimensions to FloGard +Plus® Flow Sizing Chart or general specifications. Choose standard model with dimensions no greater than the cited Inlet ID and Grate OD dimensions. If dimensions for flat grated inlets vary from the standard specifications by more than 1 inch, consider use of wall mount model, or consult Kristar.
4. For clearance depths more than 18", the FloGard Plus® insert filter is generally appropriate. Clearance depths between 8"-18" require modification of the filter liner, or use of a standard FloGard® insert filter. Consult Kristar for situations where clearance depth is less than 8".
5. Compare the Filtered Flow Capacity of the chosen insert filter with the target mitigation flow rate (first flush), typically 10-15% of the peak flow rate at a given site. The Filtered Flow Capacity for the insert filter should exceed the target mitigation flow rate. If not, increase the size of the catch basin inlet to accommodate a larger insert filter.
6. Compare the Total Bypass Capacity of the chosen insert filter with the peak design flow for the inlet. The Total Bypass Capacity for the insert filter should exceed the peak design flow. If not, increase the size of the catch basin inlet to accommodate a larger insert filter.
7. Questions? Call Kristar Enterprises at (800) 579-8819.

Kelly Smith

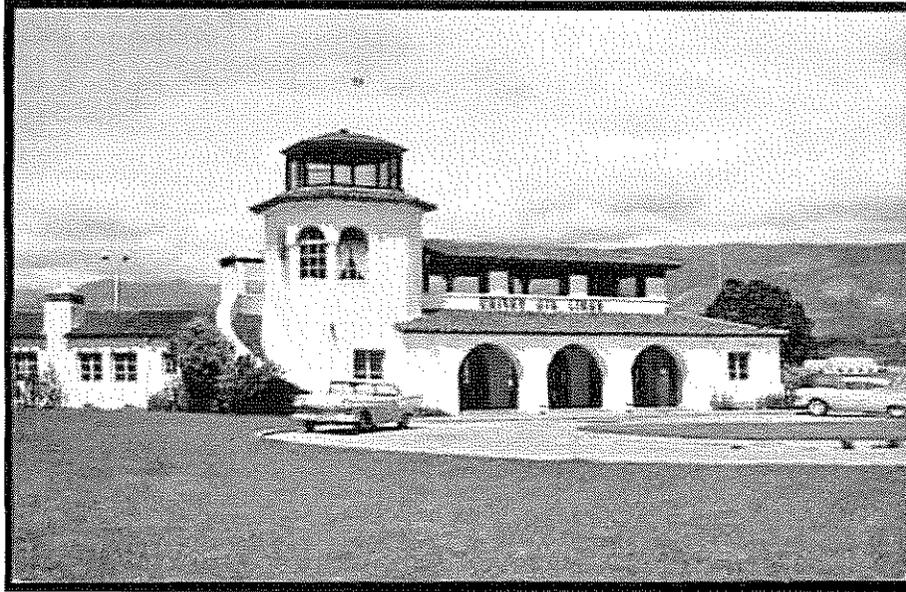
From: Craig Steward
Sent: Thursday, June 14, 2007 10:28 AM
To: Kelly Smith
Subject: Airport Questions

Found your answer to the 1" or 0.25" question. Its located on page 72:

Structural or Treatment Control BMPs

The City meets the State minimum standards by applying requirements for volumetric or flow-based treatment control for specified discretionary projects of one acre and greater. The design criteria are a one inch storm for detention systems and .25 inches per hour for four hours for flow-through treatment systems. The City goes beyond the State minimum standards by applying requirements for volumetric and flow-based treatment control as feasible through project design review and conditions of approval for all discretionary projects. (See also Appendix E Development Application Review Team SWMP checklist used for project design review and permit conditioning.) Over the five-year period of the State General Permit and City Storm Water Management Plan, the City will continue to apply requirements for post-construction structural and treatment

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prepared for

Santa Barbara Airport
City of Santa Barbara
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Santa Barbara, California 93117

prepared by

Architectural Resources Group
Architects, Planners & Conservators, Inc.

San Francisco, California

100% final draft
june 2007



ADDENDUM 1

Per the comments by the City of Santa Barbara Historic Landmarks Commission on July 27, 2007, the overall site plan is included to depict the relationship between the relocated historic terminal and the proposed airline terminal. See attached drawing S1.

HNTB

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ARLINE TERMINAL IMPROVEMENT PROJECT
SANTA BARBARA AIRPORT
SANTA BARBARA, CALIFORNIA

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Not for Construction

DATE:	11/11/2011
BY:	ARCHITECTURE
PROJECT:	ARLINE TERMINAL IMPROVEMENT PROJECT
SCALE:	AS SHOWN
DATE:	11/11/2011
BY:	ARCHITECTURE
PROJECT:	ARLINE TERMINAL IMPROVEMENT PROJECT
SCALE:	AS SHOWN

PROJECT TITLE & NUMBER
ARCHITECTURAL
SITE PLAN
S1

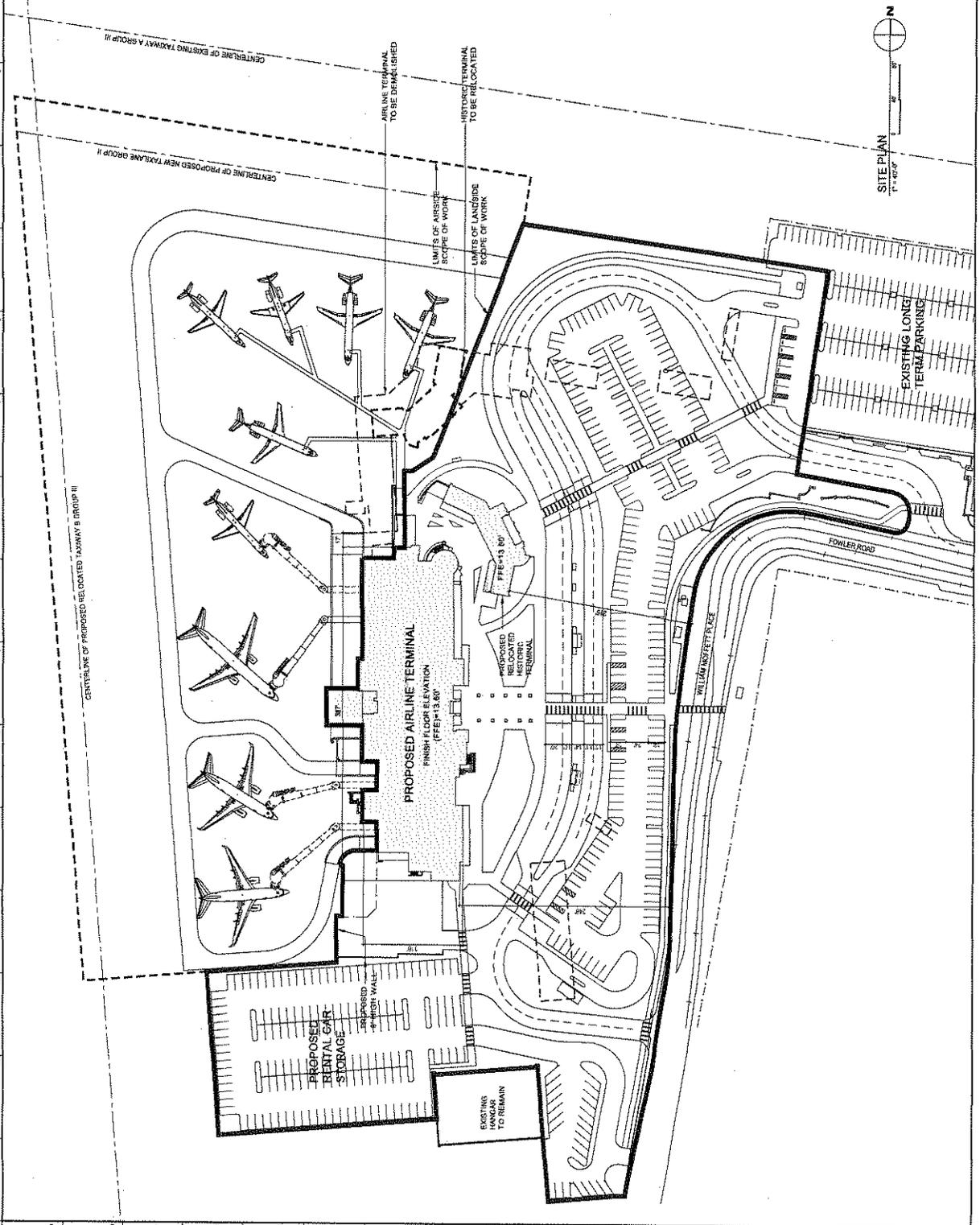


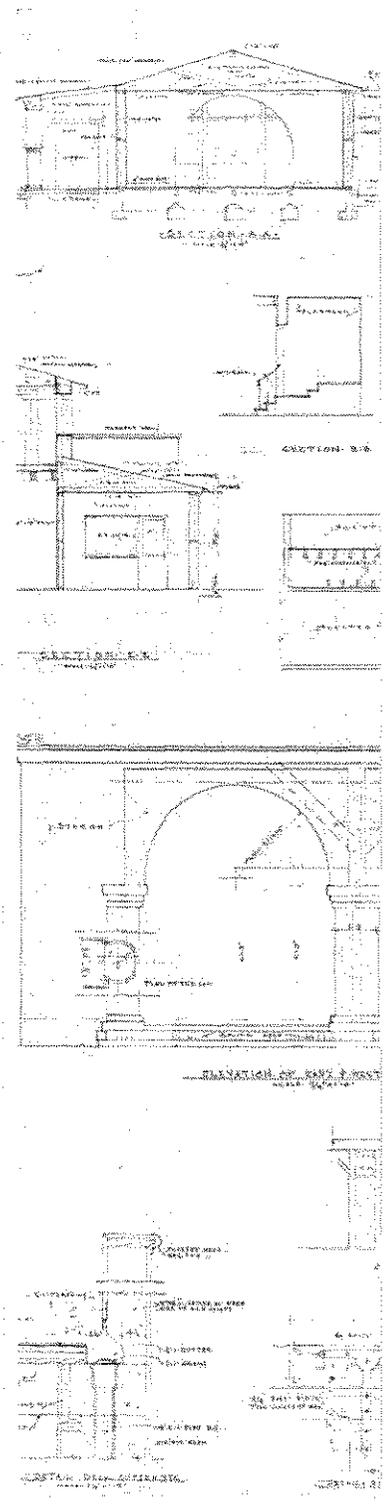


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APPENDICES

- Appendix A Drawings showing chronological changes at the Santa Barbara Airport Terminal by Architectural Resources Group, dated January 2007
- Appendix A1 Drawing showing the front elevation with historic terminal in front of new terminal building by HNTB and PMSM, dated June 2007
- Appendix B Selected historic architectural drawings, Santa Barbara Airport Terminal building by Edwards & Plunkett, dated 1941
- Appendix C Selected historic architectural drawings, Santa Barbara Airport Terminal building by Peterson and Associates, S.R. Peterson, AIA, dated 1967
- Appendix D Selected historic architectural drawings, Santa Barbara Airport Terminal building by Paul E. Unander, dated 1976
- Appendix E Historic photos of the Santa Barbara Airport Terminal building
- Appendix F Letter regarding determination of eligibility for Santa Barbara Municipal Airport by State Office of Historic Preservation, dated 15 January 1997



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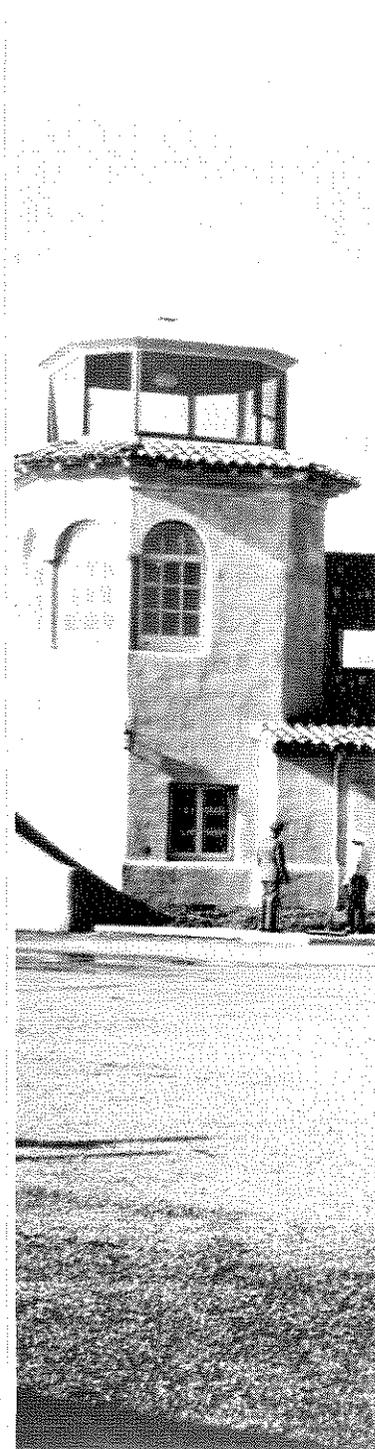
I. Introduction

Executive Summary

In 2006 Architectural Resources Group (ARG) was retained to prepare a Historic Structure Report (HSR) for the Santa Barbara Airport Terminal Building in Santa Barbara, California, in anticipation of the proposed airport expansion. The subject of this HSR is the 1942 Santa Barbara Airport Terminal located at 500 Fowler Road (Airport Building No. 480), designed by the local architectural firm of Edwards & Plunkett.

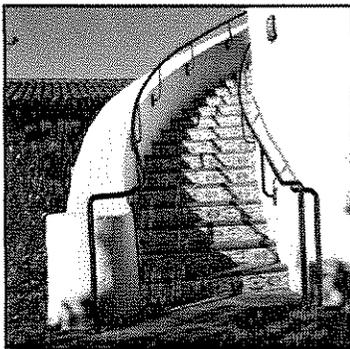
Completed in 1942, the Santa Barbara Airport Terminal is a building of historical and architectural significance. Constructed in wartime, this utilitarian building has, over time, become a landmark in the broadest sense of the word. Although the airport is located several miles away from the historic center of Santa Barbara, its architectural identity is linked to the City's through the use of the Spanish Colonial Revival style. In 1925, Edwards & Plunkett became early practitioners of the style in Santa Barbara. By 1942, their design for the Santa Barbara Airport Terminal exhibited a much simpler, stripped-down version of the prevailing Spanish Colonial Revival, that incorporated some minor elements of the streamlined Art Moderne, omitted the embellishments of the dominant style, such as ironwork and decorative tile, and perhaps more significantly, reflected the economic realities of wartime paucity. In any case, the terminal building's streamlined Spanish Colonial Revival style suited the building's Southern Californian site, the scale of the 1940s airfield, air transportation function, and wartime thrift. It is the building's original character, this stripped down, streamlined Spanish Colonial Revival that has been lost over time. Though changed over time, the building remains important to its users.

Apart from its architecture, the building is significant for its associations with Santa Barbara's early passenger aviation history, with the development of United Airlines, and with its prolific local architects. As the industry of passenger aviation developed, Santa Barbara outgrew the small airport terminal and required an expanded facility. Major building campaigns of 1967 and 1976 significantly altered the terminal, in size, scale, circulation, and, in some areas, function. Replication, motivated by a preference for the 1942 building as it was or an enduring dedication to the Santa Barbara Spanish style,

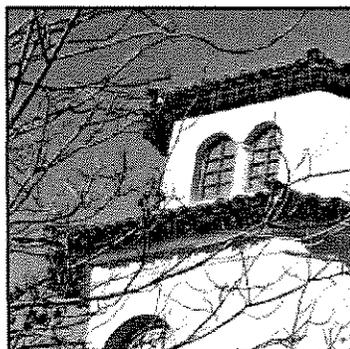




View of covered arcade on ground side.



Curved stairs in control tower.



View looking up at the top of the control tower.

was the architectural approach. However, the accumulation of changes and enhancements, some subtle, some not, affected a distinct change in character over time. The building campaigns of the 1960s and 1970s pre-dated *The Secretary of the Interior's Standards for the Treatment of Historic Properties*, which outline the basics for preservation practice and specifically discourage replication of historic elements in the design of additions.

Since the 1960s, a series of proposals have been under consideration by the City of Santa Barbara to replace the 1942 terminal. Renderings and proposals in Modernist and historicist styles were developed and published but none came to fruition with the exception of the expansions that replicated the architectural style of the original building.

The airport terminal appears to be in good condition. Apart from the two major additions, a longtime pattern of intense public use in a fragile wood-framed stucco building has led to the need for continual maintenance. Given the regular cycles of maintenance, ongoing modifications, and rehabilitation campaigns throughout the life of the building, it would be surprising to find a completely intact building that retains a large amount of historic building fabric. The design approach of the additions introduced the practice of replicating original features when alterations or replacement were planned, a practice repeated by maintenance personnel. As such, the historic fabric of the 1942 terminal building has been retained, removed or replicated in ways that make it sometimes difficult to discern original materials. Maintenance records have not been located for analysis.

The Santa Barbara Airport Terminal appears to meet the criteria for evaluation of local and statewide historical designation programs. It also retains its original function and location and a level of integrity that conveys its significance. It is therefore the opinion of ARG that the terminal is an historic resource.¹ A 1997 evaluation of the Santa Barbara Airport Terminal by the California Office of Historic Preservation concluded that the building is not eligible for inclusion on the National Register of Historic Places because the 1967 and 1976 expansions have obscured the original building. The terminal's eligibility for listing in the California Register of Historical Resources has not been evaluated. However, as the additions of 1967 and 1976, together with the accumulated



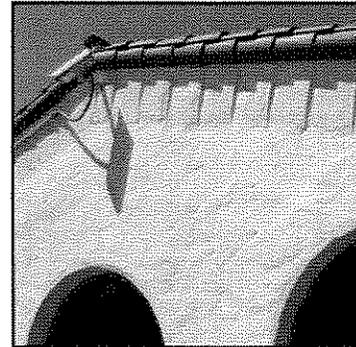
“enhancements” over time, have detracted from the architectural integrity of the 1942 building, it is likely that their elimination would make the terminal eligible for the California Register.

As concluded by Architectural Resources Group in our report titled *Santa Barbara Airport Terminal Focused Historic Structure Report and Conceptual Design Recommendations*, dated 25 August 2000, the anticipated alteration to the Santa Barbara Airport Terminal presents the opportunity to strip away past interventions that have compromised the historic integrity of the terminal. A treatment and use plan consistent with the overall programming needs for the expansion effort and in keeping with the City of Santa Barbara’s *El Pueblo Viejo Design Guidelines* and *Secretary of the Interior’s Standards for the Treatment of Historic Properties* would reduce the impacts to this historical resource to a less-than-significant level (CEQA Guidelines 15064.5(b)(2)(C)(3)), allowing it to stand as the defining feature of an expanded facility. Sympathetic alterations would warrant re-evaluation of the structure for eligibility to the List of City Landmarks and to the California Register of Historical Resources. At the present time, the Santa Barbara Airport Terminal has not been specifically designated as a historic resource on the national or state level.

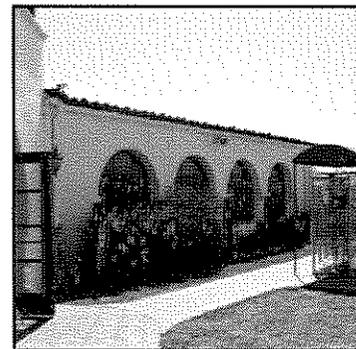
Note: references are made throughout the following text to the “air-side,” or tarmac-facing, facade of the terminal and the “ground-side” facade, where the public enters the building from James Fowler Road.

Methodology

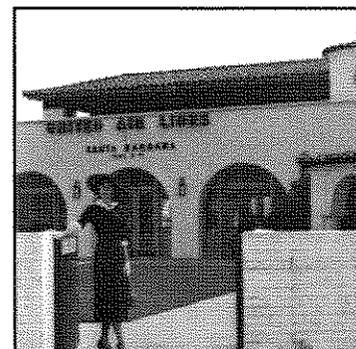
The methodological approach for this HSR involved multiple site visits, documentary research, and analysis of historical photos and original drawings. The City of Santa Barbara Land Development Team Records Archive under the Department of Community Development, an online collection of public records and “street files” that provides building permit information, was consulted for this project. Sanborn fire insurance maps and the ARG in-house library completed historical background information. Supplemental information was gathered by ARG at the Santa Barbara Historical Society. Additional sources of material include discussions with staff, as well as histories and documents provided by airport staff.



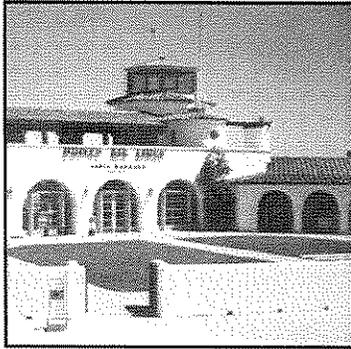
Terminal, 2006. Troweled detail on gabled end of addition, dating to 1967, replicates original plaster work.



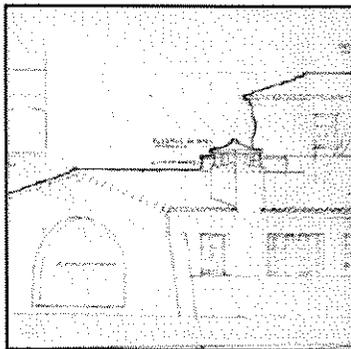
Air-side court or patio with public art installation, 2006.



United Air Lines promotional photo, c. 1950.



Postcard image of terminal, 1950.



Blue-line drawing of terminal building, 1942.



Terminal tower, c. 1970.

We have also relied upon the report titled *Santa Barbara Airport Terminal Focused Historic Structure Report and Conceptual Design Recommendations* by Architectural Resources Group, dated 25 August 2000. The aim is not to duplicate previous efforts, but to amplify previous conclusions with additional research and to analyze the terminal with regard to pending works. The scope for this project entailed fieldwork and documentary research resulting in a report covering a discussion of historical contexts, building description, a chronology of alterations, statement of significance, list of character-defining features, integrity evaluation, and recommendations regarding future use of the airport terminal. This report is organized according to the City of Santa Barbara's *Guidelines for Archaeological Resources and Historic Structures and Sites* and the project team of HNTB ARCHITECTURE, INC. and Phillips Metsch Sweeney Moore Architects will utilize it as decisions evolve about the future use of the structure.

II. PROJECT DESCRIPTION

The City of Santa Barbara plans to implement Phase I of the Airline Terminal Improvement Project as identified in the 2002 Aviation Facilities Plan. The Santa Barbara Airport terminal has been proposed for replacement several times in past decades due to its small size and the growth in air traffic that the city and the region have experienced in that time. The current terminal, even with several expansions that have occurred over the years, cannot accommodate the number of passengers or the security functions required in a contemporary airport. Along with the construction of the new terminal, the circulation on the site will be redesigned, including access roads, secondary roads, airfield runways, taxiways and parking areas.

Phase I involves demolition of all post-1942 additions to the existing terminal building and relocation of the historic portion of the terminal. The proposed project continues to be developed and refined but is anticipated to involve the construction of a new airport terminal and retention of the 1942 historic terminal to become an integral part of the new terminal complex. Once the additions have been removed, the historic terminal will be moved and sited adjacent to the new terminal

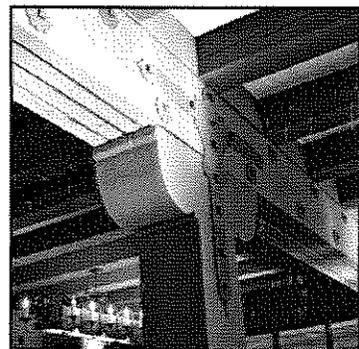
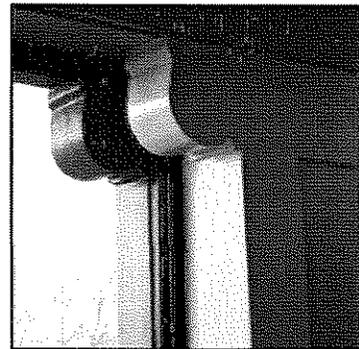


offset to the northeast, approximately 60 feet from its current location and rotated at an angle of 75 degrees. The historic terminal will be rehabilitated according to the *Secretary of the Interior's Standards for Rehabilitation*.

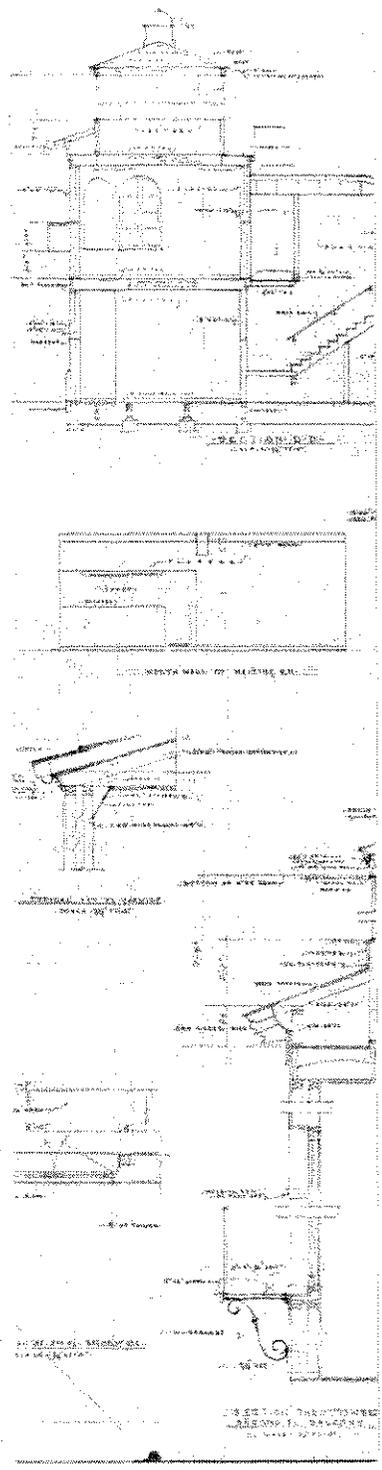
The new two-story terminal proposed is rectangular in plan, oriented north to south, and located to the southwest of the current terminal. The entrance (the ground side) will face eastward with parking lots on the other side of the access road to the east. Arrival and departure gates will be located on the western side of the building. The historic terminal will be relocated from its present, original position to relate spatially and functionally to the new terminal, occupying the space to the northeast corner of the new terminal, where it will be the first part of the terminal complex to be seen from the access road by approaching users of the facility. The historic terminal will be sited to receive both passengers approaching the complex on foot from the long-term parking areas or by vehicle as they drive up access road to the new terminal drop off.

The historic terminal will be stripped of the later additions that have compromised its integrity, returning it to something more closely approximating its 1942 appearance. Any historic fabric and character-defining features from the original building will be retained, and the building will be returned to its original, much smaller footprint. Non-original features and materials will be removed and replaced with materials compatible with the historic character of the building. This will include the removal and replacement of some features that may have become identified with the building recently but are not historic, such as the quarry tile floor throughout the interior, which was added in one of the two expansions that took place in 1967 and 1975. Other features that were designed for the building by Edwards & Plunkett but not executed historically may be retained if they were later added (e.g., the balcony railing on the tower) but will not be recreated if they were never built and do not exist currently.

An effort has been made to insure that the new terminal will not obscure the much smaller historic terminal, which is a beloved local landmark in the Santa Barbara and Goleta communities. This has been achieved through the placement of the building so that it will be viewed first from the access road upon approaching the terminal, the perspective compensating for its relatively diminutive size. It has also been



Character-defining features of the original building will be retained.



set away from the new terminal so that it may retain its own identity, but is also anticipated to provide essential functions, such as e-ticket stations and a skycap counter. From the south or southeast, the terminal in its new location will be visible with the background of the mountains viewed across the open spaces of the airport, as close as possible to the way it is currently seen.

III. DOCUMENTS REVIEW

Section 2.4 of the *Guidelines for Archaeological Resources and Historic Structures and Sites* dictates which documents are to be reviewed in the preparation of a Historic Structures Report. The national, statewide, and local registers and inventories listed in the *Guidelines* were consulted. The nineteenth century maps listed are less relevant for this project due to the fact that the project site is located outside of the historic city proper. The site was later annexed to the City of Santa Barbara. See the section *List of Research Resources* for a complete listing of which resources were consulted in the preparation of this report.

The Santa Barbara Airport Terminal was listed in the City of Santa Barbara Potential Historic Structures/Sites List after 1991. It is not a Designated City Landmark or a Designated Structure of Merit. A 1997 evaluation of the Santa Barbara Airport Terminal by the California Office of Historic Preservation concluded that the building is not eligible for inclusion on the National Register of Historic Places because the 1967 and 1976 expansions have obscured the original building. (See Appendix F.) Its eligibility for the California Register of Historical Resources has not been formally evaluated. The Primary Record and Building, Structure, and Object Record (DPR 523) created for the building in 1994 (before the advent of the California Register) do not give a trinomial indicating the building's evaluation status and do not discuss specific criteria for evaluation.

IV. SITE HISTORY AND HISTORIC CONTEXT

Southern California Airfields

The Santa Barbara Airport terminal was constructed in 1942.



It was the second passenger terminal built at the already-existing airport, where commercial passenger traffic had been established in 1932. The earlier terminal, built by General Western Aero Company in 1932, was demolished in the 1970s but was a boxy, stucco-covered structure with a flat roof deck located between the two historic General Western Aero hangars located on the north side of the airport near Fairview and Hollister Avenues. The terminal was used by United Airlines from 1936 until 1942, when United moved into the existing terminal building.

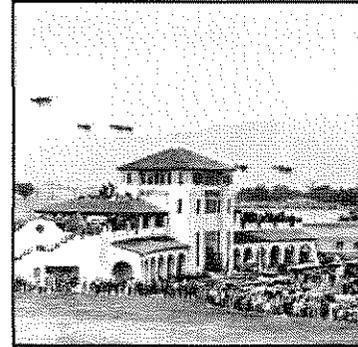
Historically, Southern and Central California contained many dozens of small airports, most consisting of little more than a runway and a few hangars. Five still-operating airports are located within 100 miles of the Santa Barbara Airport, with larger, tower-controlled airports in Ventura County at Santa Paula, Camarillo, and Oxnard, and smaller fields at Santa Maria and Lompoc north of Santa Barbara. The military, business, and recreational origins and uses of these airports reflect Southern California's rich history of aviation.

Santa Barbara has its own part in this aviation history, including aircraft manufacturing, military use, and civilian and commercial uses. The earliest milestone is 1916, when the predecessor to the Lockheed Corporation established a sea plane factory on State Street. Aircraft manufacturing continued for several decades, later moving to the airport site.

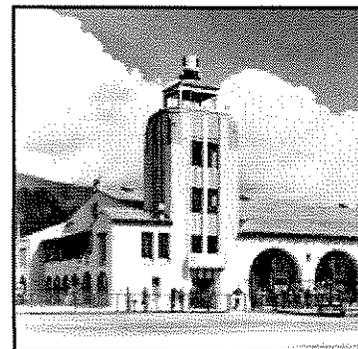
In the late 1920s, several locations for a permanent airport for Santa Barbara were considered. One of these was a farm on the Mesa, a part of the city elevated on bluffs over the ocean a mile or two west of the heart of the town. Another was the site at Goleta, seven miles from town, which later prevailed. The discovery of oil on the Mesa caused the land to be diverted to other purposes. In 1930, the city banned the establishment of an airport within the city limits for safety reasons.

The origins of the airport at Goleta reach back to the 1920s. The first paved runway came in 1930, when Santa Barbara Airways was established. The first passenger airline service began in 1932, and United Airlines became the first major carrier to operate from Santa Barbara in 1936.

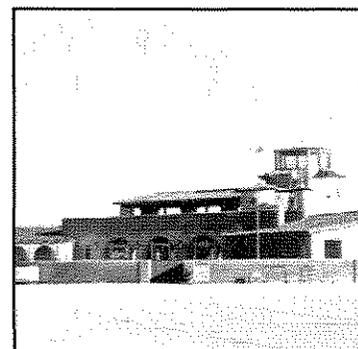
When the United States Congress passed the Civil Aeronautics Act of 1938, the Federal government essentially



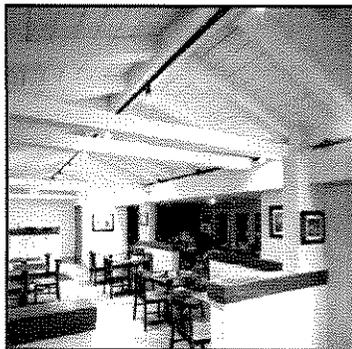
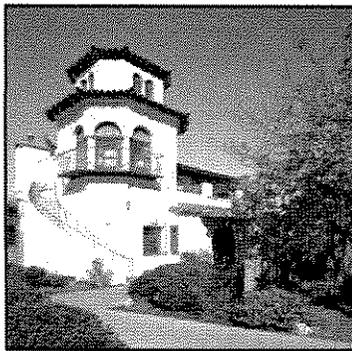
Burbank Airport, circa 1930.



Glendale Central Terminal, Glendale, CA.



Terminal, 1942.



took over the coordination of the airline industry. The industry stood on three legs at this point: airmail, commercial flights, and military defense. While airports themselves had previously been in the hands of municipalities, responsibility for their construction, upgrading, and regulation now came from the Federal government. Funds from the Civil Aeronautics Authority helped to finance the construction of 250 airports throughout the country, including a contribution toward construction of the airport in Santa Barbara.

A 1941 bond issue passed by local voters financed the City's purchase of the land for the airport. United Airlines agreed to finance the construction of the terminal itself and to lease it from the City for an initial period of 25 years. The construction of the passenger terminal coincided with other improvements at the airport, as the United States Marine Corps began construction elsewhere in the airport on buildings, runways, and other improvements. In 1942, the entire facility was leased to the U.S. Marine Corps to become one of the nation's seven Marine Corps Air Stations. Commercial flights were allowed to continue from United's new terminal.

Changes around the terminal took place in the 1960s prior to the expansion of the building itself. In 1960 the airport was annexed to the City of Santa Barbara by an offshore corridor that would physically link the two. A new FAA airport control tower, removed from the 1942 terminal, was constructed in 1962. Runway capacity was expanded to accommodate larger aircraft during this era as well.



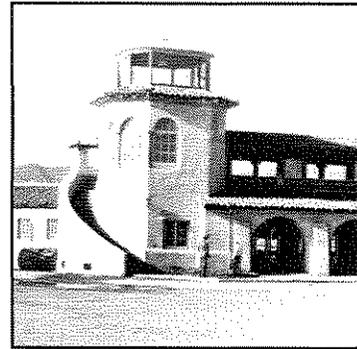
V. ARCHITECTURAL AND SOCIAL HISTORY

The use of Spanish Colonial Revival imagery in the Santa Barbara terminal was by no means unprecedented for a Southern California airport terminal. In his architectural history of airport terminals, Alastair Gordon gives many examples of terminals that drew on local architectural traditions. The airports at El Paso, Texas, and Albuquerque, New Mexico, for example, featured Pueblo-style architecture adapted to the scale and function of an airport terminal. In this way, they were no different than train stations of the era that sought to give the traveler the initial taste of his destination upon arrival.

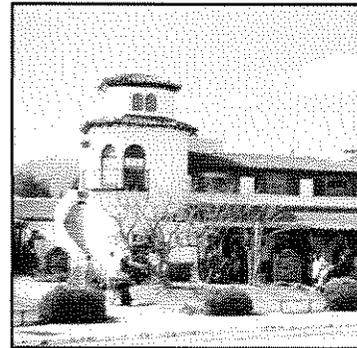
There were other airport terminals built in the Spanish Colonial Revival style during the style's heyday in the 1920s. The best-known regional examples were the terminal and main hangar at Mines Field, later Los Angeles International Airport; Grand Central Terminal in Glendale, an important aviation center for the northern part of Los Angeles; and Burbank Airport, then called United Airport. Hangar One at LAX has been rehabilitated; Grand Central Terminal survives, but it is currently in a poor state of preservation; the terminal at Burbank was demolished and replaced in the early 1940s.

While the terminal at Santa Barbara is the last of Southern California's Spanish Colonial Revival airline terminals still in use, and one of only two surviving terminals (along with the Glendale terminal, noted above), it does not strictly belong to the same group. The Great Depression is commonly regarded as the ending point for the Spanish Colonial Revival style, although it has had a much longer life in Santa Barbara than elsewhere in California. The reason for this distinction is not simply that the style became less popular, but that the materials and craftsmanship that distinguished the style in earlier years were no longer available or practiced after that point.

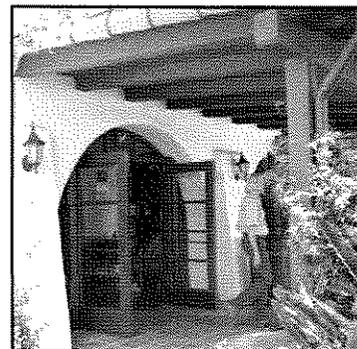
The terminal at Burbank was replaced in 1940 with one in a modern style, more rectilinear and free of ornamentation. The Santa Barbara terminal, on the other hand, though built in 1942, was stylistically comparable to terminals of the early 1930s. It is better understood within the context of Santa Barbara's employment of the Spanish Colonial Revival to create a city-wide architectural identity than in the context of the style in other parts of Southern California.



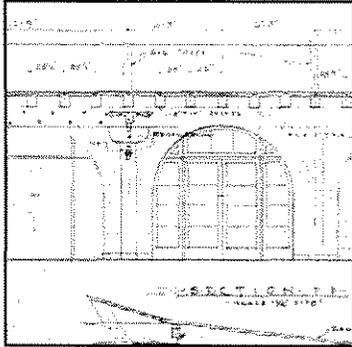
Terminal, 1942.



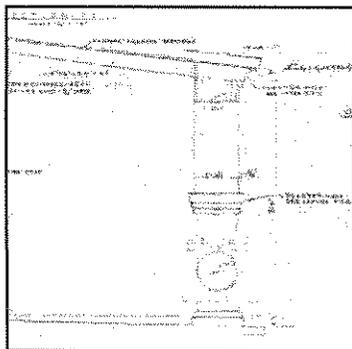
Terminal, 2006. Ground-side view.



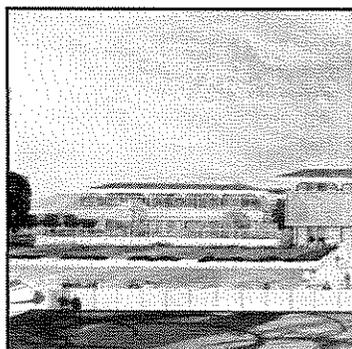
Terminal arcade, 2006.



Detail of historical section drawing by Edwards & Plunkett, 1941.



Detail of historical section drawing by Edwards & Plunkett, 1941.



Rendering of terminal building proposal, c. 1965.

The Spanish Colonial Revival style had a firm foothold in Santa Barbara in the early 1920s, and the widespread rebuilding that was necessary in the city after the 1925 earthquake cleared the way for more of the city to be made over in the style. The groundwork for architectural guidelines and an Architectural Board of Review were already in place when the earthquake struck. The architects most associated with this transformation were Edwards & Plunkett. Their buildings essentially codified the Spanish Colonial Revival style of Santa Barbara, particularly for commercial buildings. Joseph Plunkett, the partner more responsible for design, came to California in 1923 in his early twenties, soon moving to Santa Barbara.

The firm of Edwards & Plunkett is said to have been formed on the day of the 1925 earthquake with the hope of finding projects among the many property owners who would need an architect's services at that point. The firm's busiest years came in the 1920s and early 1930s, when they designed many residences and commercial buildings as well as such local landmarks as the Arlington Theater and National Guard Armory. The partnership produced other important buildings affiliated with Santa Barbara's architectural identity: the Medical Arts Building, Wells Fargo Bank, Copper Coffee Pot restaurant, Los Arcos Building, El Centro Building, and, most notably, the Fox-Arlington Theater. In 1942, the Santa Barbara Airport terminal was the last building the firm designed before the partnership was dissolved.

Proposals for Airport Expansion

Since the 1960s, there have been many proposals to expand the airport to accommodate increased passenger traffic. The City of Santa Barbara has had the opportunity to replace the 1942 terminal on numerous occasions. Renderings and proposals were developed and published but none of the proposals to tear down the original terminal for construction of a dramatically larger facility came to fruition. To this point, expansion of the original terminal, including the replication of the features of the original building, has been the preferred course of action.

In 1972, a new two-story, 38,000 square foot terminal was planned. The proposed new terminal was to be located



immediately east of the existing terminal. Parkin Architects Engineers Planners, with local architects Arendt Mosher Grant (predecessor firm to Phillips Metsch Sweeney Moore Architects), were commissioned to carry out the design for the \$1.85 million facility. Images were published in the *Santa Barbara News-Press* and the *Los Angeles Times* carried an article.² At about that time, another proposal for a two-story terminal in a Modernist style designed by S.R. Peterson Architects was published.

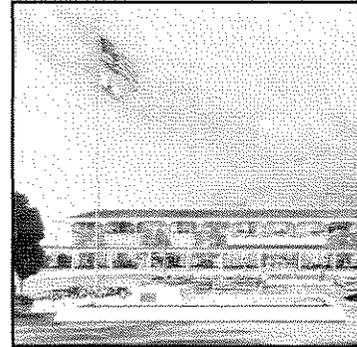
By 1974, proposals in the Modernist idiom were abandoned and another plan was put forward in the Spanish Colonial Revival style that revolved around the retention of the existing terminal. This proposal, by the architect Lawrence E. Thompson, featured an entry court projecting from the historic terminal on the ground side but was not so different from the scheme finally carried out by Paul E. Unander two years later.

In 1988 and 1989, the firm Grant Pedersen Phillips Architects (the predecessor firm to Phillips Metsch Sweeney Moore Architects), in conjunction with McClier Aviation Architects, completed design studies for a complete remodel and major addition to the existing terminal buildings. The project was never approved to proceed past the schematic design phase.

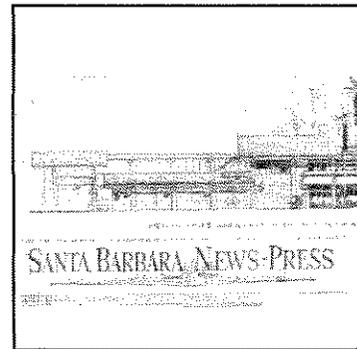
Architectural Style

Typical in character and proportion of airport structures built for airstrips in small Southern Californian towns in the pre-WWII era, the terminal is a one of a vanishing type, appreciated by airport users for its historic character, architectural expression, natural ventilation, and intimate scale. The building is uniquely designed and scaled for its specific setting and very much identified with Santa Barbara.

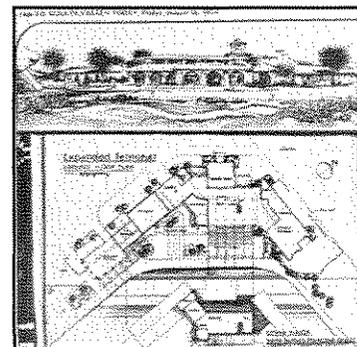
When Santa Barbara's commercial downtown required rebuilding after the 1925 earthquake, the firm of Edwards & Plunkett was among the leaders in creating a distinct architectural identity for the city through the use of the Spanish Colonial Revival style. This style has continued to dominate, and many people believe that it has served Santa Barbara well in creating a distinctive look for the city that has appealed to tourists and residents alike. The style has also strengthened the city's link to its historical past, with original adobe-walled



Rendering of terminal building proposal, c. 1965.



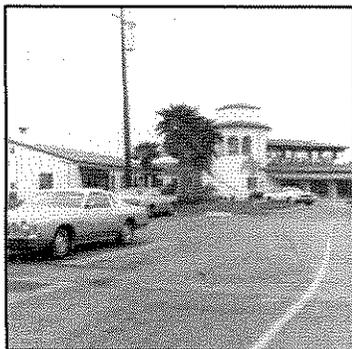
Newspaper article depicting rendering of terminal building proposal, 1972.



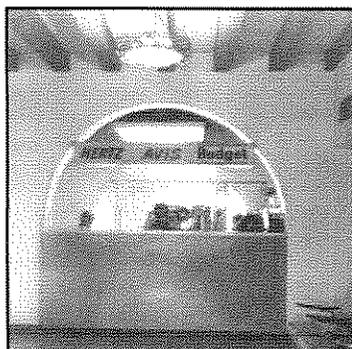
Newspaper article depicting rendering and plans for proposed terminal building expansion, 1974.



Historical photograph of flood at airport, 1967.



Historical photograph of west wing and tower, 1970s.



Historical photograph of car rental counter, 1970s.

buildings from the 19th century mixing with newer buildings that paid homage to them over the years. The latter now dominate, and the recognizable "Santa Barbara style" is based more on the buildings that set the tone in the 1920s than on the simple adobe structures that deteriorated for much of the late 19th and early 20th century until the resurgence of interest in them among later settlers in California's growing cities and towns. During the 1920s, it was common for architects to travel to Spain and Italy to gain inspiration and collect ideas that were later incorporated into the buildings of California. A wealth of publications made these ideas available and helped to popularize them. The perception of a link between the landscape, climate, vegetation, and even the culture of the Mediterranean region and California, particularly Southern California, had been around since the 19th century, but it was strengthened considerably during the early decades of the 20th century. The most important evidence of this was in architecture.

The Santa Barbara Airport terminal design includes a number of features of the Spanish Colonial Revival Style: irregular, sprawling massing anchored by a tower; wide expanses of smooth wall surfaces, typically plain white stucco or plaster; thick walls; terra cotta barrel tile roofs; minimal ornamentation; simple string courses and moldings to further define the exterior massing; soft, rounded corners and edges; curved elements including the exterior staircase; and window and doors openings with arched headers, including continuous arcades. The incorporation in the plan of exterior circulation spaces and a blurring of the line between indoors and outdoors are also characteristic of the style and are seen here in the original entrance arcade, the exterior staircase, and the partially sheltered upstairs deck. Some other features and materials of the building are not usually associated with the Spanish Colonial Revival style, but they were a part of the vernacular for this building type in 1942. These include the metal roof and bands of steel-framed windows.

The date of the building's construction, during World War II, may explain the use of a much simpler, stripped-down version of the earlier Spanish Colonial Revival. Character-defining features associated with the Spanish Colonial Revival style were omitted in 1942. Ironwork that was designed for the 1942 building was not installed until the 1970s. The stripped down quality was evidence of the effects of World War II on



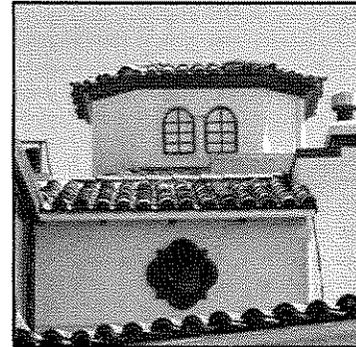
labor, materials, and investment. The traditionally-crafted elements that had been associated with the style, such as wrought iron, handmade quarry tiles for paving, polychrome (multi-colored) decorative tiles, and hand-carved woodwork, were curtailed. Colorful, decorative glazed tilework and the red clay tile roofs came later. The less traditional original materials, such as the standing seam metal roof, worked with the transportation function of the terminal the streamlined Spanish Colonial Revival suited the building's their design and use.

It must be noted that these economies of design are a historical fact about the terminal. While this style had been in wide use in Santa Barbara for nearly twenty years by the time the terminal was constructed, the modifications to the style seen in the terminal reflect the building limitations (due primarily to the war) and the changes in public taste of the early 1940s. In the 1970s remodeling of the terminal, features such as quarry tile floors and inset polychrome tiles were added to bring the building more in line with the current taste in Spanish Colonial Revival, which favors the more elaborate 1920s models. The original 1942 terminal never had such features. Even some features that were planned were not executed at the time, such as the wrought iron work shown on the 1942 Edwards and Plunkett plans that was not installed until the second major addition in 1976.

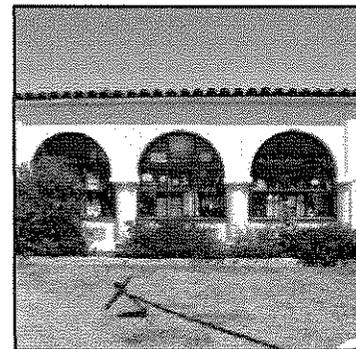
VI. FIELD INVENTORY

Building Description

The Santa Barbara Airport Terminal is a two-story Spanish Colonial Revival style building of wood frame construction finished in stucco. The building has hipped roofs clad in clay barrel tile and mostly wood-framed multilight windows. The original volume of the building consisted of a main passenger hall in the center and one-story wings to either side. The composition is anchored by a three-story tower, offset to the west, with a curving staircase ascending its west side. Although there have been extensive additions, the arcaded wings still form an open U-shaped courtyard on the "air side" of the building, which faces arriving planes. The second floor of the building was originally an open-air deck that was partially covered by a roof.



The tower was originally glazed.



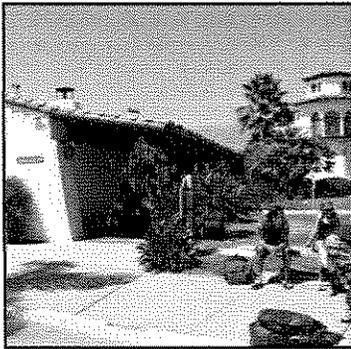
The northern arcaded facade on air side.



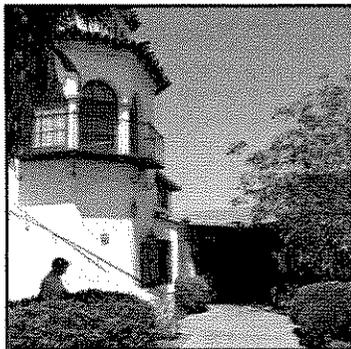
HABS-level photograph of restaurant and bar, 2007.



HABS-level photograph of principal entrance from ground side, 2007.



Extended, low-slung wing at left is part of an addition.



Mature landscaping has become associated with the airport setting but is not historically correct.

Principal (Ground-side) Facade

The principal facade of the terminal is two stories high and serves as the entrance to the terminal for those arriving by car and on foot. The three-story tower is the most prominent element of this elevation. The three arched wood-framed windows at the second level are based on original features of the tower (though all original windows have been replaced, according to airport planners). At the third level, a lantern (the original location of the control tower) was completely glazed. A curving staircase wraps halfway around the side of the tower from the ground to the second floor. Both the wrought-iron grillwork over the window at the base of the staircase and the iron balconet outside the second story windows of the tower were part of Edwards & Plunkett's original design, but were not fabricated and installed until 1976.

Several aspects of the tower have been modified significantly. The tower is a straightforward, if somewhat squat, Spanish Colonial Revival composition of planar wall surfaces, large arched windows, exposed wood rafter tails below shallow eaves, and a curving exterior staircase. The altered aspects of the tower are the enclosure of the previously glazed top floor, addition of the wrought iron work, the replacement of the original metal roof, the addition of polychrome tile and possibly quarry tile to the risers and treads, respectively, of the staircase, and the added hand rail. The original standing-seam metal roof over the control room was replaced with clay tile (though the cornice molding directly below it is original). A pointed finial was planned but never executed. Construction of a seventy-foot control tower in 1962 relieved the terminal of the need to monitor air traffic. Consequently, the glazing at the third floor was removed and infilled with plaster walls. Later, possibly in 1976, several pairs of arched windows were punched in the stucco wall plane.

The main entrance to the terminal lobby is articulated by three open archways of low proportions (originally open-air), accentuated by battered buttresses. A second series of arches on the interior parallels those at the front and originally held fixed multilight side lights to with a central pair of wood frame, multilight doors. At present the three arches of the outer arcade (which was originally open) are enclosed; those in the center and to the left are not original but have been detailed in metal to replicate the original wood doors



and frames and still meet ADA requirements. The right arch has been infilled with salvaged original fenestration. A non-original shed-roofed porch supported by square wood posts extends from the original line of the facade to form a covered walkway. This addition dominates this facade and obscures the original arcade behind it, making it more difficult to identify the building's main entrance. The main facade is now quite different from the original design, the defining element of which was the stark triple-arched arcade which gave a feeling of streamlined openness.

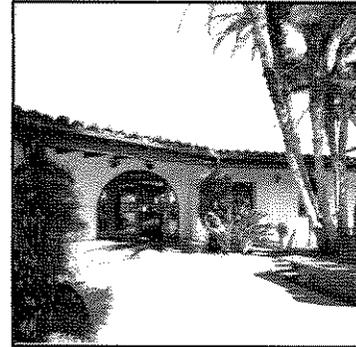
The wood frame casement windows of the terminal are deeply recessed to accentuate the "thickness" of the walls, actually plaster over a wood frame. Heavy, massive walls with few and small openings for doors and windows are a typical feature of Spanish Colonial Revival architecture.

On the second story of the ground-side facade, low squared openings separated by stucco piers are aligned with the arches and buttresses below, forming what was originally an open-air loggia that served as the "spectators' deck." Exterior impost molding outlines the form of the original deck structure before it was extended. The loggia was constructed with paired wood posts with rounded corbels in the upper corners. These openings are now infilled with aluminum frame windows to enclose a bar and restaurant. Most of the exposed framing of the original roof is intact inside the southern part of the second floor space, including the paired trusses and the mortise and tenon detailing, though one each of the paired posts have been removed. Amber plastic "stained glass" infill has been inserted into the space between the exterior stucco panels and the posts. Like the rest of the building, the second story is covered with a hipped roof clad in clay tile.

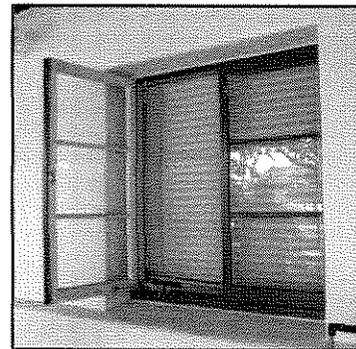
The entire terminal, including the additions, is now covered with hipped roofs of typical Mission terra cotta barrel tiles with built-up ridge lines and varying pitches.

Air-Side Facade and Arcaded Wings

The arcades are the key features of the two original single-story wings that extended from the central knuckle of the building. Each arcade was comprised of four low, open arches that formed a recessed porch facing the airfield. Supported



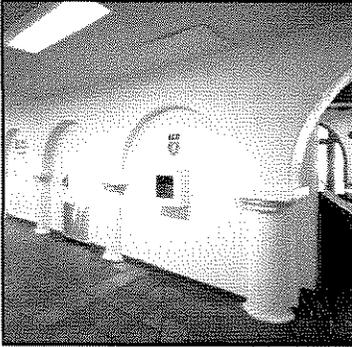
HABS-level photograph of ground-side facade arcaded wings, 2007.



Wood frame casement window, 2006.



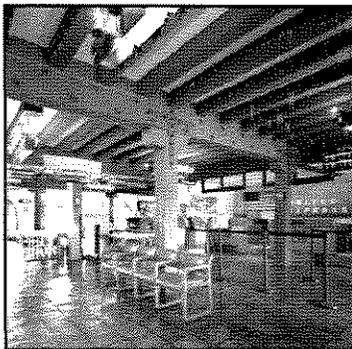
HABS-level photograph of ground-side facade arcaded wings, 2007.



HABS-level photograph of arcade arches, 2007.



The interior has expanded in all directions due to a series of additions.



HABS-level photograph of lobby, 2007.

by short, round columns with flat capitals, the arches of the arcades are widely spaced and of low proportions. The later additions to this side of the building resulted in the original arcades being infilled and a new arcade of similar detail being built. The original arcades are visible but they now function as interior walls; most arches have been infilled and additions constructed around them. The non-original quarry tile floor treatment continues throughout the interior of the altered wings. The ceilings are new flat plaster, without beams. Ceiling-mounted fluorescent panels line the center of the corridors.

Interior - Lobby and Wings

The building's principal interior space is the passenger lobby located in the center of the plan. The footprint of the lobby doubled in size with the 1976 alterations. The addition replicated the post and beam decoration of the original lobby on the newly extended side. The dominant interior feature of the lobby is a series of twelve-inch by twelve-inch square wood posts with rounded corbels similar to those in the second floor. Each post is connected to the beam above it (which runs the width of the lobby) by a wrought iron cruciform ornament. The beams are decorated with a rosette-shaped plate behind a square-head tie bolt in the center, functional in the original part of the lobby and ornamental in the addition. The ceiling is newer sand-finished plaster with exposed wood beams. Suspended fixtures contain fluorescent lighting and are not original.

The now-enclosed side wings contain a gift shop, a snack bar, and offices. Adjacent to the gift shop, within the additional portion of the building, a new staircase and elevator tower were built in 1976 to bring patrons to the newly created restaurant space on the second floor.

Historical drawings indicate that the original floor throughout the terminal was twelve-by-twelve inch asphalt tiles. No early interior photographs are available to confirm the original appearance or material of the original flooring. The current quarry tile pavers throughout the ground floor are not original features but were added during one of the major expansions of the building.



On the second floor, the main space was originally open but is now enclosed for a restaurant and bar. The main open-truss roof in the center of the space is not an original feature but was added later; the original open-truss roof over the covered portion of the spectators' deck is partially visible along the south end of the bar overlooking the ground side. The flat-roofed portion of the restaurant represents the extent of what was originally an open-air terrace. The balcony that now extends the space to the north was added when the expansion of the ground floor was completed below.

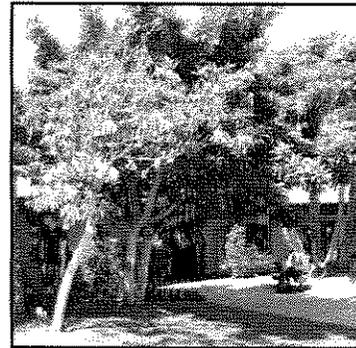
Landscaping

Over time, the surroundings of the terminal have acquired a much more heavily planted and landscaped character than was original. The present garden setting of the building, while it would be appropriate for many Spanish Colonial Revival style buildings and enhances the experience of the building's users, does not reflect the character of the grounds during the Period of Significance. The ground side of the terminal had a simple lawn with a sweeping drive cut through it. Some bushes were grouped where the curving staircase met an adjacent wing to the west. A simple, low rail fence that appears at the outer edge of the lawn in early photographs was still present in the early 1960s. By 1960, a large tree grew at the east end of the building and other low foundation plantings appeared in photographs. The original landscaping was sparse compared to the abundant greenery of the present terminal.

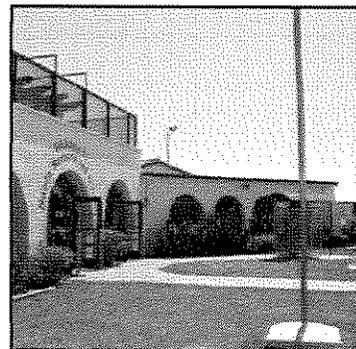
The court on the air side of the building is not dissimilar to its historic appearance, with both characterized by lawn and straight paths with rounded angles. Originally there were three paths leading to the three separate gates cut into the low perimeter wall; today there is a single central gate opening. This wall appears to be intact; its original plaster-over-adobe-brick texture is either obscured by later stucco, or the wall may have been replaced with a similar one. Tiles on the face of the wall are not original. Drainage holes along the ground line are now closed. The paved paths in the court were replaced in 1976 when the court and wall were altered, though the configuration and character of the new paths are similar to the original.



HABS-level photograph of restaurant bar, 2007.



Mature trees obscure terminal wings, 2006.



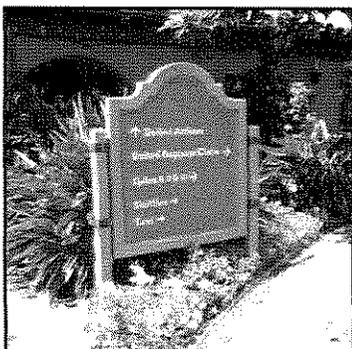
Air-side court, 2006.



Air-side court, 2006.



Air-side court, 2006.



Non-historic signage, 2006.

Air-Side Court Features and Public Art

Two pieces of public art and a memorial were added within the low-walled air-side court. They are not historic features and were added well outside of the terminal's period of significance. These three features, two sculptures and a free-standing boulder, are located on the lawn of the court. A plaque mounted to the boulder (installed 1969) commemorates pioneer aviator Earle Ovington and reads:

“Earle Ovington Terminal - Earle Ovington developed and operated the first airport in Santa Barbara known as the Ovington Air Terminal, now the Community Golf Course area. First pilot to carry air mail in the U.S. Seven mile flight from Garden City to Mineola, Long Island, September 23, 1911. First commercial flight from Santa Barbara to Los Angeles August 1, 1931. Dedicated August 30, 1969 by Gerald S. Firestone, Mayor. “

Other features include two kinetic sculptures. One piece is entitled “Good-Time Clock IV,” a 1990 work by artist George Rhoads. The lever-operated, pinball-like interactive piece is mounted within a yellow pole frame and enclosed in Plexiglas and covered by an arched, free-standing sun-shade canopy. Across the lawn, on the north side of the court, is a 1996 sculpture entitled “Albatross” by artist Dale Schuler. This elongated, elegant piece takes the form of an airplane or glider mounted atop a tall pole and moves with the wind in multiple directions. All elements within the air-side courtyard were created and installed after the period of significance. The elements of the court itself, the lawn and paths are similar to the original design but these too were altered when the court was decreased in size by additions to the terminal.

Exterior Signage

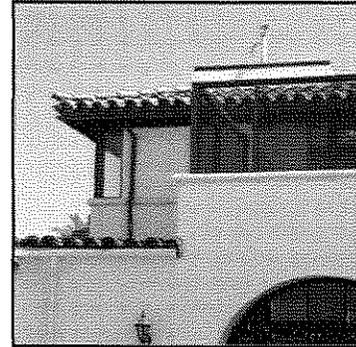
Treatment of the airport signage is a good example of how non-original Spanish “accents” have been incorporated over time. The sans serif graphics of the 1940s have been replaced by a calligraphic script. Free-standing wood directional markers and way finding features take the form of a curvilinear parapet. This motif is not a feature of the original design.



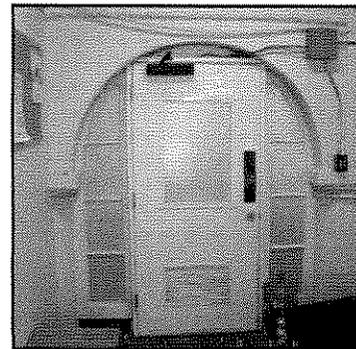
Chronology of Alterations

This section presents a chronology related to material alterations to the Santa Barbara Airport Terminal summarizing physical construction, modifications and use of the building. Much of the information presented here is taken from the online records found at the City of Santa Barbara's Land Development Team Records Archive under the Department of Community Development. The public records, drawings and permits in this collection are not comprehensive. Changes for which documentation is not available and where dates of modifications are not known are listed at the end of this section.

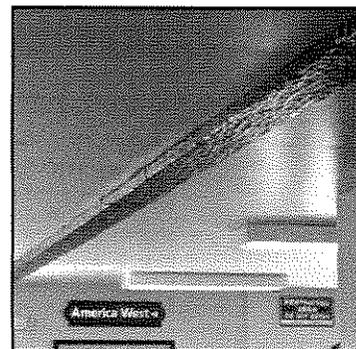
- 1936 United Airlines begins passenger service to Santa Barbara.
- 1942 Construction of the terminal complete for use by single occupant, United Airlines.
- 1956 Terminal was "remodeled" for use by United Air Lines and Pacific Southwest Airlines (PSA).³ The extent of modifications is unknown. Historical drawings have not been located.
- 1964 Sign application filed for new sign at Flight Line Restaurant in Terminal. Text of sign read "Coffee Shop - Upstairs."⁴
- March 25, 1964 Alteration permit filed for Coffee Shop in United Airlines Terminal.⁵
- August 3, 1964 Sign application issued for new sign at Flight Line Restaurant in Terminal. Text of sign read: "Coffee Shop - Upstairs."⁶
- July 8, 1966 Repair permit issued for relocation of existing doors and windows in United Airlines Terminal.⁷
- 1966 Repair permit filed for relocation of existing doors and windows in United Airlines Terminal.⁸



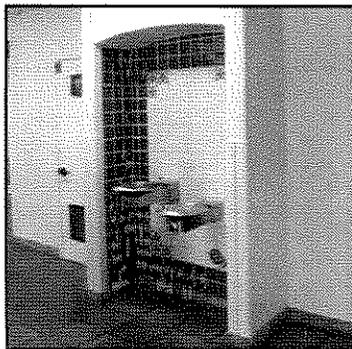
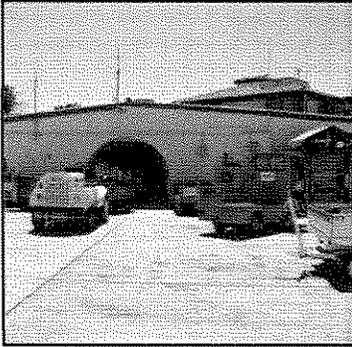
This image illustrates two periods of construction, the original to the rear with a later layer in the foreground, the central arcade.



The installation of the door within an arched doorway is a modification.



Faux hewn beam found in the interior of a later addition, 2006.

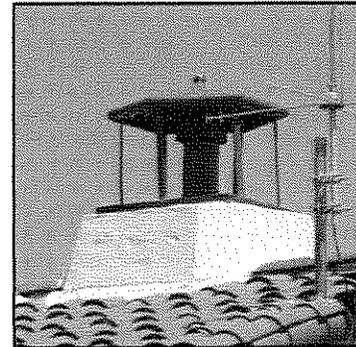


Additions and non-historic elements have been added over time.

- 1967
Addition of the southern one-story wing and a smaller addition to the north.
- August 18, 1967
Plumbing permit issued for addition of one laundry tub, three lavatories, three and a half water closets, four urinals, and one drinking fountain.
- August 21, 1967
Inspection record mentioned remodel of the terminal building at the Pacific Air Lines wing. Specific remodeling details were not listed.⁹
- October 2, 1967
Memorandum from Santa Barbara Building Department notified the Airport that a sign with text reading, "Flight Line Restaurant, Lunch – Dinner – Cocktails, Parking," was in violation of code, and directed the Airport to remove and relocate the sign after filing a sign permit.¹⁰
- September 13, 1968
Alteration permit issued for enclosure of archway in Air West Terminal.¹¹
- October 10, 1968
Building addition permit issued for addition to Terminal Air Freight Facility. S.R. Peterson, AIA was the architect for the single-story, 1,450 square foot addition, which was sheathed in stucco and covered by a red tile roof.¹²
- April 24, 1969
Building application permit issued for the installation of a luminous ceiling in the main lobby of the United Airline Terminal.¹³
- 1972
Proposed new two-story, 38,000 square foot terminal to be located immediately east of the existing terminal.
- 1976
Northern wing enlarged expanded the terminal to the west. Architect, Paul E. Unander.



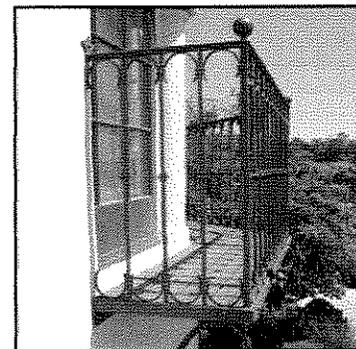
- August 26, 1982 Building permit issued for installation of minor interior partition wall and glassing in archway in terminal building.¹⁴
- November 22, 1983 Building permit issued for alterations and additions to Carrows Restaurant in terminal building. Alterations and additions included construction of new office space, floor raised at east alcove, and minor interior remodeling, the specifics of which were not listed.¹⁵
- March 25, 1987 Memorandum from the City of Santa Barbara Airport Department approved plans issued by Continental Airlines to "construct improvements" to the south wing of the Terminal. Improvements included construction of a new ticket counter.¹⁶
- May 8, 1987 Building permit issued by Continental Airlines for a new opening in the Terminal wall for conveyor belt operations.¹⁷
- September 19, 1989 Building permit issued by America West Airlines to construct a new ticket counter, install a new ceiling, add a conveyor belt security door, and replace light fixtures.¹⁸
- September 29, 1989 Los Angeles architect Rivors & Christian (for America West Airlines) submitted a proposal for construction of perimeter walls and a cover surrounding and protecting a 543 square foot patio and ramp used by America West customers. The walls and cover were designed to match an adjacent patio.¹⁹
- October 10, 1989 Building permit issued for the construction of a stucco screen wall enclosure to surround a modular computer room.²⁰



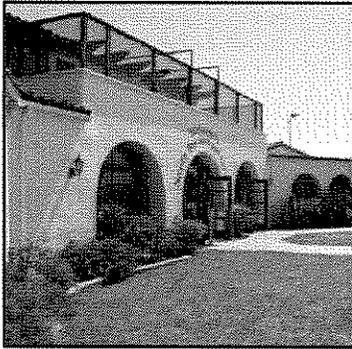
Roof vent, 2006.



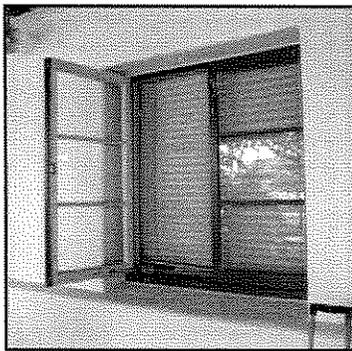
Tower stair. Decorative tile on risers is a later addition, not part of the 1941 construction.



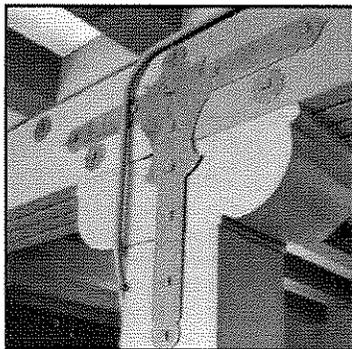
Decorative ironwork balconet was part of original design but not installed until the 1970s.



Removal of the additions to the air side of the terminal would require reconstruction.



Original window, 2006.



Interior features replicated original designs.

- September 7, 1989 Building remodel permit issued by America West Airlines for construction of new ticket counters, installation of a drop ceiling, and addition of two doors.²¹
- February 16, 1994 Building permit issued by American Eagle Airlines for remodeling of check-in area in existing terminal building and addition of new luggage door in exterior wall.²²
- August 17, 1995 Building permit issued for installation of new access control security system throughout entire airport, which included the addition of wrought-iron security grills at the main terminal building.²³
- August 16, 1995 Building permit issued for the remodel of the terminal building to meet ADA accessibility requirements.²⁴
- 1996 Various projects for the airport terminal that provide for ADA compliance for the entire terminal included the main first floor restrooms, stair cases, main entry doors (duplication of the existing wood doors) and work to the doors and roof over the restaurant extension on the top level, all carried out by Phillips Metsch Sweeney Moore Architects.
- Early 1997 Temporary baggage claim tents to the east and south of the existing terminal building designed by Phillips Metsch Sweeney Moore Architects.
- Late 1997 Remodel of both the east and west wing exterior baggage claim areas to enclose them for waiting rooms for the United waiting room on the east wing and the other commuter airlines on the south wing. This work also included the placement of a temporary portable to house United Airlines operational offices to the east of the main terminal. Projects



designed by Phillips Metsch Sweeney Moore Architects.

- November 12, 1997 Building permit issued for the United Airlines' exterior passenger waiting area. Work included exterior and structural alterations.²⁵

- June 11, 1999 Building permit issued to replace existing restaurant dining patio cover on the second floor of the Terminal with a standing seam roof. Work also included installation of skylights and new flooring.²⁶

- c. 2003 Gift shop relocated from former location on north side of the terminal to present location in the former hold/waiting room of United Airlines.

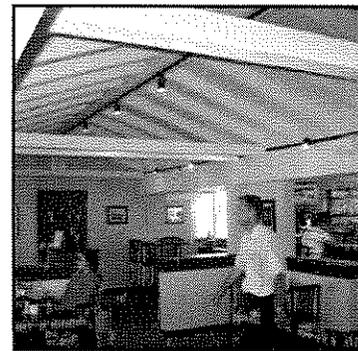
- c. 2004 Second floor restaurant remodeled.

- c. 2005 Hold Room remodeled.

- Date unknown Interior floor changed from twelve-inch by twelve-inch asphalt tile to ceramic tile pavers.



Gift shop relocated in c. 2003.



Restaurant remodeled in c. 2004.



Existing floor replaced asphalt tile at an unknown date according to historic drawings.

Evaluation of Integrity

Integrity is the authenticity of a historic resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. The seven aspects of integrity are defined by the National Register of Historic Places guidelines as location, design, setting, materials, workmanship, feeling, and association. To retain the ability to convey its significance, a property should possess several, and usually most, of these aspects of integrity.

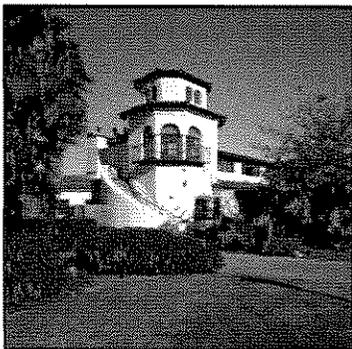
The exterior of the building has retained its Spanish Colonial Revival style through many additions. The result is a building that appears unified but whose historic integrity has been greatly compromised. Originally constructed in 1942, the terminal has undergone a series of expansions for additional



HABS-level photograph of setting, 2007.



Original setting was largely free of landscaping, 1970s.



HABS-level photograph of the tower, 2007.

airline counters, departure and arrival gates, and passenger waiting areas. Alterations to the original terminal provided additional covered exterior circulation space and expanded and enclosed the second floor.

Some aspects of the terminal's integrity remain intact. Its location and setting are the same as they were in 1942, since the building has not been moved and it still surrounded by many of the same activities and building types that defined it historically. While the additions to the terminal have affected its original massing, no new surrounding structures have been significant enough to alter the setting. The building's association with Santa Barbara's passenger aviation history is strong. The integrity of design has been compromised by alterations to the massing and by embellishments to the building's style that do not reflect its historic character. Even in the original portions of the building, certain enhancements were designed to make the building better adhere to the evolving local interpretation of the Spanish Colonial Revival style. The workmanship of the original exterior is somewhat intact, in particular what appears to be the original stucco wall surfaces.

The current garden-like setting of the building is quite different from the original setting, which was largely free of landscaping treatment and consisted of a simple lawn and a few foundation plantings. The character of the grounds and the setting during the Period of Significance was quite plain and landscaping seemed to be an afterthought with only a lawn delineated by a simple low railing at the perimeter and a few foundation plantings. The landscape treatment of the air-side court is an exception to these changes; its simplicity has been retained and a low wall encloses a grassy court, as it did historically. This court is largely unaltered from its historic appearance, though its proportions have changed due to additions to the building and its paving has been replaced.

Approaching the building from the ground side, which faces the parking lot, one sees some prominent original elements as well as the many additions that characterize the building. The tower, originally for air traffic control, is the most significant and most visible signature element of the building. The tower and curving stair alongside it are essentially intact, though a few alterations to the materials have changed its character. The top tier of the tower, a modified octagon in plan, was originally

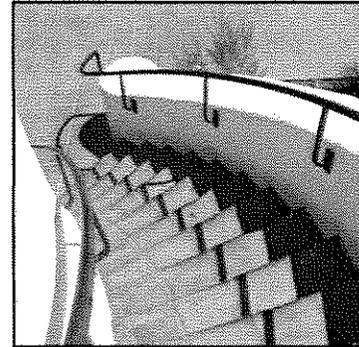


fully glazed, with a large pane of glass on each side divided by metal mullions at the corners. Access to this room was by way of a small metal stairway off a very small balcony on the rear of the tower. Today there does not appear to be any access to the space, though the cut-out for the small balcony remains and a remaining door may be operable. A standing-seam metal roof capped the tower, contrasting with the clay barrel tiled used throughout the rest of the roof surfaces. Clay tile later replaced the standing-seam metal roof. The curving stair that wraps around the tower now has polychrome tile on the risers, which is not an original feature. The metal balcony attached to the tower was based on the design of a balcony originally designed for the building but not installed until 1976.

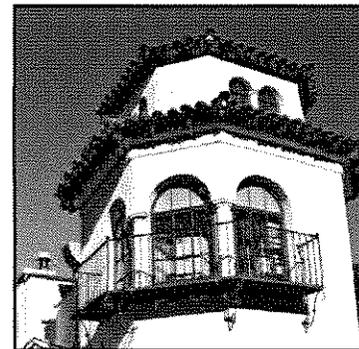
The original features of the tower include the stucco surfaces; the differing cornices at the two levels of the tower roof that corresponded with the different materials of the roof at those levels; the casement and other multilight windows; and the general form of the tower.

The terminal has often been described as "encased" in later additions. In addition to the side wings, the longer facades along the ground side and the air side of the terminal have also seen additions. The original entrance on the ground side of the building was through three archways with buttresses in between them. These openings were unglazed, and the enclosed portion of the space began one bay in from the outer wall so that an open arcade lay behind the arches. Today, the arches along the court (which represent the addition, not the original façade) are glazed with a new system similar to the doors, arched transom, and operable sidelights that originally enclosed the arched openings elsewhere in the building. A covered walkway runs along the exterior, consisting of a low-pitched clay tile shed roof carried on wood posts. Before this overhang was built in 1976, a canvas roof on metal poles briefly served the same purpose.

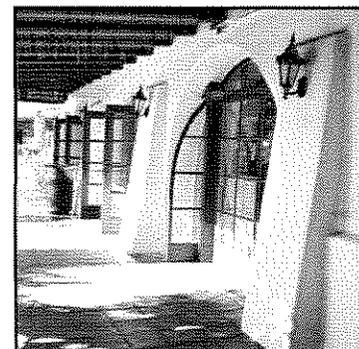
Additions to the air side of the terminal facing the court were extensive, but they are difficult to detect without the aid of earlier plans and photographs because they essentially replicated the design of the existing façade while adding two additional bays to the plan. The central three-bay arcade and the wings to either side approximate those same features from the original façade on the air side. The original exterior wall can be seen in the now-blind arcade inside the current



The curving tower stair is an original feature.



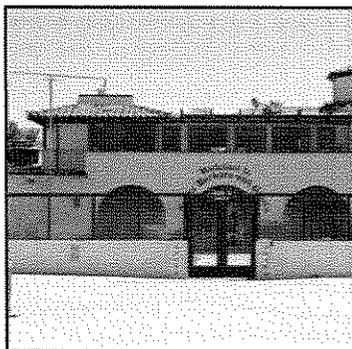
Two levels of the tower roof, 2006.



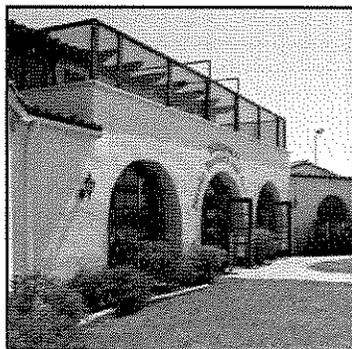
The arches and buttresses are original features, although the openings were historically unglazed.



Ceiling in bar represents the south slope of the original ceiling.



Addition to the northeast corner of the restaurant competes with original tower.



Addition to second-floor restaurant space obscures original roof.

gift shop and in the same place in the corresponding wing on the west side. The original exterior walls were retained intact here, but are now within the interior. In the center, however, the original arcade was demolished when the space was expanded.

The second floor of the ground side has been minimally altered. The originally open, covered space beneath the open gable on the second floor was enclosed with glazing in 1967. Behind this slope, it appears that a flat roof was added to accommodate mechanical equipment. (The ceiling in the bar, along the southern edge of the space, represents the south slope of the original ceiling.)

The enclosure of the second floor had a greater visual impact on the air side. The original appearance of an open pavilion on the second floor was lost when the first floor was expanded and the observation deck was entirely enclosed. The original roof of the second floor is no longer visible from the air side due to the addition of a roofed stair tower occupying the northeast corner of the original deck and the expansion of the restaurant space. The current volume of the restaurant – minus the flat-roofed portion and the terrace located toward the air side – encompasses the original covered space and the unroofed observation deck. The original enclosed staircase at the west end, with its rounded wall and circular window facing the air side, appear to have been demolished to make way for space that became the second-floor restaurant kitchen in the same location. Outside of the space of the original observation deck, a staircase surrounding an elevator was added to the northeast corner. Its roofline is a conspicuous addition to this side of the building, competing with the building's original tower for prominence from the air side and significantly altering the appearance of the air-side facade.

As stated above the original economy of the terminal construction in 1942 are a historical fact of the terminal. While the style had been in wide use in Santa Barbara for nearly twenty years by the time the terminal was constructed, the changes in the style reflect the building limitations (due primarily to the war) and the changes in public taste of the early 1940s. In the 1970s remodeling of the terminal, features such as quarry tile floors and inset polychrome tiles were added to bring the building more in line with the current taste in Spanish Colonial Revival, which favors the more elaborate

1920s models. The original 1942 terminal never had such features.

Character-Defining Features

The following is a list of features that contribute to the character of the terminal's design. These features are roughly listed in a general order of importance.

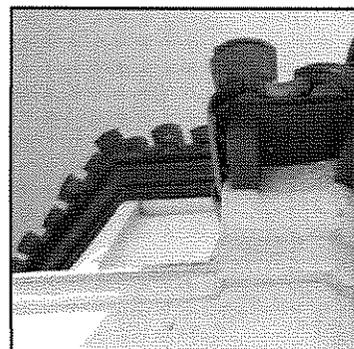
- a low-slung quality and scale
- rounded arch motif for arcades, windows, and door openings
- the arcades: widely spaced colonnades of low proportions and semicircular arches supported by squat columns opening to an exterior space
- orientation of the wings to enclose the air side of the terminal suggesting a quadrangle configuration
- fluid, loosely-defined indoor-outdoor space typical of Mediterranean style buildings
- wide expanses of flat textured wall surfaces, typically plain white stucco or plaster
- recessed wood-frame, multilight casement windows
- the tower and its elements: curvilinear staircase; lantern; brackets; eaves (terra cotta tile on treads is replacement)
- iron balconet
- covered walkways: squared posts with a rounded corbel-like capital; fluid indoor-outdoor space; paired trusses with mortise and tenon detailing
- original but relocated arched windows, operable and fixed, with mullions and sidelights, some original hardware
- deep roof eaves with exposed rafters
- squared exposed wood posts and beams on the interior
- streamlined moldings, simple Spanish Colonial string courses
- red-tiled hipped roof with pronounced ridge and varying



HABS-level photograph depicts window detail, 2007.



HABS-level photograph depicts rounded arches in lobby, 2007.



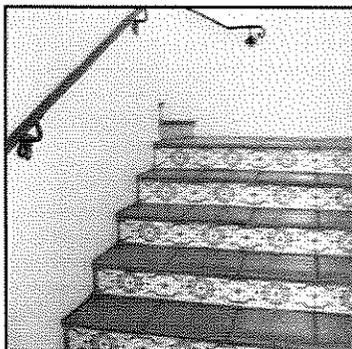
Deep roof eaves with exposed rafters are a character-defining feature.



HABS-level photograph of arcade in gift store, 2007.



Interior wing of addition. Note flooring. Pavers were not part of original design.



Stair to upper floor restaurant at north side of terminal.

pitch

- minimal ornamentation

VII. PHOTOGRAPHS

Throughout the course of the project, ARG photographically documented existing conditions, compiled historical photographs of the site and buildings, and conducted HABS-level, large-format photography. Photographs of the resource are located throughout this text and historical photographs are located in Appendix E.

VIII. ASSESSMENT OF HISTORIC STRUCTURES AND SITES

This section contains an evaluation of the historical significance of the terminal building according to local, state, and federal criteria.

Completed in 1942, the Santa Barbara Airport terminal is a building of historical and architectural significance. Constructed in wartime, this utilitarian building has, over time, become a landmark. Locals and travelers value it for the distinct sense of Santa Barbara place it exudes. As stated above, SHPO determined that the terminal is not eligible for the National Register in 1997. It was identified by the City of Santa Barbara after 1991 as a Potential Historic Structure and included on the official list of such properties.

For purposes of the California Environmental Quality Act (CEQA, Sect. 15064.5(a)), a building is considered a historic resource if it meets one of the following conditions:

1. It is listed in or officially determined eligible for listing in the California Register of Historical Resources (any building listed in or determined eligible for the National Register of Historic Places would meet this threshold);
2. It is listed in a local register or a qualified survey of historical resources;



3. It is determined by the lead agency on a project to be significant according to the criteria of the California Register of Historical Resources; even if the above two conditions are not met, the lead agency may still determine that the resource meets the California Register criteria and is therefore a historical resource.

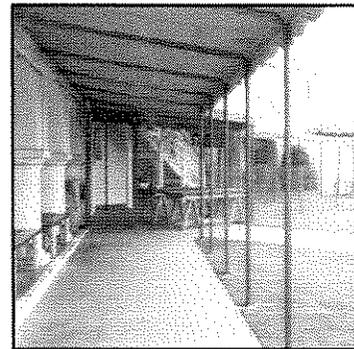
Further, the City of Santa Barbara defines significant resources for purposes of environmental review as any building included on local, state, or federal lists; any building that represents a particular architectural style; a theme in social, political cultural, economic, or industrial history; or any building meeting the criteria for designation for local, state, or federal listing. For further delineation of these categories (which are only summarized here), please refer to the City's *Master Environmental Assessment Guidelines for Archaeological Resources and Historic Structures and Sites*, Sect 2.3, Thresholds of Significance.

The Santa Barbara Airport terminal is associated with patterns of events that have made a significant contribution to the broad patterns of local history of California, in this case, its associations with Santa Barbara's early passenger aviation history, the development of passenger aviation in Santa Barbara, and a long association with United Airlines. Further it is significant in that it embodies the distinctive characteristics of a type, period, region, or method of construction and in this case represents the work of a master architects, the prominent local firm of Edwards & Plunkett, and their work at the end of a prolific career in Santa Barbara.

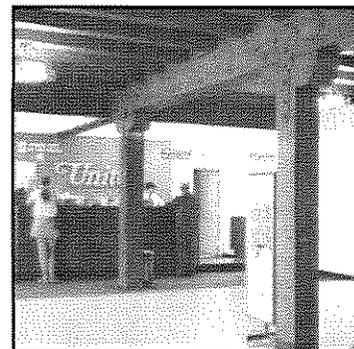
Architecturally, it is linked to the Santa Barbara style, but represents another interpretation of the popular style, a stripped-down, streamlined version that was derived from wartime construction restrictions. As a utilitarian airport building, it illustrates that the style could be used on a variety of building types from high style to utilitarian. The 1942 design incorporated some minor elements of the streamlined Moderne style, omitted the embellishments of the dominant style, such as ironwork and decorative tile, and perhaps more significantly reflected the economic realities of wartime paucity. In any case, the terminal building's streamlined Spanish Colonial Revival suited the building's Southern California site, the scale of the 1940s airfield, its air transportation function,



Historical photograph of entrance at east wing, 1970s.



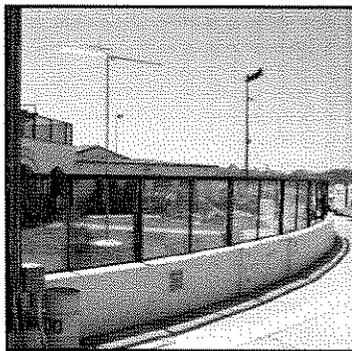
Historical photograph of east wing arcade, 1970s.



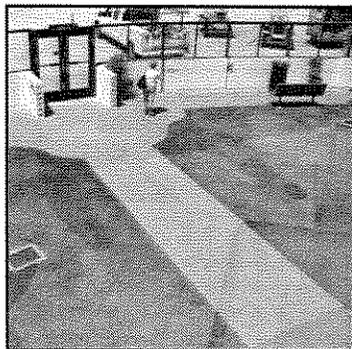
Historical photograph of United Counter, 1970s.



View of tarmac looking north.



View of courtyard from tarmac.



View of air-side courtyard from restaurant.

and wartime thrift.

The terminal has already been identified as a Potential Historic Structure and appears to meet the City's Criterion A for "its character, interest or value as a significant part of the heritage of the City..." The terminal is a significant part of the transportation infrastructure of the Santa Barbara area, being the oldest extant passenger terminal of its only airport and given the significance of civilian and military aviation in the local economy in the earlier part of the 20th century. A case may also be made for Criterion F for the terminal's "identification as the creation, design or work of a person or persons whose effort has significantly influenced the heritage of the City..." for its association with the architectural firm of Edwards and Plunkett who were very significant in the architectural history of the city, even if the building cannot be identified as an outstanding example of its style.

Considering the terminal's significance within the local context of transportation, it appears that it would be eligible for the California Register of Historical Resources if later alterations were removed and any missing parts of the building's envelope were reconstructed. Criterion 1 would apply: the terminal is "associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States."

The building does not appear eligible for the National Register of Historic Places due to the alterations to the building. Although removal of the additions will restore a significant amount of the building's integrity, too many changes to the fabric of the building and its physical context will have taken place and the building's reorientation on the new site would probably render it ineligible as well. The California Register uses the same threshold for significance (and essentially the same criteria) as the National Register but tends to be more accommodating of buildings that have lost some integrity over time.

Period of Significance

A building's period of significance is defined as the span of time in which the property attained significance within the



relevant historic contexts. Generally, character-defining features that date to the period of significance should be retained or mitigated to the highest degree possible. The period of significance of the Santa Barbara Airport terminal is 1942, the date when the building was completed. For purposes of this report, the architectural features and their significance were foremost in the evaluation within the scope of the current project. Any features added after that time do not contribute to the terminal's historic significance.

It should be noted that a secondary period of significance of 1942-1967 could also apply for purposes of historical interpretation if the building is considered under Criterion A for its association with United Airlines and early commercial aviation. This period corresponds to the twenty-five year term of the lease by United Airlines. The alterations and expansions to the building began to occur immediately after the end of this period in order to more comfortably accommodate the other airlines using the terminal. While minor modifications occurred before 1967, the exterior largely retained its original massing and appearance until 1967. The first expansion occurred at that time, adding single-story wings to the north and south and setting the precedent for a series of expansions and modifications to the original 1942 building.

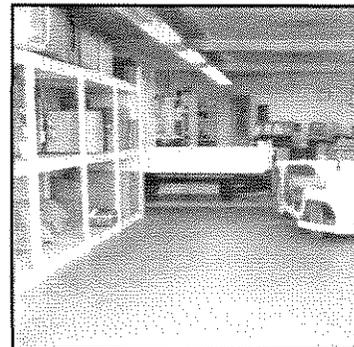
IX. EVALUATION OF POTENTIAL PROJECT IMPACTS

Each component of the proposed project would have the potential to impact the historic terminal building. Some of these impacts would actually improve the building's historic integrity (such as the removal of past additions that now overwhelm the original building), and some of these impacts would alter character-defining features and spaces, altering the building's integrity. The following discussion evaluates the impacts and mitigations to determine the level and nature of the impact overall. These are also discussed in the following section, Recommended Action and Mitigation Measures.

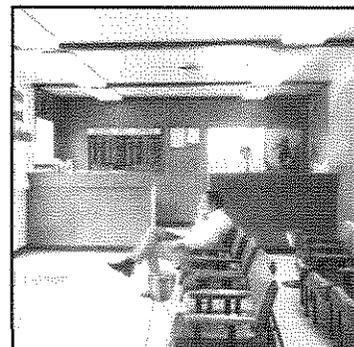
Removal of non-historic additions and alterations. The project would involve the removal of the many additions to the building that have engulfed the original footprint, allowing the true size and scale of the building to be seen for the first time since 1967. This would improve the building's ability to convey its original character, substantially strengthening its historic



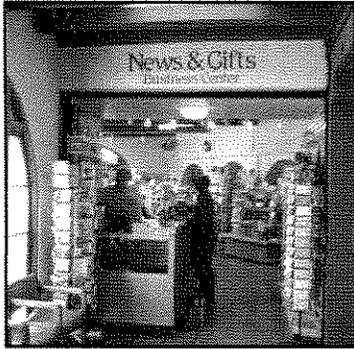
Historical photograph of restaurant bar, 1970s.



Historical photograph of baggage area, 1970s.



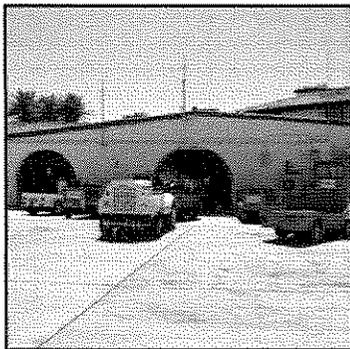
Historical photograph of restaurant bar, 1970s.



Gift shop entrance, 2006.



Air-side facade at the west wing, 2006.



Air-side facade at the east wing contains the baggage loading area, 2006.

integrity.

Reconstruction of missing areas that were removed in the course of alterations. Many original features were removed over time to create more terminal space or provide a change in use of certain spaces; these would be reconstructed with reference to the original plans and historic photographs from many phases of its development. The project team will use both plans and photographs to determine areas of reconstruction, and will follow the Secretary of the Interior's Standards for Reconstruction. Rehabilitation of remaining character-defining features and spaces would also follow the Standards for Rehabilitation.

Construction of a new terminal building and rerouting of the road system and parking lots to serve the new terminal complex. This component of the project would have an impact on the historic setting of the building. The terminal was historically surrounded by flat paved and grass-covered areas. While its placement next to a larger building will alter its freestanding nature and incorporate it into a larger complex, an effort has been made in the design process to keep the building physically and visually separated from the larger, new terminal so that it may retain its individual identity. The larger building, although Spanish Colonial Revival in style, will not repeat any design elements of the historic terminal in its forms or decoration.

Relocation of the historic terminal adjacent to the new terminal. Although the building would be relocated, it would be moved only a short distance. If left in its current location, the historic terminal would be isolated from the rest of the complex and would not be able to accommodate a meaningful function that would keep it as a component of the entry sequence for some passengers. The new location of the terminal would offset the structure from the new terminal and move it closer to the street so that it is highly visible on approach. The building would be pivoted from its original position, but the views across the tarmac to the mountains that currently characterize the terminal would be retained to some extent.

The relocation of the terminal and the alteration of its setting with the realignment of roads and construction of a large new building adjacent to it will result in major changes at the Santa Barbara Airport. The historic terminal would be impacted

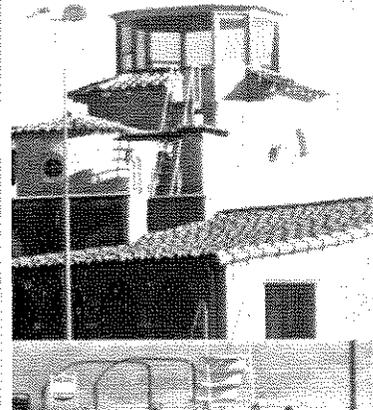
by these alterations to the site and the historic building. However, the relocation would allow the building to be used in a more meaningful and efficient way as an element of the new terminal complex. Left in its original position, it would be isolated from the activity of the new building. The way the spaces are currently used within the building demonstrates the difficulty of retaining the historic terminal's current use; the requirements placed on an airport terminal have changed drastically, especially with regard to security procedures. Moving these functions into the new terminal would allow the original volume of these historic spaces to be visible and allow for a traffic pattern similar to that of the original design, despite the change in use.

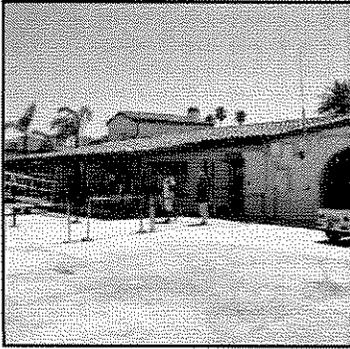
The building, after being moved and set within the new terminal complex, would still be considered a historic resource at the state and local level. Although it currently has minor recognition at the local level (on the Potential Historic Structures list) despite its alterations and additions, the building after rehabilitation will retain its historic character and significance, and will have regained some of its lost historic integrity. The first two actions listed above in this section would restore the original footprint and volume of the building, allowing to the terminal to be returned to a more authentic state. It is possible that the net effect of the project rehabilitation, despite the planned move and the prior alterations, would result in the building's eligibility for the California Register.

X. RECOMMENDED ACTION AND MITIGATION MEASURES

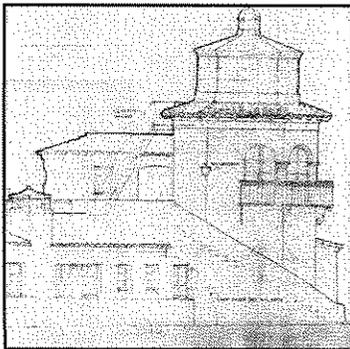
Recommendations for rehabilitation and future use

Most of the additions and changes to the terminal building have been driven by practical considerations, such as the need for more space and improved function, the addition of more airlines and increased passenger traffic, and changes in air travel procedures such as increased security. Other, minor changes appear to have been motivated by the desire to reinforce the Spanish Colonial Revival style in order to mitigate the impact of the many changes on the building's character and to keep up with the style as it evolved locally. Despite the extensive additions and modifications to the

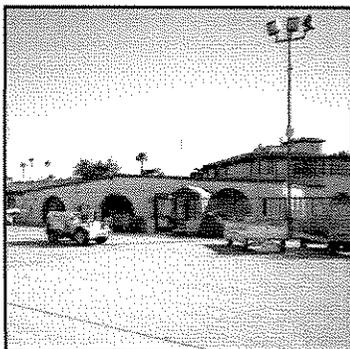




Air-side view of addition to east, 2006.



Detail of original drawing showing glazed cupola, 1941.



Air-side view of terminal and east wing addition to left, 2007.

terminal, selective demolition and reconstruction could recover the original appearance of the terminal to some extent. The actions described below could serve to return the building to a state that better reflects its appearance during the Period of Significance and therefore better justifies its designation as a City of Santa Barbara Structure of Merit.

The building campaigns of the 1960s and 1970s pre-dated *The Secretary of the Interior's Standards for the Treatment of Historic Properties*, which laid out the basics for preservation practice. Following the Secretary of the Interior's Standards for Rehabilitation can direct the new work at the terminal in a positive way.

While some of the spirit of the Standards is evident in the attempt to preserve the massing of the original terminal and the effort to make later additions compatible with the building's style, many of the alterations are difficult to distinguish because they match the original too closely. Such an approach makes it difficult to discern which elements date to the original 1942 terminal. Standard #9 states that "new work shall be differentiated from the old" as well as being compatible with (while not duplicating) original character. In the future, the Standards should be applied in the reversal of previous alterations and other modifications to the original terminal. Standards #9 and #10 would apply to such work:

- 9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
- 10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

ARG recommends that the following key elements for the rehabilitation of the Santa Barbara Airport Terminal be considered:

- 1. Removal of the 1967 and 1976 additions, including



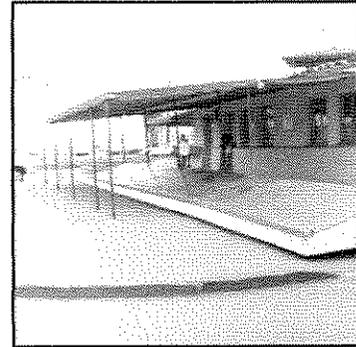
wings and arcades added to main terminal.

2. Retention of a meaningful use and function for the historic terminal.
3. Sensitive accommodation of the low scale of the terminal.
4. Retention of the relationship between the terminal and the arrival road.
5. Restoration of the tower.
6. Use of the Secretary of the Interior's Standards for Rehabilitation and for Reconstruction according to the various actions needed to rehabilitate the building in a manner that will retain its significance.

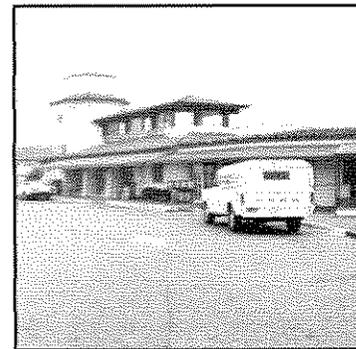
Removal of Additions

Most of the additions to the terminal are in the form of long, one-story wings that extend away from its main mass. The addition of the wings was undertaken in a way that preserved the terminal's original two-story massing as the most prominent part of the enlarged complex. Other alterations, however, have obscured parts of the original terminal and altered the character of the building. Removal of the wings would be a significant step in restoring the building's original massing. The addition to the front entrance also could be removed easily. The covered walkway obscures the visual impact of the arches at the entrance. If the building were no longer used as the main terminal, the need for covered outdoor arrival and circulation space would be lessened.

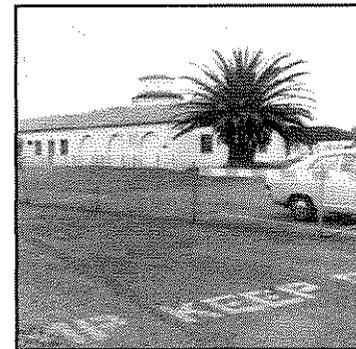
Removal of the additions to the air side of the terminal would require some reconstruction. The separate volume of the arcade that was added in the center is discernible from the original extent of the second floor deck, but the arched openings in the original wall were demolished and rebuilt along the outer wall of the new, expanded bay. The new construction essentially replicated the demolished wall. The original exterior walls of the side arcades, originally open-air, are now filled in but still remain within the back wall of the gift shop and a corresponding non-public area on the west side.



Historical photograph of baggage sorting area, 1970s.



Historical photograph of east wing addition, 1970s.



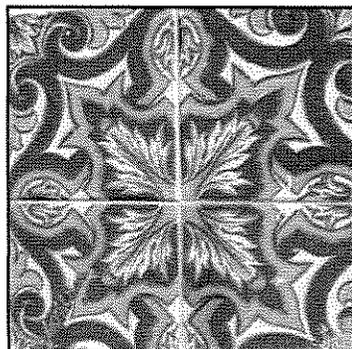
Historical photograph of west wing addition, 1970s.



HABS-level photograph depicts later addition that houses storage space and utilities, 2007.



HABS-level photograph depicts baggage handling area, 2007.



Decorative tile found throughout the terminal is not original.

Reconstruction of these arcades and restoration of the mass of the wings would involve the reconstruction of the original roof line and eaves.

The original access to the second floor was by way of an interior stair in the space currently occupied by a kitchen and storage on the second floor. The stairs were demolished prior to 1976 when the existing elevator and stair tower were built. It would be preferable to reconstruct the stairs in their original location because they would eliminate the need for an added exterior stair tower. An elevator may be installed initially or in the future to allow public and airport employees access to the second floor.

Restoration of the Tower

According to the original plans, the original function of the tower was air traffic control. The materials published by the airport on its own history, however, indicate that another building housed a much taller tower that was used for the purpose in the 1940s and 1950s. Whatever its original function, the tower is a significant element of the building from an architectural standpoint. The presence of a control tower on the structure clearly identified it as an air terminal and distinguished the building type from others more common in the Spanish Colonial Revival style. The enclosure of the top of the tower with a stucco finish and pairs of arched windows represents a radical change from the original glass-walled design. The glazing and metal mullions of the tower should be returned as closely as possible to the original design. The tiled roof at the top level of the tower should be removed and a standing seam roof following the original model should replace it.

Relocation of the Terminal

If the terminal is moved to a new location on the airport site, its integrity could suffer if the context is not retained. Context refers to the site orientation of the terminal, which historically has included a vantage on the activity on the tarmac and views toward the mountains. The context is also a function of how the building is viewed in its relationship to the arrival road and the adjacent courtyard space.

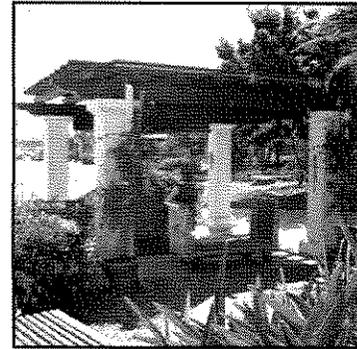


National Register evaluation guidelines (National Register Bulletin, *How to Apply the National Register Criteria for Evaluation*) state that in order for their significance to remain unimpaired, moved historic buildings “must still have an orientation, setting, and general environment that are comparable to those of the historic location and that are compatible with the property’s significance.” While the current plans call for moving the terminal a relatively small distance and keeping it within the same area of the airport, attention must be paid to the context that will result from the placement of the small, older terminal in close proximity and direct juxtaposition to the new, significantly larger terminal. An impact anticipated in the proposed site plan is the loss of the relationship between the historic terminal and the views of the tarmac and the mountains. The second floor observation deck was originally developed to take advantage of these open-air views.

Use and Function of the Terminal

The retention of a meaningful use for the historic terminal within the new airport complex should be considered a priority. Since the community has recognized the historical value of the terminal and appears to support the effort to incorporate the terminal into the new complex, ARG believes the goal should be to make the building a significant part of the passenger arrival and departure sequence to the extent feasible. One key to achieving this goal is to retain the relationship between the historic terminal and the passenger arrival sequence, for example visibility from cars along the arrival road and visibility to pedestrians as they approach the new terminal from long-term or short-term parking areas. It is important that the historic terminal have a role in the passenger circulation experience and that the building retain a public use.

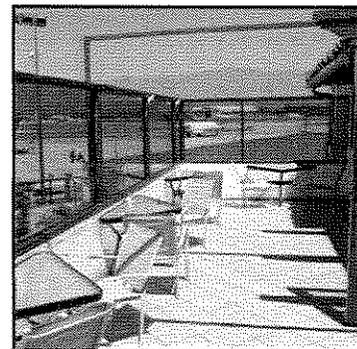
Giving travelers a reason to set foot in the historic terminal will also be an important consideration if the terminal is to play a vital role in the new airport. Appropriate uses for the ground floor of the historic terminal would include concessions, skycap or curb-side check in, e-ticket counters, a beverage or coffee bar, and lounge or waiting areas. While the intent should not be to use the interior of the terminal as a museum, wall space could also be given for an historical interpretive display.



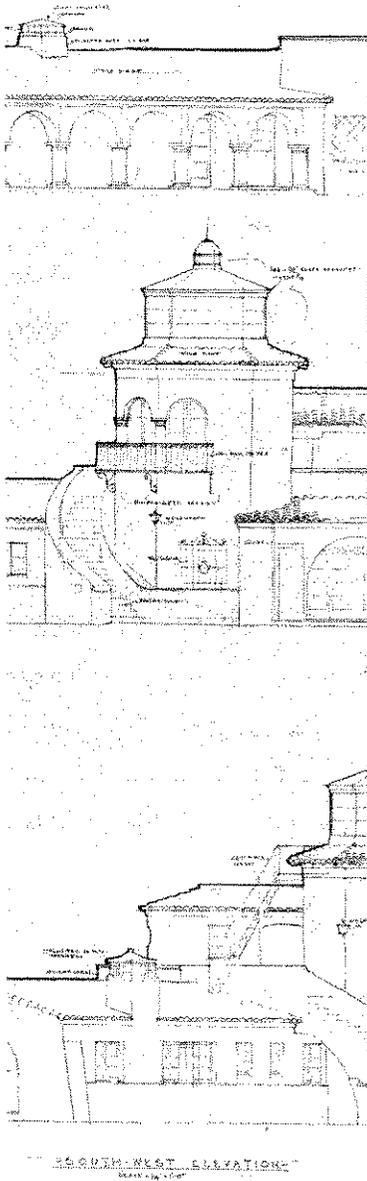
Skycap facilities.



Over time the areas around the terminal have acquired a much more heavily landscaped character than was original.



The terrace allows views to the runways. The spectators’ deck has historically been part of the visitor experience.



Historically, users experienced the terminal and surrounding areas with a fluidity between indoor and outdoor spaces. It would be desirable to maintain this relationship, allowing passengers to walk through the spaces as they do now and take advantage of adjacent outdoor spaces.

At present as well as historically, the second floor allows views to planes arriving and departing on the runways and views of the distant mountains that gave a strong sense of the airport's setting in Santa Barbara. Retaining some aspect of the original "spectators' deck" is desirable if the new terminal does not completely obscure views. A beverage bar or lounge on this floor, if economically viable, are options that might draw patrons to the second floor. Although the space would no longer overlook the arriving and departing planes on the tarmac, the sense of being in the center of the airport with an interesting view of the new building, the landscape, and the comings and goings of travelers could be an attractive quality of the second floor. Uses such as conference rooms or office space for airport use, on the other hand, would limit public access to the historic terminal. The future use of the second floor has yet to be determined.

Avoiding "Enhancements" to the Spanish Colonial Revival Style

In the future rehabilitation of the terminal, any attempts to enhance the style of the building with new materials, finishes, and other details that are associated with 1920s Spanish Colonial Revival should be avoided because they are incompatible with the building's historic character. The Secretary of the Interior's Standards for Rehabilitation states:

- 3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

The original character of the building's style is discussed above in the section Architectural Style (page 7). Recognizing the building "as a physical record of its time and place" is an important part of an appropriate approach to additions and alterations in this case. Many of the decorative elements usually associated with the Spanish Colonial Revival style

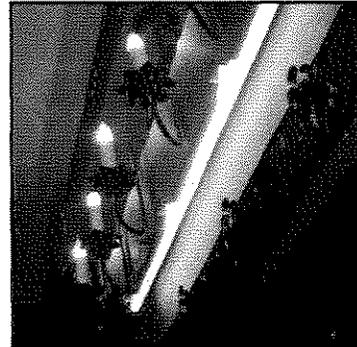
during its high period in the 1920s are not present in the terminal, and in the past this has led to a desire to enhance the building with features that simply were no longer a part of the style's vocabulary by 1942. Those features that were added later include polychrome glazed tile, quarry tile pavers for interior flooring, interior light fixtures that replaced the early fixtures yet incorporate nothing of the design of the originals, and certain larger exterior features such as the "chapel" that houses generators.

Signage

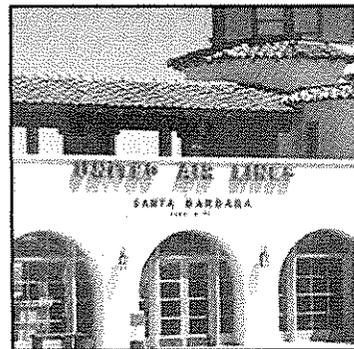
The current signage program includes free-standing signs with the profile of a Mission Revival style shaped parapet. This motif was never a part of the original building, and it is not consistent with the Spanish Colonial Revival style or with what can be gleaned of the building's original signage styles. Some of the large-scale original signage is visible in historic photographs and does not appear to have been integral to the design. Large block capital letters spelled "United Airlines" on the front of the building, at the base of the second story. This sign was changed at some point in the 1960s or 1970s to slightly larger, italic, but similar lettering, and is now gone. On the rear of the building, where painted Spanish-style lettering is now seen, large red signage with individual letters announced the airline, lined in neon. Smaller block letters below indicated the city and elevation.

Large-Format Photography

ARG conducted large-format photographic documentation of the Santa Barbara Airport terminal building in January 2007. The photography was conducted in conformance with the standards called forth in the National Park Service publication *Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation*. ARG's photography report contains twenty-four images, including contextual views of the Santa Barbara Airport and exterior and interior views of the terminal building.



Existing interior light fixtures are not original to the terminal



Airport signage in the 1960s.



The character of airport signage has changed over time.

XI. RESIDUAL IMPACTS

The residual impacts of the project, if the above measures are implemented, will be less than significant. The use of the Secretary of the Interior's Standards, the removal of later additions, and the reconstruction of missing elements will mitigate the impact to the setting of the building that will be the result of moving the terminal and locating it adjacent to a new, much larger building.



XII. LIST OF RESEARCH RESOURCES

Newspapers

"Airport Bonds Face Test Today" in *Los Angeles Times*, 4 February 1941.

"Airport Deal Pends at Santa Barbara" in *Los Angeles Times*, 6 July 1934.

"Army Flight Squadron to Be Based at Goleta" in *Los Angeles Times*, 2 October 1941.

"Fete to Mark Airfield Transfer at Santa Barbara" in *Los Angeles Times*, 17 August 1947.

"Goleta Airport Work Starts Today" in *Los Angeles Times*, 3 January 1941.

"Grant Awarded for Santa Barbara Airport" in *Los Angeles Times*, 18 December 1940.

"Line Resumes Santa Barbara Air Service" in *Los Angeles Times*, 4 January 1956.

"New Santa Barbara Airport Terminal Planned" in *Los Angeles Times*, 10 August 1972.

"Santa Barbara Airport Work Speeded by Army" in *Los Angeles Times*, 6 June 1941.

"Santa Barbara Leases Goleta Airport to Navy" in *Los Angeles Times*, 24 July 1944.

Books, Documents

Garvey, William and David Fisher. *The Age of Flight: A History of America's Pioneering Airline*. Greensboro: Pace Communications, 2002.

Gordon, Alastair. *Naked Airport: A Cultural History of the World's Most Revolutionary Structure*. New York: Metropolitan Books, 2004.

Joseph J. Plunkett. Unpublished typescript, no author or date, collection of Santa Barbara Historical Society.

San Buenaventura Research Associates. "Determination of Eligibility for Historic Resources at the Santa Barbara Municipal Airport." April, 1995.

Solberg, Carl. *Conquest of the Skies: A History of Commercial Aviation in America*. Boston: Little, Brown, 1979.

Szurovy, Geza. *Classic American Airlines*. Osceola, Wisc.: MBI Publishing Company, 2000.

Historic Drawings



Architectural Drawings, Santa Barbara Airport Terminal Building by Edwards & Plunkett, dated 1941.

Selected Historic Architectural Drawings, Santa Barbara Airport Terminal Building by Peterson and Associates, S.R. Peterson, AIA, dated 1967.

Selected Historic Architectural Drawings, Santa Barbara Airport Terminal Building by Paul E. Unander, dated 1976.

Other Media

City of Santa Barbara, Department of Community Development, Land Development Team Records Archive. Online collection of public records, also known as "street files". <http://www.santabarbaraca.gov/Resident/Home/LDTRA/>

Sanborn Map Company, *Santa Barbara, California*. New York: Sanborn Map Company. Various years.

XIII. APPENDICES

- Appendix A Drawings showing chronological changes at the Santa Barbara Airport Terminal by Architectural Resources Group, dated January 2007
- Appendix A1 Drawing showing the front elevation with historic terminal in front of new terminal building by HNTB and PMSM, dated June 2007
- Appendix B Selected historic architectural drawings, Santa Barbara Airport Terminal Building by Edwards & Plunkett, dated 1941
- Appendix C Selected historic architectural drawings, Santa Barbara Airport Terminal Building by Peterson and Associates, S.R. Peterson, AIA, dated 1967
- Appendix D Selected historic architectural drawings, Santa Barbara Airport Terminal Building by Paul E. Unander, dated 1976
- Appendix E Historic photos of the Santa Barbara Airport Terminal Building
- Appendix F Letter regarding Determination of Eligibility for Santa Barbara Municipal Airport by State Office of Historic Preservation, dated 15 January 1997

**XIV. ENDNOTES**

¹ The historical, architectural, social and military aspects of the Santa Barbara Airport Terminal qualify it as a historic resource. A historic resource is defined as (and including, but not limited to) "any object, building, structure, site, area, place, record or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (Cal. Pub. Res. Code § 5020.1j).

² "New Santa Barbara Airport Terminal Planned" in *Los Angeles Times*, 10 August 1972.

³ "Line Resumes Santa Barbara Air Service" in *Los Angeles Times*, 4 January 1956.

⁴ From the City of Santa Barbara, Department of Community Development, Land Development Team Records Archive, Street files.

⁵ From the City of Santa Barbara, Department of Community Development, Land Development Team Records Archive, Street files.

⁶ From the City of Santa Barbara, Department of Community Development, Land Development Team Records Archive, Street files.

⁷ From the City of Santa Barbara, Department of Community Development, Land Development Team Records Archive, Street files. p. 22.

⁸ From the City of Santa Barbara, Department of Community Development, Land Development Team Records Archive, Street files.

⁹ From the City of Santa Barbara, Department of Community Development, Land Development Team Records Archive, Street files. p. 33.

¹⁰ From the City of Santa Barbara, Department of Community Development, Land Development Team Records Archive, Street files.

¹¹ From the City of Santa Barbara, Department of Community Development, Land Development Team Records Archive, Street files.

¹² From the City of Santa Barbara, Department of Community Development, Land Development Team Records Archive, Street files. p. 48.

¹³ From the City of Santa Barbara, Department of Community Development, Land Development Team Records Archive, Street files. p. 53.

¹⁴ From the City of Santa Barbara, Department of Community Development, Land Development Team Records Archive, Street files. p. 71.

¹⁵ From the City of Santa Barbara, Department of Community Development, Land Development Team Records Archive, Street files. p. 77.

¹⁶ From the City of Santa Barbara, Department of Community Development, Land Development Team Records Archive, Street files. p. 93.

¹⁷ From the City of Santa Barbara, Department of Community Development, Land Development Team Records Archive, Street files. p. 100.

¹⁸ From the City of Santa Barbara, Department of Community Development, Land Development Team Records Archive, Street files. p. 112.

¹⁹ From the City of Santa Barbara, Department of Community Development, Land Development Team Records Archive, Street files. p. 116.

²⁰ From the City of Santa Barbara, Department of Community Development, Land Development Team Records Archive, Street files. p. 118.

²¹ From the City of Santa Barbara, Department of Community Development, Land Development Team Records Archive, Street files. p. 130.

²² From the City of Santa Barbara, Department of Community Development, Land Development Team Records Archive, Street files. p. 162.

²³ From the City of Santa Barbara, Department of Community Development, Land Development Team Records Archive, Street files. p. 195.

²⁴ From the City of Santa Barbara, Department of Community Development, Land Development Team Records Archive, Street files. p. 206.

²⁵ From the City of Santa Barbara, Department of Community Development, Land Development Team Records Archive, Street files. p. 233.

²⁶ From the City of Santa Barbara, Department of Community Development, Land Development Team Records Archive, Street files. p. 281.



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: September 14, 2007
AGENDA DATE: September 20, 2007
PROJECT ADDRESS: 500 James Fowler Road, Santa Barbara 93117 (MST2007-00002)
TO: Planning Commission
FROM: Planning Division, (805) 564-5470
Janice Hubbell, AICP, Senior Planner
Laurie Owens, Project Planner

I. PROJECT DESCRIPTION

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.

II. REQUIRED APPLICATIONS

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).

III. RECOMMENDATION

The proposed project conforms to the City's Zoning and Building Ordinances and policies of the General Plan and the Aviation Facilities Plan. Additionally, the project has been guided by the Airline Terminal Design Subcommittee for the past two years to ensure that the project meets community expectations as a gateway to Santa Barbara and is consistent with the key issues outlined in City Council Resolution 05-042. Therefore, Staff recommends that the Planning Commission approve the project, making the findings outlined in Section VIII of this report, and subject to the conditions of approval in Exhibit A.

Figure 1: Vicinity Map of the Airport Industrial Area

DATE APPLICATION DEEMED COMPLETE: July 31, 2007
DATE ACTION REQUIRED: 30 days after certification of EIR Addendum

IV. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

Applicant: Owen Thomas, City of Santa Barbara	Property Owner: Karen Ramsdell, City of Santa Barbara
Parcel Number: 073-450-003	Lot Area: 826 acres (entire airfield/Goleta Slough parcel) Landside Terminal area comprises approx. 9.91 acres; Airside Terminal area comprises approx. 9.48 acres
General Plan: Major Public and Institutional	Zoning: Airport Facility (A-F)/Coastal Overlay (S-D-3)
Existing Use: Airline Terminal Complex	Topography: Primarily flat, minimal slopes
Adjacent Land Uses: North – Airfield South – Fixed Base Operator East – Wetlands, Goleta Sanitary District West – Airfield/Goleta Slough	

V. ZONING ORDINANCE CONSISTENCY

Standard	Requirement/ Allowance	Existing	Proposed
Setbacks			
-Front	10 ft.	N/A	Approx. 200 ft
-Interior	N/A	N/A	N/A
-Rear	N/A	N/A	N/A
Building Height	45 ft.	0 ft	42 ft.
1 space per 250 sq. ft – office & retail only.	68 spaces	1667 spaces	1709 spaces (if Long Term Lot #2 is expanded; 1,569 if it is not)
Lot Coverage			
-Building	N/A	TBD sf %	46,740 sf 11%
-Paving/Driveway	N/A	TBD sf %	270,220 sf 62%
-Landscaping	15%	TBD sf %	114,810 sf 27%

The proposed project would meet the requirements of the Airport Facility (A-F) Zone.

VI. PROJECT DESCRIPTION

The proposed project represents Phase I of the Aviation Facility Plan's vision for the Airline Terminal Improvement Project. The Aviation Facilities Plan, adopted by City Council in 2001, envisioned a 67,000 square foot (SF) Phase I Terminal Improvement Project to serve approximately one million passengers annually by 2010. The second phase would involve expansion of the Terminal, if needed, to 95,000 SF to serve approximately 1.5 million passengers by 2015. The Airport is not presently pursuing the Phase II project.

The proposed project would involve construction of a new 65,740 SF Terminal building south of the existing main Terminal facility. The original 5,000 SF historic Terminal would be retained and relocated to the northeast corner of the new building and rehabilitated. The additions constructed in 1967 and 1976,

measuring 11,250_SF would be demolished. Existing Building 120, measuring 6,240 SF, which presently houses rental car facilities and the Airport's Security Operations Center (SOC), would also be demolished. The rental car counters would be relocated to the new Terminal building and the SOC would be located in the rehabilitated historic Terminal. A new rental car storage area would be located south of the proposed Terminal building. Likewise, the existing baggage claim tents and the two trailers used by Skywest Airlines would be removed and these uses would be located in the new building.

The building site and driveway would be raised by approximately 30 inches to place the Terminal facility outside the 100-year floodplain. A private vehicle driveway would be provided along the Terminal Loop Road and a new commercial vehicle lane would be constructed to serve buses, shuttles and taxis. The commercial vehicle lane would be sized to accommodate MTD buses in the event MTD chooses to use the Terminal Loop Road in the future. The existing MTD stops on William Moffett Place would be improved to provide seating and shelters. The improved stops would also be located closer to the new Terminal building than the existing stops. Bicycle lockers would be provided in the short-term parking lot for passengers and enclosed lockable bike storage and showers would be provided within the new Terminal building for Terminal employees.

The Terminal presently serves a variety of aircraft, from Saab 340B and Brasilia EMB-120s that serve approximately 30 passengers to Canadair Regional Jet 900s, which accommodate approximately 90 passengers. The new Terminal building is designed to accommodate aircraft up to the size of a Boeing 737 (which can serve approximately 120 passengers). The existing Terminal previously served Boeing 737 aircraft until United Airlines discontinued service following September 11, 2001. The new building would have the ability to accommodate four passenger loading bridges that could serve Regional Jets and Boeing 737s. One passenger loading bridge is proposed as part of this proposal. The new Terminal building would provide 9 aircraft parking positions, the same as the number provided at the existing Terminal.

A history of the project and more detailed project description is provided in the site plan (Exhibit B) and applicant's letter dated June 29, 2007 (Exhibit C).

VII. OTHER REVIEW

A. ENVIRONMENTAL REVIEW

A Master Environmental Assessment (MEA) check-list review was completed by City Staff and no new impacts or changes to the environment are anticipated to result from implementation of the proposed project. However, minor technical changes and additions to the 2002 Final Environmental Impact Report for the Aviation Facilities Plan were necessary to update the analysis to reflect the existing setting. An Addendum to the Final Environmental Impact Report was prepared pursuant to CEQA Guidelines Section 15164 (Exhibit D). The Addendum evaluated the impacts associated with construction and operation of the Airline Terminal Improvement Project and concluded that the proposed project would not cause a new significant impact to the environment. Additionally, mitigation measures included in the Final EIR were revised to provide more clarity and assurance that they will be carried out.

B. DESIGN DEVELOPMENT

In February 2005, a kickoff workshop and Airline Terminal tour was held with City Council, Airport Commission, Architectural Board of Review (ABR), Historic Landmarks Commission (HLC), and Planning Commission (PC). The workshop included an introduction to airline terminal planning, the proposed project, and a discussion of key issues on which staff needed guidance before the PCD could be developed. A similar workshop was also held with stakeholders that included regional agencies and Terminal tenants. In May 2005, the City Council adopted Resolution 05-042 (Exhibit E) that provides policy guidance on the following key issues: Santa Barbara Airport Experience, relocation of the 1942 Terminal, passenger loading, building massing, sustainable building, public transit, and accessibility.

In December 2005, the City Council adopted the Airline Terminal Project Criteria Document (PCD) to guide development of the Terminal design, after review and comments by the other participants in the kickoff workshop. The PCD defined program requirements and established design criteria and guidelines for Terminal facilities needed to accommodate the 2010 passenger demand forecast and within the established project budget and schedule. The PCD represented roughly a 10% level of design.

In May 2006, the City Council selected HNTB, partnered with local architects Phillips Metsch Sweeney Moore, as the design team for the project. Since then HNTB has completed the program review phase to verify the Terminal building spaces and functions, building systems, landside and airside planning, and construction cost estimates and developed the schematic design that is presently under review. In August 2007, City Council approved a contract with HNTB for the design development phase, carrying the project forward to creation of construction documents.

The City Council has also provided guidance to the design team on the sustainability program for the Terminal. In December 2006, the City Council received a report on the Terminal's sustainability program. The project is registered with the U.S. Green Building Council Leadership in Energy and Environmental Design (LEED), the nationally recognized benchmark for the design, construction, and operation of high performance green buildings. LEED promotes a whole-building approach to sustainability by recognizing performance in five areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality. The Airport Department has set the goal of "Silver" LEED certification for the Airline Terminal building. Santa Barbara is one of a handful of airports in the nation currently planning for airline terminal sustainable design.

The resources of the Savings By Design Program are also being used to provide information and analysis tailored to the needs of the project to help design the most efficient building possible. They offer incentives to help offset the costs of energy-efficient materials. They can calculate energy savings and incentives system-by-system, based on the quantity and efficiency of qualifying components. Owner incentives under the Systems Approach are based on annualized kilowatt-hours (kWh) and thermal savings, and may not exceed 50% of the incremental cost of energy efficiency enhancements.

The Airline Terminal Project is currently in the final building design phase where energy calculation refinement takes place. Also at this time, data is being analyzed for the development of a carbon reduction plan for the entire Airport. Once the Airport-wide carbon footprint has been defined,

recommendations for reducing different types of energy consumption will be prioritized to meet specific goals for 2010 when the Airline Terminal would be completed.

C. AIRLINE TERMINAL DESIGN SUBCOMMITTEE

In March 2005, the City Council created the Airline Terminal Design Subcommittee, comprised of two members each from the Airport Commission, Architectural Board of Review, Historic Landmarks Commission and Planning Commission. It was also agreed, contrary to usual practice, that there would be a courtesy review of the Terminal interior. The primary basis for this decision is the Terminal's importance as a Santa Barbara gateway and preserving the Santa Barbara Airport Experience. The Design Subcommittee has met regularly since that time, during all stages of project planning, from development of the key issues and Project Criteria Document, through the schematic design phase and design of the public interior spaces. The Design Subcommittee will continue to meet on occasion through the design development phase to assist the design team on specific issues as needed.

D. ARCHITECTURAL BOARD OF REVIEW

An Architectural Board of Review (ABR) approval is required prior to Building Permit issuance for this project. The project was reviewed by ABR informally as a discussion item on a number of occasions, beginning in April 2005. The project underwent formal Concept review on February 5 and April 30 2007, and had a courtesy review of interior spaces on July 24, 2007 (Exhibit F). On April 30, 2007, the ABR's comments were generally favorable, indicating support for the simplified design and commenting that the landscaping was headed in the right direction, with the possible addition of more trees on the north side. The ABR also commented that the ticketing rotunda is headed in the right direction, though some additional refinement is needed. Comments during the July 24, 2007 courtesy review of the public interior spaces were generally positive. The project architects are continuing to work with the ABR on the architectural details that will be further refined during the design development process.

E. HISTORIC LANDMARKS COMMISSION

The existing Airline Terminal is presently designated as a City of Santa Barbara Structure of Merit. A 1996 evaluation of the Terminal building concluded that the building is not eligible for inclusion in the National Register of Historic Places (NHRP) because the 1967 and 1976 additions have obscured the original building. In a letter to the FAA, dated January 15, 1997, the State Historic Preservation Officer (SHPO) determined that the Airline Terminal building was not eligible for listing in the National Register of Historic Places (NHRP). It has not yet been determined whether the building is eligible for the California Register of Historical Resources or as a City Landmark.

A focused Historic Structures Report for the Airline Terminal was prepared by in August 2000 by Architectural Resources Group (ARG) as part of the AFP FEIS/EIR. This report concluded that elimination of the 1967 and 1976 additions coupled with a sensitive alteration plan could make the Terminal eligible for the California Register. Thus, the AFP FEIS/EIR concluded that the alterations proposed in 2000 would not result in significant unavoidable impacts to the structure.

A revised Historic Structures Report was prepared by ARG based on the revised design, which has changed substantially from the design proposed during preparation of the AFP FEIS/EIR. The revised

report concluded that the proposed design would not result in new significant impacts to the structure. The revised Historic Structures Report was accepted by the Historic Landmarks Commission on June 27, 2007 (Attachment _____ of EIR Addendum – Exhibit D).

In addition to its review of the Historic Structures Report, the HLC reviewed the project as a discussion item on October 4, 2006 and participated in a joint review of the project architecture with the Architectural Board of Review on December 13, 2006.

F. CITY OF GOLETA

An initial project courtesy review by the Goleta City Council was held in December 2005. At the request of the City Council, a courtesy review of the project design was held by the City of Goleta Design Review Board on January 16, 2007, which had favorable comments. On March 26, 2007, a tour of the existing Terminal facility was held for the Goleta City Council. A second courtesy review with the Goleta City Council was held on May 18, 2007 and the project received positive comments.

Staff has also received comments from City of Goleta staff on August 3, 2007 regarding the updated traffic study for the project. These comments are discussed in the Transportation section, below.

VIII. ISSUES

A. AIRPORT DESIGN GUIDELINE CONSISTENCY

The City Council adopted the Architectural and Urban Design Guidelines for the Airport in 1998. Its purpose is to encourage development on Airport property to convey a unifying theme with existing and historic structures. A brief discussion of the proposed project's consistency with the design goals and objectives stated in the Guidelines is provided below:

1. *Establish and enforce Airport cohesiveness/unity through making existing and new architecture compatible.* The new structure was designed to compliment and highlight the original 1942 Terminal that will be rehabilitated and incorporated into the new project design. Retaining the 1942 Terminal and incorporating it into the new design reinforces cohesiveness and unity between the Airport's past and future.
2. *Encourage quality construction and renovation.* The proposed project is designed to meet the United States Green Building Council's (USGBCs) Leadership in Energy and Environmental Design (LEED) Silver accreditation standards. The project would be required to satisfy all applicable Building Code standards. Therefore, the proposed project is consistent with the above goal.
- 4.3. *Promote aesthetically pleasing development in the Airport area.* The project was designed to meet the Resolution 05-042 key issue policy pertaining to the "Santa Barbara Airport Experience" under the guidance of the Airline Terminal Design Subcommittee. Additional discussion of this policy is found in the "Neighborhood Aesthetics and Character section, below.

B. DEVELOPMENT PLAN APPROVAL

The Development Plan floor area for the Terminal Project has been requested from the "Community Priority" General Plan category. Pursuant to SBMC §28.87.300(B).(2.), to be a Community Priority, a project must be designated by City Council as necessary to meet a present or projected need directly related to public health, safety or general welfare. General welfare is defined as:

"A community priority project which has a broad public benefit (for example, museums, child care facilities, or community centers) and which are not principally operated for private profit."

In 1998, the Airport Department provided a statement of need to the City Council identifying a need for 50,000 square feet to implement the Aviation Facilities Plan, including the Terminal Expansion Project. On August 28, 1998, the City Council granted the project a preliminary designation as a Community Priority project. Following Planning Commission review, the project would return to City Council for consideration of a final designation as a Community Priority project.

Pursuant to SBMC §28.87.300(D), in order to approve the Development Plan, the Planning Commission must find that the proposed project is consistent with the Zoning Ordinance and the principles of sound community planning, will not have a significant unmitigated adverse impact on the neighborhood's aesthetics and character, and will not have a significant unmitigated impact on the City's and the South Coast's affordable housing stock and the City's traffic and water resources and that resources will be available and traffic improvements are in place prior to project occupancy. However, for Community Priority projects, findings of overriding consideration can be made if significant unmitigated adverse impacts would occur to South Coast housing stock, the City's traffic or water resources, or if resources are not available and traffic improvements are not in place if it can be found that the project's benefits outweigh the significant adverse impacts.

a.1. Zoning Ordinance Consistency

The project site is located in the Airport Facilities Zone (A-F). Airline terminals and related offices and restaurants are specifically permitted in the A-F zone (SBMC §29.15.030). At 42 feet, the main building does not exceed the maximum building height of 45 feet in the A-F Zone (SBMC §29.15.050). The project also meets setback requirements of the Airport Zoning Ordinance as no structures are proposed within the first 10 feet from the public right-of-way (SBMC §29.87.055). The proposed 1,569 parking spaces exceed the 68 parking space zoning requirement for the proposed use (SBMC §29.90.012).

b.2. Sound Community Planning

The site has a General Plan Designation of Major Public and Institutional and was designated for airline terminal use in the 2001 Aviation Facilities Plan. The Aviation Facilities Plan considered alternative locations for Airline Terminal and concluded that the existing location is the most feasible due to traffic, flooding and wetland constraints associated with other portions of the Airport property.

In May 2005, the City Council adopted seven key issue policies in Resolution 05-042 to guide the project's design. All of these policies - the Santa Barbara Airport experience, building massing, passenger loading, public transit, sustainable building techniques, shifting historic structure and accessibility - relate to the concept of sound community planning. The Airline Terminal Improvement Project was designed specifically to address these seven key policies with oversight from the Airline Terminal Design Subcommittee. The project incorporates elements of the Santa Barbara Airport Experience (as discussed under Neighborhood Aesthetics and Character, below). The building massing was extensively reviewed so that the new two story structure would not overwhelm the historic structure that would be preserved and incorporated into the design. Both ground loading and passenger loading bridges are accommodated in the proposed design. Accessibility features were considered throughout the design process and the project design was granted an award by the Santa Barbara Independent Living Resource Center for its early consideration and incorporation of universal design into the project.

As noted above, the Airport Department has registered this project with the USGBC and has designed the project to achieve LEED Silver certification. The sustainable design practices incorporated into the proposed project are also consistent with the principles of sound community planning.

It is Staff's position that, by implementing the seven key issue policies pursuant to City Council Resolution 05-042, the proposed project is consistent with the principles sound community planning.

e.3. Neighborhood Aesthetics and Character

Among the key issues adopted by City Council in Resolution 05-042 to guide the Terminal project design was "The Santa Barbara Airport Experience," which was defined as follows:

"The new Terminal area design, including buildings, access roads and passenger loading facilities, to the extent feasible, will incorporate positive characteristics from the existing Terminal that typify the Santa Barbara Airport experience for passengers, meeters and greeters and visitors. These characteristics include:

- *Light, fresh air and access to the outdoors;*
- *Visibility of the mountains, the runways and the aircraft from the building;*
- *Open air arcades, courtyards, passenger loading facilities and observation areas with views of airfield activities;*
- *Lush landscaping, courtyards, benches and useable lawn areas;*
- *Human-scale architecture;*
- *Simplicity and ease of travel through the Terminal and to and from the aircraft;*
- *Relaxed atmosphere;*
- *A sense of entry to the community; and*
- *Public art and displays of the history and environment of the region and the Airport.*

The new Terminal building should marry historic architecture with modern technology and need not be a literal example of Spanish Colonial Revival Architecture but instead "be courageous" and "push the envelope" of Hispanic design, incorporating both traditional and modern design elements."

The proposed project underwent extensive review by the Airline Terminal Design Subcommittee throughout development of the project design to ensure that it achieved the above stated elements of the "The Santa Barbara Airport Experience." Further, the project received very positive comments during conceptual review from the Architectural Board of Review (ABR).

It is therefore Staff's opinion that the proposed project is consistent with the neighborhood's aesthetics and character.

d.4.Housing

Based upon security badges and employee parking permits issued by the Airport, it is estimated that approximately 350 employees work in the Terminal area, totaling approximately 240 full-time equivalents (FTE). Security badges are issued to airline employees, Transportation Security Administration (TSA) staff, skycap services, custodians, and airport patrol and other security staff, all of whom must have access to the secure portion of the Terminal and airfield. Employees of car rental agencies, the parking contractor, restaurant, snack bar and gift shop do not have security badges. Home zip code data is available for the 283 existing badged employees, which indicates 41% of these employees commute from outside the South Coast area, mostly from northern Santa Barbara County or Ventura County. It is assumed that a similar or slightly lower percentage of unbadged employees also commute from outside the South Coast area. An unknown but large percentage of Terminal employees are part-time employees.

The number of airline employees is directly related to the amount of airline service provided by each carrier and is only somewhat affected by the layout and size of the Terminal building itself. Assuming the 2.2% annual passenger growth rate that has been experienced at Santa Barbara Airport over the past 20 years, it is anticipated that the number of airline employees may grow incrementally over time. Recent trends in airline travel, such as electronic check-in and computer check-in prior to arriving at the Terminal, may somewhat mitigate airline employee growth.

TSA anticipates no growth in the number of employees with the proposed project. The single consolidated passenger screening checkpoint included in the project design reduces the number of employees required for passenger screening as opposed to the two checkpoints open today. However, additional checked baggage screening equipment will require more TSA staff for checked baggage screening than are needed at present.

Since more concession space will be available in the new facility, it is anticipated that additional part-time concession employees would work at the new facility. However, a full-service restaurant, which requires more employees to operate, is unlikely to be incorporated in the new Terminal in favor of more "grab-and-go" type food concessions that passengers can use to obtain meals that they can take aboard flights. The parking

systems at the Terminal are in the process of being converted from staffed kiosks to self-service systems (with an attendant on duty if a customer needs assistance). Thus the number of parking employees will decrease from the present number.

In conclusion, the amount of employee growth at the Terminal is anticipated by Staff to be incremental over time and primarily consist of part-time jobs in skills that are readily available within the community. Further, it is anticipated that a significant number of employees will continue to commute from communities outside the South Coast area as is presently the case. Therefore, it is Staff's opinion that the proposed project will not result in a significant increase in the demand for housing on the South Coast.

e.5. Traffic

Ground Transportation impacts were assessed in Section 3.23 of the Final AFP EIR. Traffic impacts were based on the 2000 Traffic Study prepared by Associated Transportation Engineers (ATE), which assessed project traffic based on estimated annual passengers through 2015. The Final AFP EIR concluded that a significant long-term and cumulative traffic impact would occur at the intersection of Fairview and Hollister Avenues without implementation of a project to extend Ekwil and Fowler Roads to Highway 217. Mitigation Measure 3.23-1 required City of Santa Barbara participation in implementation of improvements to this intersection in the event the Ekwil/Fowler Extension project was not implemented, namely restriping the left turn lanes at northbound approach to the intersection.

An updated traffic study was prepared by ATE on February 26, 2007 (Attachment ___ of the EIR Addendum, Exhibit D), which reduced the estimated number of annual passengers in 2015 from 1.5 million passengers to 1,061,433 passengers. The decrease in passenger activity is based on actual passenger count data for the years 2000-2005 and the use of a 2.2% annual passenger growth rate associated with an actual 20-year average of passenger data rather than the 4% growth rate originally assumed in the AFP EIR. Because a majority of the study area intersections are located within the City of Goleta, the updated traffic study was also based on the 2005 Goleta Traffic Model prepared for the Goleta General Plan and used City of Goleta traffic impact criteria. The updated traffic study also assumed that, under the Goleta General Plan Alternative 1, no infrastructure improvements, including extension of Ekwil and Fowler Roads, would be completed.

Based on the updated traffic study, vehicle trips associated with the project decreased by 26% from the data presented in the Final AFP EIR and project-specific and cumulative traffic would not contribute to significant traffic impacts at any study area intersections, including the intersection of Fairview and Hollister Avenues.

On August 3, 2007, the Airport received comments from the City of Goleta on the updated traffic study (Attachment 4 of the EIR Addendum, Exhibit D). The City of Goleta commented on A.M. peak hour traffic impacts, roadway impacts on Fairview Avenue, the effect of rental car facilities on Terminal traffic estimates, estimated enplanements trends assumed in the updated study and increased use of Long Term Lot #2. ATE prepared an addendum to the traffic study responding to these comments (Attachment 5 of the EIR

Addendum, Exhibit D). The Addendum concluded that the trip generation estimates, distribution patterns and parking estimates included in the updated traffic study are still applicable and no change to the conclusions of the updated traffic study is required.

As mentioned above, Mitigation Measure 3.23-1 of the Aviation Facility Plan EIR included restriping options for the intersection of Fairview and Hollister Avenues. These improvements are not currently programmed by the City of Goleta and the intersection is currently operating at Level of Service B. In the event that the intersection reaches Level of Service D and a deficiency plan is developed per the Congestion Management Plan, the City of Santa Barbara would contribute its fair share to improvements, consistent with this mitigation measure. Mitigation Measure 3.23-2 requires the Airport to contribute its fair share toward regional improvements in the Goleta Valley. At the time the Final EIR was certified, these traffic mitigation fees would have been directed to the County; however, given that the majority of the study area intersections are in the City of Goleta, any traffic mitigation fees would be paid to the City of Goleta. Mitigation Measure 3.23-8 and 3.23-9 require Transportation Demand Management (TDM) measures and implementation of a TDM plan to reduce project-related traffic impacts. The Airport is currently preparing a TDM plan. An outline of the plan and the strategies under consideration is provided in Exhibit _____.

It is staff's opinion that the proposed project would not result in significant adverse impacts to the City's traffic.

6. Water

The Development Plan findings require that the project not have an unmitigated significant impact on the City's water resources. Water supply for Airport is provided by the Goleta Water District through an agreement between the District and the City of Santa Barbara. Under this agreement, the Airport is entitled to an allotment of 240 acre feet per year (AFY). The Airport currently uses _____ AFY. The existing development at the Terminal used 6.57 AFY in 1999 according to the Aviation Facilities Plan Final EIR. The AFP EIR estimated a water demand of 12.44 AFY in 2015 for the Terminal complex, assuming a 95,000 sq. ft. Terminal and 1.5 million passengers. The proposed project would involve an approximately 70,000 square foot Terminal facility and approximately one million passengers in 2015, so the actual water demand is anticipated to be less than that estimated in the Final EIR. The Final EIR concluded the estimated increase of 5.87 AFY would not result in a significant impact on water supply.

7. Traffic Improvements

The Development Plan findings require that any public traffic improvements required as part of the approval be completed prior to project occupancy. The project has not resulted in traffic impacts that would require implementation of traffic improvements at any area intersections.

Aviation Facilities Plan Final EIR Mitigation Measure 3.23-6 recommended that the current intersection of William Moffett Place and James Fowler Road be reconfigured to a more conventional design such as "T" intersection or roundabout. The Airport studied

these options based on the current Terminal site plan and entrance road design. Transportation Division has recommended a roundabout as the preferred alternative and concurred with the Airport that a "T" intersection is not the preferred design at this intersection. The applicant has not included a roundabout in the project design because the current design is not anticipated to experience future capacity problems and has a very low accident rate. Further, a roundabout would increase project costs and would result in the loss of approximately 10-20 short-term parking spaces. Given the loss of parking associated with this design, the Airport would consider revisiting this intersection configuration in a future phase when additional parking can be provided south of the proposed Terminal complex.

C. COASTAL DEVELOPMENT PERMIT

1. Local Coastal Program Consistency

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

a. Water and Marine Environments/Environmentally Sensitive Habitat

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

No portion of this project is within the coastal, riparian, and marine habitat or would affect sensitive plant or wildlife species. All improvements would occur in already developed areas. According to the preliminary drainage report (EIR Addendum Attachment ____), the proposed project would reduce the amount impervious surfaces on the project by approximately 8.13 percent, therefore the amount of runoff from the site would be reduced.

In terms of water quality, the majority of the landside portion of the site drains toward an existing bulrush wetland across William Moffett Place located on Goleta Sanitary District property. No changes to this existing drainage pattern or the drainage system to this wetland are proposed. Bioswales have been difficult to incorporate into the project design because of the very high groundwater level, the extremely flat terrain of the project site and the existing drainage patterns, and the undesirable nature of standing water to attract birds, creating a safety hazard on the Airport property. Consistent with Condition____, bioswales will be incorporated into portions of the proposed Terminal complex and short-term parking lot landscaping where feasible. On portions of the site where bioswales are not feasible, the project will incorporate filter inserts sized to City standards and will be maintained consistent with the Airport's Industrial Stormwater permit. Therefore, the project would result in a decrease in runoff overall and would not have the potential for

adverse impacts to sensitive habitats as a result of sedimentation and runoff. Policies C-13 and C-14 of LCP Component 9 require preparation of a Water Quality Management Plan and a Construction Phase Erosion Control and Polluted Runoff Control Plans for all development. Preparation of these plans is required by Conditions of Approval ____ and ____.

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

b. Hazards

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

The project is located in the 100-year flood zone. The building site would be raised by approximately 30 inches to keep structures above base flood elevation. This is consistent with SBMC Chapter 22.24 and will protect the structures from flood damage.

The project site, as is the Airport as a whole and most of the region, is subject to seismic activity. Potential hazards related to seismic activity include: fault displacement and ground shaking (primarily from nearby historically active More Ranch fault), liquefaction, and tsunamis. The new and relocated Terminal buildings would be required to incorporate all seismic safety measures per State requirements. Building Division staff would verify these measures during plan check review.

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

c. Cultural Resources

Section 30244 of the Coastal Act and Policy 1.0 of the Conservation Element of the General Plan provide for protection of archeological, historic, or architectural resources. Pursuant to the Phase I Archeological Assessment of the Santa Barbara Airport (Dames and Moore, August 1993), the project is not located in or adjacent to any sensitive archeological areas. Therefore, the project may be found consistent with the protection of cultural resources.

d. Visual Quality

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

No grading or new buildings are proposed which would alter natural landforms. The site is not located in the immediate vicinity of coastal resources and would not obscure ocean or coastal views, nor impact the visual quality of the coastal area. The new Terminal building is designed to complement the original 1942 Airline Terminal building in scale, siting, and composition. Landscaping is proposed and would enhance the aesthetics of the Terminal complex. All utilities would be undergrounded. For the reasons stated above, the project may be considered consistent with the visual quality policies.

e. Public Services

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

The updated traffic study prepared by ATE also analyzed short-term and long-term parking supply and demand during peak summer periods and holiday (Thanksgiving and Christmas) seasons. A total of 1709 spaces would be available under the proposed project if existing Long Term Lot #2 on Hollister Avenue is expanded and brought up to City standards, which would occur when parking demand increases to the point that the additional spaces are needed. This project would occur when the Airport Department concludes that parking demand has increased to the point that the existing and redesigned short and long-term parking lots are near capacity. The study concluded that the 1,664 spaces available would meet the estimated demand of 1,231 spaces in 2015 during the peak summer period; however, a parking deficit of 134 spaces would occur in the holiday period. This parking deficit is less than that anticipated in the AFP EIR, which estimated a deficit of 322 spaces. Mitigation Measures 3.23-1 through 3.23-18 (Conditions of Approval ___ and ___), require preparation of an Alternative Transportation Plan and a Holiday Parking Plan to address the parking deficit during the holiday period through such methods as off-site parking or peak period pricing to reduce on-site parking demand. These plans are currently under preparation and an outline of the plans and the strategies under consideration is provided in Exhibit _____. With implementation of these conditions, the project appears consistent with LCP policies pertaining to public services.

VIII. FINDINGS

The Planning Commission finds the following:

- 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).d

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 July 26, 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 (PM₁₀) 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 impacts during construction would be mitigated by recycling construction and demolition debris (MM 3.20-1). Potential operational impacts, the Airport shall 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 e parking plan for passengers and Terminal employees during the construction period would also be developed (MM 32.23-15).

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).

2. 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 Addendum would be fully enforceable through the conditions of project approval in Exhibit A.

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. The existing site does not use any water. The proposed project is estimated to 12.44 acre-feet per year (AFY) of water. This 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. 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'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
- ~~3~~4. _____The project is not in an archaeologically sensitive area; and
- ~~5~~4. _____The project is consistent with the visual character of the surrounding area and the Santa Barbara Airport.

Exhibits:

- A. Conditions of Approval
- B. Site Plans
- C. Applicant's letter dated December 1, 2006
- ~~F~~D. _____ Relevant Policies

PLANNING COMMISSION CONDITIONS OF APPROVAL

500 JAMES FOWLER ROAD

DEVELOPMENT PLAN AND COASTAL DEVELOPMENT PERMIT

SEPTEMBER 20, 2007

In consideration of the project approval granted by the Planning Commission and for the benefit of the owner(s) and occupant(s) of the Real Property, the owners and occupants of adjacent real property and the public generally, the following terms and conditions are imposed on the use, possession and enjoyment of the Real Property:

- 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. **Off-Site 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. Existing private sewer lateral(s) serving the property shall be repaired before new dwelling(s) is occupied. 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;
 - ii. 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;
 - iii. Clear brush and vegetation only as required to accommodate necessary grading;
 - iv. 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;
 - v. Seed and plant disturbed areas with native vegetation or other appropriate and acceptable plant species immediately following construction activities;
 - vi. Protect (e.g., riprap) any new storm drain outlets to prevent scouring at the point of discharge; and
 - vii. 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 1.5, 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 will 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 where the Public Works Director deems it physically and financially feasible *(Recommended MM 3.7-5).*
 15. **Regional Traffic Improvements.** The Airport would 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.** The following measures shall be included in the project building plans where feasible:
 - 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;
- 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:

		Date
Property Owner		
		License No.
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 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.
4. **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.

5. **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).
6. **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 3.5-4)*
7. 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)*
 8. **Onsite Vehicle Speeds** . Minimize the amount of disturbed area and on-site vehicle speeds *(MM 3.5-2)*
 9. **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)*
 10. **Expeditious Paving**. All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used, as directed by the Building Inspector *(MM 3.5-4)*.
 11. **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)*.
 12. **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)*
 13. **Gravel Pads**. Gravel pads shall be installed at all access points to the project site to prevent tracking of mud on to public roads.
 14. **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.
 15. **Construction Best Management Practices (BMPs)**. Construction activities shall address water quality through the use of BMPs, as approved by the Building and Safety Division.
 16. **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.

17. **Construction Equipment Maintenance.** All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.
18. 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*).
19. **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 Owner's expense, as provided in SBMC Chapter 9.66.
20. **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. (MM 3.9-2)

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.

21. **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).

22. 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 areas 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.

NOTICE OF APPROVAL TIME LIMITS:

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.

(CITY BLUE SEAL Letterhead)

CITY OF SANTA BARBARA

**ADDENDUM TO THE FINAL AVIATION FACILITIES PLAN
ENVIRONMENTAL IMPACT REPORT
SCH #2000111037**

**FOR THE AIRLINE TERMINAL IMPROVEMENT PROJECT, 500 FOWLER
ROAD
MST2007-00002**

August 28, 2007

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

PRIOR ENVIRONMENTAL DOCUMENT

The prior EIR (MST2000-00568) was prepared for the Santa Barbara Airport Aviation Facilities Plan and certified by the Santa Barbara City Council on December 11, 2001. The Final Aviation Facilities Plan EIR (AFP EIR) included an analysis of the environmental impacts the proposed Airline Terminal Project. Mitigation measures associated with air quality, hazardous materials, water quality, cultural resources, floodplains, geology, solid waste and ground transportation impacts were incorporated into the project as conditions of approval. The document concluded that with application of these mitigation measures, no significant unavoidable effects on the environment would result from the Airline Terminal Improvement Project.

Other issue areas analyzed in the AFP EIR included noise, land use compatibility, biotic communities, social and socioeconomic impacts, endangered and threatened species, wetlands, Coastal Zone Management Program, wild and scenic rivers, farmlands, energy supply and natural resources, light emissions, visual impacts. These issue areas were analyzed due to other components of the Aviation Facilities Plan and were not relevant to the Airline Terminal Improvement Project. No impacts or mitigation measures associated with the Airline Terminal Improvement Project were identified in the AFP EIR for these issue areas and no new impacts or mitigation measures would result from the revised project.

The Aviation Facilities Plan Final EIR certified by the City Council in 2001 assumed a maximum buildout of a 95,000 SF Terminal facility in 2015. The subsequently adopted Aviation Facilities Plan was revised to assume construction of the Terminal facility in two phases. Phase I would be comprised of an approximately 67,000 SF facility to serve

approximately 890,000 passengers in 2010 and a Phase II expansion to 95,000 SF to serve approximately 1.5 million passengers in 2015. The proposed project, which is the subject to this addendum, is the Phase I project. The City of Santa Barbara Airport Department is not presently pursuing the Phase II project. Should the Phase II project be considered in the future, additional CEQA analysis may be required.

CURRENT PROJECT DESCRIPTION

Airline Terminal Improvement Project as Described in the Final AFP EIR

The Airline Terminal Improvement Project was initially proposed in Airport's Aviation Facilities Plan (AFP) and was analyzed in the Final AFP EIR. The project components remain essentially as described in the Final AFP EIR. The Final AFP EIR anticipated an Airline Terminal at maximum build out under the AFP to be a 95,000 square foot, two-story Terminal to meet anticipated passenger needs up to the year 2015. The AFP adopted by City Council in December 2002 anticipated that the Airline Terminal project would be constructed in two phases. Phase I would consist of an approximately 67,000 square foot two-story facility to serve approximately 890,000 passengers per year (assumed in the EIR to be reached in 2010). Phase II would be construction of the Terminal to full buildout of 95,000 sq. ft. The project under consideration at this time is the Phase I project. Other project goals included raising the Terminal above the 100-year floodplain; maintaining the original 1942 Terminal building, upgrading outdated electrical, plumbing and mechanical facilities, consolidating scattered facilities, providing a main lobby and enhancing facilities for airline operations. The proposed project still incorporates all of these elements.

New Elements Since Certification of the EIR

Additional schematic design level information has been provided since certification of the EIR, specifically design plans for the project, including layout, grading, drainage and landscaping. All of these documents are consistent with the project description, impact analysis and mitigation measures described in the Final AFP EIR and these documents are incorporated herein by reference.

PROJECT IMPACTS AND MITIGATIONS

Air Quality

Air Quality impacts of the Airline Terminal Improvement Project were assessed in Section 3.5.2 of the AFP EIR. Potential construction impacts assessed in the EIR have not changed. Operational impacts associated with vehicle emissions assessed in the Final AFP EIR were based on the 2000 Traffic Study prepared by Associated Transportation Engineers (ATE), which assessed project traffic based on an estimated 1.5 million annual passengers through 2015. An updated traffic study was prepared by ATE on February

26, 2007 (Attachment 1), which reduced the estimated number of annual passengers in 2015 from 1.5 million passengers to 1,061,433 passengers. The decrease in passenger activity is based on actual passenger count data for the years 2000-2005 and the use of a 2.2% annual passenger growth rate associated with an actual 20-year average of passenger data rather than the 4% growth rate originally assumed in the AFP EIR. Based on the updated traffic study, vehicle trips associated with the project decreased by 26% from the data presented in the Final AFP EIR. Therefore, air quality impacts associated with vehicle emissions would be less than that assessed in the AFP EIR. Further, the building is being designed toward the goal of a Leadership in Energy and Environmental Design (LEED) Silver rating, which was not assumed in the AFP EIR. This would further reduce the less than significant operational emissions associated with the facility itself. Air Quality Mitigation Measures 3.5-1 through 3.5-20 would remain applicable to the project.

Hazardous Materials

Hazardous Materials was assessed in Section 3.6.2 of the Final AFP EIR. Previous contamination from underground storage tanks existed in the Terminal area. All known tanks have been remediated and the cases closed by the County of Santa Barbara Hazardous Materials Division. The historic Terminal building is known to contain areas with asbestos and lead paint. These materials would be abated consistent with existing state regulations prior to disturbance of the building and relocation. No new impacts have been identified since certification of the Final AFP EIR. Mitigation Measures 3.6-1 through 3.6-3 remain applicable to the project.

Water Quality

Water quality is assessed in Section 3.7.2 of the Final AFP EIR. According to the Airline Terminal Improvement Project Preliminary Drainage Report dated June 1, 2007 (Attachment 2), the project design would result in a reduction in impervious surfaces of 68,501 square feet (8.13% reduction) from the existing conditions, and would be less than that anticipated by the Final AFP EIR, resulting in a slight decrease in the severity of previously identified impacts.. Mitigation Measure 3.7-3, which requires installation of sedimentation, silt and grease traps in paved areas to reduce non-pollutant run-off would remain applicable to the revised project.

Cultural Resources

Cultural Resources impacts were assessed in Section 3.9.2 of the Final AFP EIR. The Terminal area is not located in an area of archaeological sensitivity. The existing Airline Terminal is presently designated as a City of Santa Barbara Structure of Merit. A 1996 evaluation of the Terminal building concluded that the building is not eligible for inclusion in the National Register of Historic Places (NHRP) because the 1967 and 1976 additions have obscured the original building. In a letter to FAA dated January 15, 1997,

the State Historic Preservation Officer (SHPO) determined that the Airline Terminal building was not eligible for listing in the National Register of Historic Places (NHRP).

In the AFP EIR, it was assumed that the building would be moved temporarily to raise the project site by 30 inches to meet FEMA flood standards; the 1967 and 1976 additions to the building would be demolished and the building would be returned to its original location on a new foundation and rehabilitated consistent with the Secretary of Interior's Standards for the Treatment of Historic Properties.

A focused Historic Structures Report for the Airline Terminal was prepared by in August 2000 by Architectural Resources Group (ARG) as part of the AFP FEIS/EIR. This report concluded that elimination of the 1967 and 1976 additions coupled with a sensitive alteration plan could make the Terminal eligible for the California Register. Thus, the AFP FEIS/EIR concluded that the alterations proposed in 2000 would be less than significant.

A revised Historic Structures Report dated June 2007 was prepared by ARG (Attachment 3) based on the current schematic design, which changed substantially from the design proposed during preparation of the AFP EIR. The schematic design still removes the 1967 and 1976 additions and raises the project site by approximately 30 inches, but relocates the 1942 Terminal approximately 60 feet to the south of its present location and reorients it to complement the location and orientation of the new Terminal building. The revised Historic Structures Report concluded that the revised design would not result in impacts greater than those assessed in the Final AFP EIR. The revised Historic Structures Report was accepted by the Historic Landmarks Commission (HLC) on June 27, 2007. Mitigation Measures 3.9-2 and 3.9-4 remain applicable to the proposed project.

Floodplains

Flooding impacts are addressed in Section 3.13.2 of the Final AFP EIR. The project site is located in the 100-year floodplain but outside the regulatory floodway. The City's Floodplain Ordinance requires that the proposed Terminal Facility be raised above the 100-year base flood elevation. The schematic design incorporates this requirement and would raise the proposed buildings approximately 30 inches above existing grade. No mitigation measures were required in the Final AFP EIR and no new mitigation measures are required based on the schematic design.

Geology

Geologic impacts are assessed in Section 3.15-2 of the Final AFP EIR. The project site contains compressible soils and liquefaction hazards. These conditions remain on the site and would need to be addressed with any project design. Mitigation Measures 3.15-1 through 3.15-4 remain applicable to the project.

Solid Waste

Solid waste impacts were assessed in Section 3.20.2 of the Final AFP EIR. The EIR estimated that at full-buildout (95,000 SF) the Airline Terminal would generate approximately 83 tons of solid waste. The impact was considered adverse, but not significant. The proposed Phase I project would generate less solid waste than the estimated amount associated with buildout. Recommended Mitigation Measures 3.20-1 and 3.20-2 remain applicable to the project.

Ground Transportation

Ground Transportation impacts were assessed in Section 3.23 of the Final AFP EIR. Traffic impacts were based on the 2000 Traffic Study prepared by Associated Transportation Engineers (ATE), which assessed project traffic based on estimated annual passengers through 2015. The Final AFP EIR concluded that a significant long-term and cumulative traffic impact would occur at the intersection of Fairview and Hollister Avenues without implementation of a project to extend Ekwil and Fowler Roads to Highway 217. Mitigation Measure 3.23-1 required City of Santa Barbara participation in implementation of improvements to this intersection in the event the Ekwil/Fowler Extension project was not implemented, namely restriping the left turn lanes at northbound approach to the intersection.

An updated traffic study was prepared by ATE on February 26, 2007 (Attachment 1), which reduced the estimated number of annual passengers in 2015 from 1.5 million passengers to 1,061,433 passengers. The decrease in passenger activity is based on actual passenger count data for the years 2000-2005 and the use of a 2.2% annual passenger growth rate associated with an actual 20-year average of passenger data rather than the 4% growth rate originally assumed in the AFP EIR. Because a majority of the study area intersections are located within the City of Goleta, the updated traffic study was also based on the 2005 Goleta Traffic Model prepared for the Goleta General Plan and utilized City of Goleta traffic impact criteria. The updated traffic study also assumed that under the Goleta General Plan Alternative 1, no infrastructure improvements, including extension of Ekwil and Fowler Roads, would be completed.

Based on the updated traffic study, vehicle trips associated with the project decreased by 26% from the data presented in the Final AFP EIR and project-specific and cumulative traffic would not contribute to significant traffic impacts at any study area intersections, including the intersection of Fairview and Hollister Avenues.

The updated traffic study also analyzed short-term and long-term parking supply and demand during peak summer periods and holiday (Thanksgiving and Christmas) seasons. The study concluded that the 1,694 spaces available would meet the estimated demand of 1,231 spaces in 2015 during the peak summer period, however a parking deficit of 134 spaces would occur in the holiday period. This parking deficit is less than that

anticipated in the AFP EIR, which estimated a deficit of 322 spaces. Therefore parking impacts would be less than those anticipated in Final AFP EIR.

On August 3, 2007, the Airport received comments from the City of Goleta on the updated traffic study (Attachment 4). The City of Goleta commented on A.M. peak hour traffic impacts, roadway impacts on Fairview Avenue, the effect of rental car facilities on Terminal traffic estimates, estimated enplanements trends assumed in the updated study and increased use of Long Term Lot #2. ATE prepared an addendum to the traffic study responding to these comments (Attachment 5). The Addendum concluded that the trip generation estimates, distribution patterns and parking estimates included in the updated traffic study are still applicable and no change to the conclusions of the updated traffic study is required.

Mitigation Measures 3.23-2 through 3.23-5 and 2.23-8 through 3.23-18 would remain applicable to the project, including preparation of holiday parking plan to address the parking deficit during the holiday period through such methods as off-site parking or peak period pricing to reduce on-site parking demand. Mitigation Measure 3.23-1, which pertained to specific improvements to the intersection of Fairview and Hollister Avenues is no longer required because the City of Goleta has not programmed these specific improvements for this location and because no long-term project-specific or cumulative impact to this intersection would result from the project. Under Mitigation Measure 3.23-2, the City of Santa Barbara would pay its fair share of traffic mitigation fees for any future programmed improvements to study area intersections, including the intersection of Fairview and Hollister Avenues, within the City of Goleta to address any potential Congestion Management Plan (CMP) impacts. Implementation of a Transportation Demand Management Program (MM 3.23-8 and 3.23-9) would further reduce traffic to study area intersections.

The Final EIR assumed that access to Terminal area would be substantially changed by extension of James Fowler Road to Highway 217 as proposed under the Goleta Transportation Improvement Plan (GTIP), which would result in a significant impact to access at the existing James Fowler Road/William Moffett Place intersection. This improvement is no longer programmed and the intersection would continue to operate acceptably as currently designed in the future. Therefore, Mitigation Measure 3.23-6 pertaining to construction of a more conventional intersection at William Moffett Place and James Fowler Road is recommended but not required. The City of Santa Barbara Transportation Division has commented that "T" intersection design would not be appropriate at this intersection, but a roundabout option is recommended.

Mitigation Measure 3.23-7 pertaining to driveway access to Terminal parking lots from William Moffett Place was based on the a previous design scheme for the Phase II Terminal project and is not applicable to the current project.

Social Resources and Construction Impacts

Section 3.3 of the Final EIR addressed social resource and construction impacts. The Final EIR concluded that construction of the full 95,000 SF Phase II Airline Terminal facility, parking improvements associated with Phase II of the Airline Terminal Project and a proposed air cargo facility would result in significant unavoidable impacts to passengers and employees due to disruption of services for several years. Mitigation Measure 3.3-1 required phasing of these projects to avoid construction of more than one project at a time. Presently, the Airport is only proposing construction of Phase I of the Airline Terminal Improvement Project, which would occur over a two-year construction period from 2008-2010. Parking improvements south of the current Terminal facility are not funded and would not occur prior to 2015 and construction of the air cargo is no longer programmed in the foreseeable future. The proposed project is phased so that the existing Terminal facility would remain operational until the new Terminal building is completed. A construction parking plan is under development and a website and marketing plan are in place to inform the public about ongoing construction activities and temporary parking arrangements at the Terminal. Given that only the Phase I Airline Terminal Improvement Project is planned and funded at this time, project impacts would be reduced to temporary and adverse, but not significant. Since only one of the three projects is planned and funded for construction at this time, Mitigation Measure 3.3-1 is no longer applicable to the project.

Mitigation Measures and Mitigation Monitoring and Reporting Program (MMRP)

Minor technical revisions have been made to a number of mitigation measures to incorporate more detailed project description information including additional flooding, water quality information. These minor technical revisions are provided in Attachment 6 and are not substantially different from the mitigation measures included in the previous environmental document. The Mitigation Monitoring and Reporting Program (MMRP) provided in the Final AFP EIR has been revised to include the revised mitigation measures and to make it specific to the Airline Terminal Improvement Project. The revised MMRP is provided in Attachment 7.

CEQA FINDING

Based on the above review of the project, in accordance with State CEQA Guidelines Section 15612, no Subsequent Negative Declaration or Environmental Impact Report is required for the current project, because new information and changes in circumstances, project description, impacts and mitigations are not substantial and do not involve new significant impacts or a substantial increase in the severity of previously identified impacts.

This Addendum identifies the current project changes and minor changes to project impacts. With application of identified mitigation measures, project impacts will be

(significance levels). This addendum, together with Environmental Impact Report (MST2000-00568), constitutes adequate environmental documentation in compliance with CEQA for the current project.

Prepared by: (signature) _____ Date: _____
Laurie Owens, Project Planner

Reviewed by (signature) _____ Date: _____
Michael Berman, Environmental Analyst

Attachments:

1. Associated Traffic Engineers (ATE) Traffic, Circulation and Parking Study dated February 26, 2007
2. Airline Terminal Improvement Project Preliminary Drainage Report dated June 1, 2007
3. Airline Terminal Improvement Project Historic Structures Report dated June 2007
4. Comments from the City of Goleta dated August 3, 2007
5. Addendum to ATE Traffic Circulation and Parking Study
6. Revised Mitigation Measures
7. Revised Mitigation Monitoring and Reporting Program

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MEMORANDUM

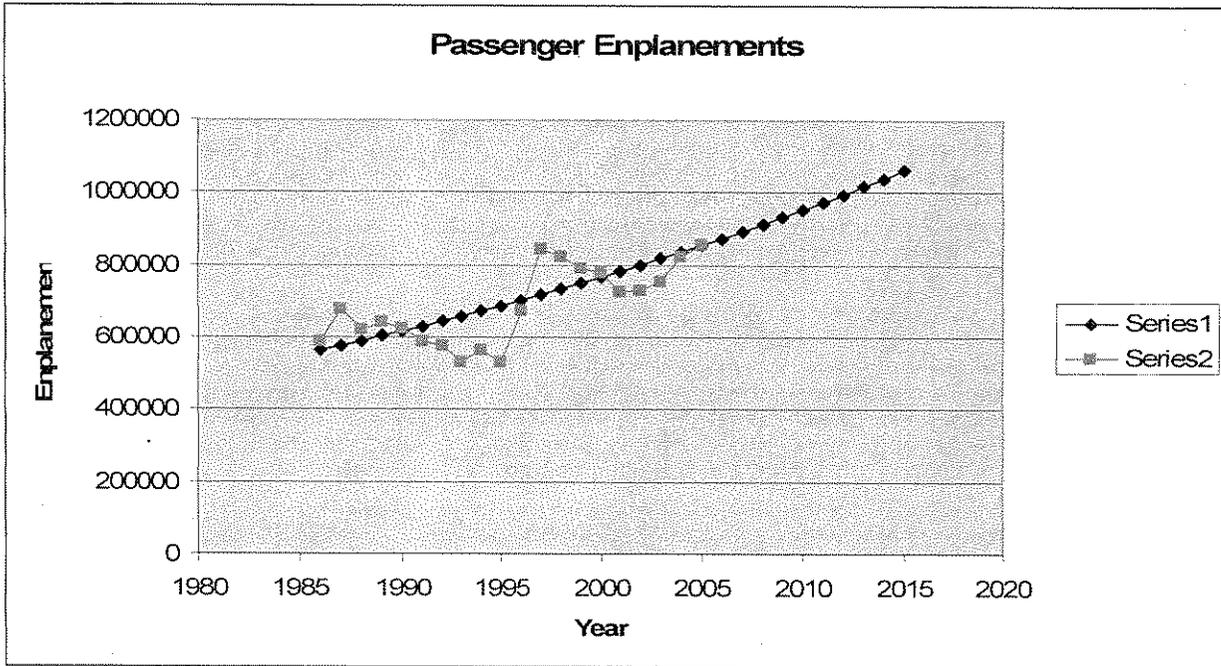
TO: Marti Schultz, Principal Civil Engineer
FROM: Jim Biega, City Traffic Engineer
DATE: August 3, 2007
SUBJECT: SB Airport Terminal Expansion Traffic Study Comments

I have reviewed the Santa Barbara Aviation Facilities Plan Traffic, Circulation and Parking Study dated February 26, 2007, and offer the following comments relating to traffic:

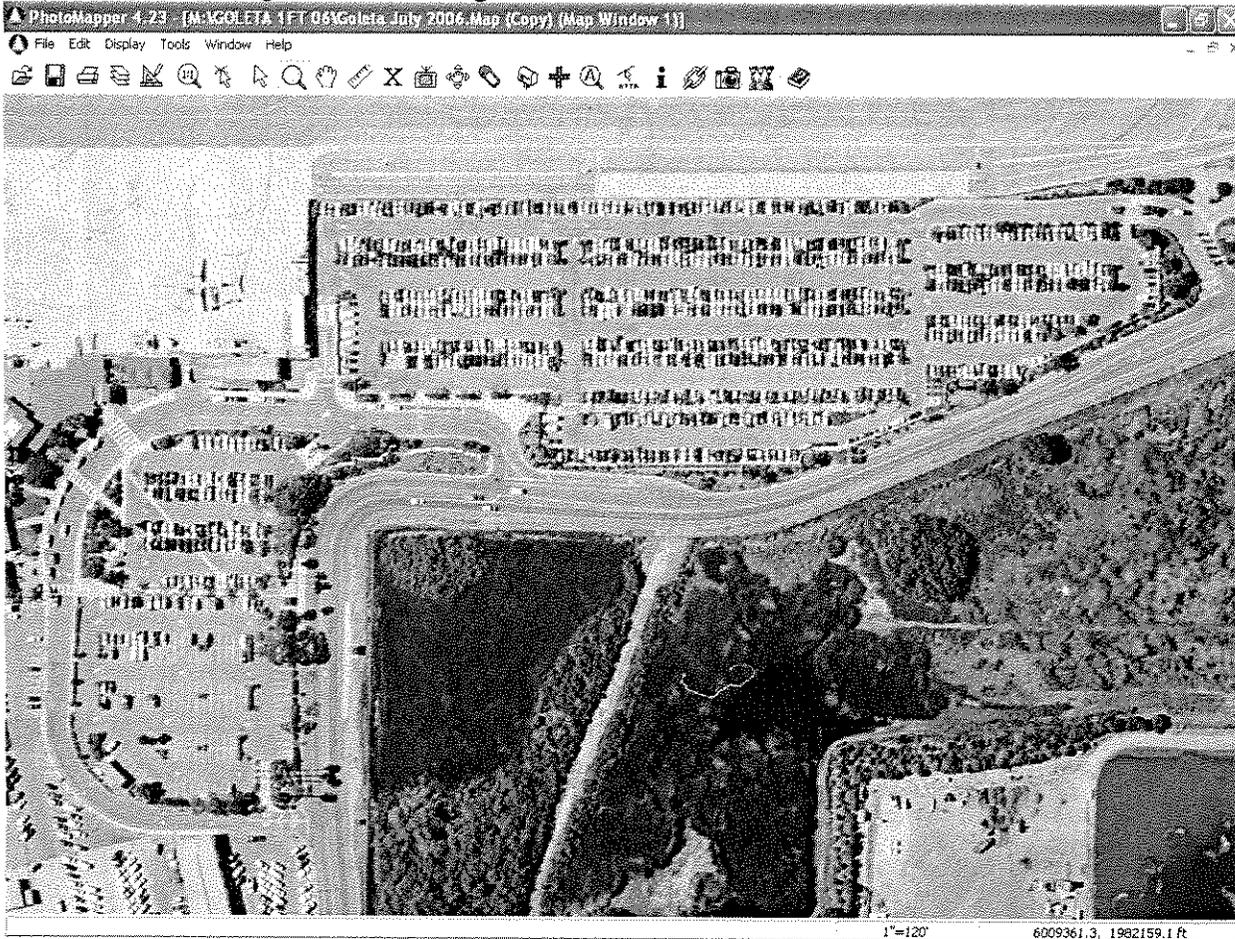
1. The traffic evaluations should consider both the AM and PM peak periods. Intersection operational conditions under existing conditions are beginning to degrade during the AM peak period at the intersections along the Fairview Avenue corridor, and should be evaluated in the study.
2. A more current set of existing traffic volumes should be used in the traffic evaluations. The existing volumes from 2005 and earlier, as used in the study, are 2 or more years old at this point.
3. Traffic evaluations should also consider potential roadway impacts on the two-lane segment of Fairview Avenue south of Hollister Avenue.
4. The future year trip generation estimates should include increased trip generation to/from the car rental area(s). The AM and PM traffic volumes to/from the car rental area(s) should be counted and added in with the other existing airport traffic volume observations that were used in the development of future year trip generation estimates.
5. A more conservative growth rate should be used in the development of future year trip generation estimates. As shown in the attached graph, passenger enplanement trends over the past several years have experienced significant peaks and valleys. If this trend continues, it is likely that many future years will experience passenger enplanement peaks that are above the 2.2% growth trend line shown in the graph. The traffic impacts and mitigation measures for these peaks (which will likely span several years) should be evaluated.
6. The terminal improvements will also encourage greater usage of the SB Airport above and beyond the existing enplanement growth trends. An increased trip generation rate should be applied in consideration of the terminal improvements.
7. The fact that the near-airport long term parking lot is often near capacity (resulting in most future trips being diverted into the Hollister Avenue long term parking lot), should be considered in the trip distribution and traffic assignment patterns. A significant amount of these diverted future trips could impact intersections along the Fairview corridor. These potential impacts should be evaluated.

If you have any questions regarding these comments, please feel free to contact me at (805)-223-1413

Actual Passenger Enplanements vs 2.2% Growth Trend Line



Near-Airport Long Term Parking Lot Demand





ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509

Richard L. Pool, P.E.
Scott A. Schell, AICP

September 4, 2007

06100.02L01.WPD

Laurie Owens
City of Santa Barbara Airport Division
601 Firestone Road
Goleta, California 93117

ADDENDUM TO THE TRAFFIC, CIRCULATION, AND PARKING STUDY FOR THE SANTA BARBARA AVIATION FACILITIES PLAN

Associated Transportation Engineers (ATE) has prepared the following addendum to the traffic, circulation, and parking study for the Santa Barbara Aviation Facilities Plan¹. The addendum addresses comments made by City of Goleta staff on the Santa Barbara Terminal Expansion Traffic Study (comment letter dated August 3, 2007 is attached).

- 1. City of Goleta staff requested that the traffic study consider the A.M. peak period for intersection operations. City of Goleta staff commented that conditions at the intersections along the Fairview Avenue corridor are beginning to degrade during the A.M. peak hour.**

An A.M. peak hour level of service analysis was completed for the study-area intersections. Existing A.M. peak hour traffic volumes were obtained from traffic counts performed by the City of Goleta for the Marriott Residence Inn Project, traffic counts performed by ATE, and data presented in the City of Goleta General Plan Traffic Report. The Long-Term A.M. peak hour traffic forecasts were derived from the City of Goleta model.

Trip generation estimates for the Airport were developed for the A.M. period based on the growth factor used in the February 2007 traffic study. Table 1 shows the trip generation estimates developed for the Short-Term and Long-Term scenarios.

¹ Santa Barbara Aviation Facilities Plan Traffic, Circulation, and Parking Study, Associated Transportation Engineers, February 26, 2007.

Table 1
Project Trip Generation Estimates - A.M. Peak Hour

Scenario	Size		A.M. Peak Hour
	Yearly	Summer Weekday	
Existing Trip Generation			
Passenger Enplanements	853,854 passengers	1,583 passengers	227
Short-Term Trip Generation			
Passenger Enplanements	952,003 passengers	1,765 passengers	252
T-Hangars	24 hangars		<u>3</u>
Subtotal			255
Net Increase (minus Existing)			+ 28
Long-Term Trip Generation			
Passenger Enplanements	1,061,433 passengers	1,968 passengers	280
T-Hangars	75 hangars		<u>10</u>
Subtotal			290
Net Increase (minus Existing)			+ 63

The data presented in Table 1 indicate that the project would generate a net increase of 28 A.M. peak hour trips within the Short-Term horizon period and 63 A.M. peak hour trips within the Long-Term horizon period.

The A.M. peak hour trips generated by the project were distributed to the study-area intersections using the same patterns developed in the February 2007 traffic study. Figures showing the Short-Term and Long-Term project-added A.M. peak hour traffic volumes are attached.

Table 2 lists the Existing and Long-Term A.M. peak hour levels of service, shows the project-added traffic at each of the study-area intersections, and identifies the significance of the project's traffic additions based on the City of Goleta's thresholds.

Table 2
Existing and Long-Term A.M. Peak Hour LOS

Intersection	Existing			Long-Term		
	V/C or Delay/LOS	Project Added	Impact?	V/C or Delay/LOS	Project Added	Impact?
Los Carneros Road/U.S. 101 NB Ramps	0.55/LOS A	2	No	0.74/LOS C	3	No
Los Carneros Road/U.S. 101 SB Ramps	0.67/LOS B	1	No	0.84/LOS D	3	No
Los Carneros Road/Calle Koral	0.48/LOS A	0	No	0.68/LOS B	2	No
Los Carneros Road/Hollister Avenue	0.49/LOS A	1	No	0.66/LOS B	3	No
Fairview Avenue/U.S. 101 NB Ramp	0.73/LOS C	6	No	0.85/LOS D	9	No
Fairview Avenue/U.S. 101 SB Ramp	0.48/LOS A	9	No	0.58/LOS A	16	No
Fairview Avenue/Hollister Avenue	0.45/LOS A	14	No	0.58/LOS A	24	No
SR 217 NB Ramp/Hollister Avenue	0.56/LOS A	2	No	N/A	3	No
SR 217 SB Ramp/Hollister Avenue	0.76/LOS C	2	No	N/A	4	No

N/A - Volume forecasts are not available for this intersection.

The data presented in Table 2 indicate that all of the study-area intersections operate at LOS C or better during the A.M. peak hour period under Existing conditions. The data shows that the intersection volumes are lower and intersection levels of service are better in the A.M. peak hour than the P.M. peak hour and that operations have not degraded in the Fairview Avenue corridor as stated in the City of Goleta's comment.

As shown in Table 2, two of the critical study-area intersections are forecast to operate at LOS D during the A.M. peak hour under Long-Term traffic conditions. The project would add three peak hour trips to the Los Carneros Road/U.S. 101 Southbound Ramp intersection and nine peak hour trips to the Fairview Avenue/U.S. 101 Northbound Ramp intersection. These project-added trips would not cause a change in the V/C ratios. Therefore, the project would not contribute to significant cumulative impacts at these locations based on the City of Goleta's thresholds.

The project would add three peak hour trips to the SR 217 Northbound Ramp/Hollister Avenue intersection and four peak hour trips to the SR 217 Southbound Ramp/Hollister Avenue intersection. These project-added trips would not cause a change in the V/C ratio. The

traffic generated by the project would not change the V/C ratios by 0.01 and therefore the impacts would be insignificant based on the City of Goleta's thresholds.

The A.M. analysis shows that study area intersections operate better during the A.M. peak hour than the P.M. peak hour.

2. **City of Goleta staff requested that a more current set of existing P.M. peak hour traffic volumes be used in the traffic evaluations.**

Existing P.M. peak hour traffic volumes were updated with new counts for the study-area intersections. The updated traffic volumes were obtained from traffic counts performed by the City of Goleta for the Marriott Residence Inn Project. In some cases, the data provided for the Marriott Project was the same data that was used in the February 2007 traffic study prepared by ATE for the Airport Terminal Expansion Project. For those intersections that were not counted for the Marriott Project, traffic volumes were obtained from counts performed by ATE.

Table 3 compares the P.M. peak hour levels of service for the study-area intersections using the new and old volumes.

**Table 3
Existing P.M. Peak Hour LOS Comparison**

Intersection	New Volumes V/C or Delay/LOS	Old Volumes V/C or Delay/LOS
Los Carneros Road/U.S. 101 NB Ramps	0.57/LOS A	0.57/LOS A
Los Carneros Road/U.S. 101 SB Ramps	0.71/LOS C	0.71/LOS C
Los Carneros Road/Calle Koral	0.79/LOS C	0.78/LOS C
Los Carneros Road/Hollister Avenue	0.71/LOS C	0.69/LOS B
Fairview Avenue/U.S. 101 NB Ramp	0.73/LOS C	0.77/LOS C
Fairview Avenue/U.S. 101 SB Ramp	0.59/LOS A	0.58/LOS A
Fairview Avenue/Hollister Avenue	0.65/LOS B	0.68/LOS B
SR 217 NB Ramp/Hollister Avenue	0.68/LOS B	0.68/LOS B
SR 217 SB Ramp/Hollister Avenue	0.79/LOS C	0.79/LOS C
Fowler Road/Airport Entrance	7.8 sec/LOS A	7.8 sec/LOS A
Moffett Place/Airport Exit	10.4 sec/LOS B	10.4 sec/LOS B

The data presented in Table 3 indicate that all of the study-area intersections operate at LOS C or better during the P.M. peak hour periods. These service levels are considered acceptable based on the City of Goleta's LOS C threshold.

All the study area intersections will operate at LOS C or better during the P.M. peak hour based on the new traffic count data. There is no change in the findings presented in the Santa Barbara Aviation Facilities Plan Traffic, Circulation, and Parking Study (February 26, 2007).

3. City of Goleta staff requested that the traffic evaluations consider potential roadway impacts on the two-lane segment of Fairview Avenue south of Hollister Avenue.

Tables 4 and 5 show the Existing, Short-Term, Short-Term + Project, Long-Term and Long-Term + Project volumes for the segment of Fairview Avenue north of Fowler Road and identifies the impacts of the traffic addition based on the City of Goleta's capacity thresholds.

Table 4
Fairview Avenue n/o Fowler Road ADT Volumes -
Existing and Short-Term Scenarios

Roadway	Acceptable Capacity	Existing	Short-Term	Short-Term + Project	Impact?
Fairview Avenue n/o Fowler Road	12,500	6,055	6,400	6,582	No

Table 4 shows that the two-lane segment of Fairview Avenue north of Fowler Road would operate acceptably with Short-Term + Project traffic volumes based on the acceptable capacity thresholds established by the City of Goleta.

Table 5
Fairview Avenue n/o Fowler Road ADT Volumes -
Long-Term Scenario

Roadway	Acceptable Capacity	Long-Term	Long-Term + Project	Impact?
Fairview Avenue n/o Fowler Road	12,500	6,600	6,984	No

Table 5 shows that the two-lane segment of Fairview Avenue north of Fowler Road would operate acceptably with Long-Term + Project traffic volumes based on the acceptable capacity thresholds established by the City of Goleta.

The additional roadway impact analysis completed for the two-lane segment of Fairview Avenue north of Fowler Road shows that the segment will operate acceptably based on City of Goleta thresholds. There is no change in the findings presented in the Santa Barbara Aviation Facilities Plan Traffic, Circulation, and Parking Study (February 26, 2007).

4. City of Goleta staff requested that the Short-Term and Long-Term trip generation estimates should include increased trip generation to and from the car rental areas.

Car Rental Facility Trip Generation

The AM and PM traffic volumes to and from the car rental area were counted on August 15th and 16th, 2007 to determine the amount of traffic that the rental car facility generates. Table 6 shows the existing trip generation for the rental car facility. Table 6 also shows the trip generation estimates developed for the car rental facility for the Short-Term and Long-Term scenarios based on the growth forecasts developed for the Airport.

Table 6
Trip Generation Estimates - Rental Car Facility

Scenario	Size		Car Rental Facility		
	Yearly	Summer Weekday	ADT	A.M. Peak Hour	P.M. Peak Hour
Existing Trip Generation					
Rental Car Facility	853,854 passengers	1,583 passengers	565	42	57
Short-Term Trip Generation					
Rental Car Facility	952,003 passengers	1,765 passengers	627	46	63
Net Increase (minus Existing)			+62	+5	+6
Long-Term Trip Generation					
Rental Car Facility	1,061,433 passengers	1,968 passengers	696	51	70
Net Increase (minus Existing)			+131	+10	+13

The data presented in Table 6 indicates that the car rental facilities would generate a net increase of 62 average daily trips, 5 A.M. and 6 P.M. peak hour trips during the Short-Term period. Table 6 also indicates that the car rental facilities would generate a net increase of 131 average daily trips, 10 A.M. and 13 P.M. peak hour trips during the Long-Term period. These additional trips would be distributed throughout the entire study-area and would not trigger a change in the V/C ratios at the study-area intersections.

Proposed Car Rental Quick Turn Around Facility

The Santa Barbara Airport is proposing to construct a new car rental Quick Turn Around (QTA) facility at 25 David Love Place, Santa Barbara. This site is located north of the Santa Barbara Airport and is currently used for airport car rental storage. The development will include paving for the storage of rental cars as well as the construction of a maintenance building that will be used by four car rental agencies that have rental operations at the terminal. The project would consolidate operations at the new QTA site, and therefore, would result in fewer trips traveling through the Fairview Avenue/U.S. Highway 101 SB Ramps, Fairview Avenue/U.S. Highway 101 NB Ramps, and Fairview Avenue/Calle Real intersections.

After rental cars are returned to the airport terminal, they are taken offsite to be fueled and cleaned. The rental cars travel through the major intersections along Fairview Avenue (including the Fairview Avenue/Hollister Avenue, Fairview Avenue/U.S. Highway 101 SB Ramps, Fairview Avenue/U.S. Highway 101 NB Ramps, and the Fairview Avenue/Calle Real intersections) three or more times to perform the necessary day-to-day fueling, cleaning, and storage operations before returning to the airport terminal to be rented. With the proposed QTA facility, after rental cars are returned to the airport terminal they will be taken directly to the new QTA facility on David Love Place for fueling, cleaning, maintenance, and storage. When the car is needed back at the airport, rental car staff will shuttle the cars back to the terminal to be ready for the next rental.

Due to the consolidated operations at the new QTA site, the project will result in fewer trips traveling through the Fairview Avenue corridor (Fairview Avenue/U.S. Highway 101 SB Ramps, Fairview Avenue/U.S. Highway 101 NB Ramps, and Fairview Avenue/Calle Real intersections). This project would therefore reduce the amount of traffic traveling in the study-area, providing a beneficial impact to the neighboring streets and intersections. The reduced traffic traveling in the study-area due to the proposed QTA facility would offset the growth that is anticipated in the car rental activities for the Short-Term and Long-Term scenarios.

The traffic generated by the car rental facility will not change the trip generation estimates developed in the previous study. There is no change in the findings presented in the Santa Barbara Aviation Facilities Plan Traffic, Circulation, and Parking Study (February 26, 2007).

5. **City of Goleta staff commented that a more conservative growth rate should be used in the development of future year trip generation estimates.**

New traffic generation associated with the Aviation Facilities Plan would primarily result from the Airline Terminal passenger growth expected in the future.

The original FEIS/FIER used a 4% passenger growth factor as a conservative approach and it was estimated that by 2005 there would be 1,009,724 yearly enplanements. Based on the actual data collected in 2005, the Airport did not experience the growth that was expected, with only 853,854 yearly enplanements.

For the February 2007 traffic study, the yearly passenger enplanements experienced at the airport were researched for the past 20 years and an average growth factor of 2.2% per year was determined. This factor was applied in order to forecast passenger enplanements for the Short-Term and Long-Term scenarios.

It is understood that passenger enplanement trends over the past several years have experienced significant peaks and valleys. However, the 2.2% growth factor was determined based on the past 20 years of data and includes the peaks and valleys in enplanement trends.

The 2.2% growth factor used to forecast Short-Term and Long-Term passenger enplanements is applicable. There is no change in the findings presented in the Santa Barbara Aviation Facilities Plan Traffic, Circulation, and Parking Study (February 26, 2007).

6. **City of Goleta staff stated that the terminal improvements would encourage greater usage of the Santa Barbara Airport and would generate an increase in the anticipated enplanements for the Short-Term and Long-Term scenarios.**

Enplanement trends depend on many factors including population growth in the area, the state of the local and national economy, competition with other regional airports, and airline fares at any given time. The 2.2% growth rate used in the trip generation analysis is applicable because it takes into account the increase in enplanements due to the increase in population in the service area based on the last 20 years of passenger growth. Additionally, the County of Santa Barbara is forecast to experience an increase in population of less than a 2% per year (between 2005 and 2020) based on the County's Regional Growth Forecast Report², further demonstrating that the 2.2% growth rate is reasonable.

The proposed terminal improvements would not generate greater usage of the Airport. The Santa Barbara Airport Terminal was last expanded in 1976, when passenger use was about

²Regional Growth Forecast 2000-2030, Santa Barbara County Association of Governments, March 2007.

398,000 enplanements per year. Since 1976 passenger use has increased by 115% to 853,854 yearly enplanements. During this time, the number of daily airline flights has fluctuated from a high of 110 to a low of about 80 daily flights. This further shows that enplanement trends do not depend on the size of the airline terminal.

The 2.2% growth factor used to forecast Short-Term and Long-Term passenger enplanements is applicable. There is no change in the findings presented in the Santa Barbara Aviation Facilities Plan Traffic, Circulation, and Parking Study (February 26, 2007).

7. **City of Goleta staff concluded that the Long-Term Parking Lot is often near capacity and results in trips being diverted to the Long-Term Lot #2 located on Hollister Avenue. Additionally, future diverted trips into the Long-Term Lot #2 should be considered in the trip distribution and traffic assignment patterns.**

Peak parking data was provided by Airport staff during the Thanksgiving week, the Christmas period between December 20th and January 10th, and the summer month of August. The peak parking demand data was used to compare the proposed parking supply to the demands anticipated at the Airport during the Short-Term and Long-Term periods.

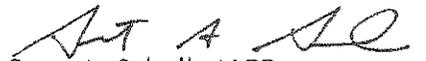
Based on data provided by Airport Staff, the Airport parking lots rarely see these peak parking demands on a day-to-day basis. The Long-Term Lot rarely fills up during non-peak periods of the year. In the case that the Long-Term Lot fills up, vehicles are directed to the Short-Term Lot. As a last option, the Long-Term Lot #2 on Hollister Avenue is opened for overflow parking. Based on data collected since the beginning of 2007, the Long Term Lot #2 was opened to passengers for the first time on Thursday, August 16th. Once construction commences, the Short-Term Lot will be used as a construction staging area, a portion of the Long-Term Lot will be used for Short-Term parking, and the Long-Term Lot #2 will be opened to the public permanently. Passengers will be notified through advertising and increased signage that Long-Term Lot #2 is open permanently, thus reduce trips to the Long-Term Lot at the Terminal.

The Santa Barbara Airport is in the process of developing a Transportation Demand Management (TDM) Plan in order to reduce passenger and employee traffic and parking demands during peak parking periods. The plan includes an alternative transportation plan that will include a carpool program, bicycle lockers and showers, bus passes, etc. to reduce employee trips at the Airline Terminal.

The plan may include such strategies as a peak-pricing program to discourage passengers from parking at the Airline Terminal. Additionally, a holiday pricing scheme combined with efficient shuttle service would reduce future peak parking demands at the site. The plan also includes measures to inform passengers that the Long-Term Lot is full and directs them towards the Long-Term Lot #2 on Hollister Avenue (through increased signage). With this signage, cars would travel to the Long-Term Lot #2 first without going to the Airport Terminal, thus reducing traffic throughout the study-area.

The trip generation and distribution patterns used in the previous study would still be applicable. There is no change in the findings presented in the Santa Barbara Aviation Facilities Plan Traffic, Circulation, and Parking Study (February 26, 2007).

Associated Transportation Engineers


Scott A. Schell, AICP
Principal Transportation Planner

SAS/DLD/LDH

Attachments: City of Goleta Comment Letter (August 3, 2007)

Figure 1 - Short-Term Project Added A.M. Peak Hour Traffic Volumes

Figure 2 - Long-Term Project Added A.M. Peak Hour Traffic Volumes

MEMORANDUM

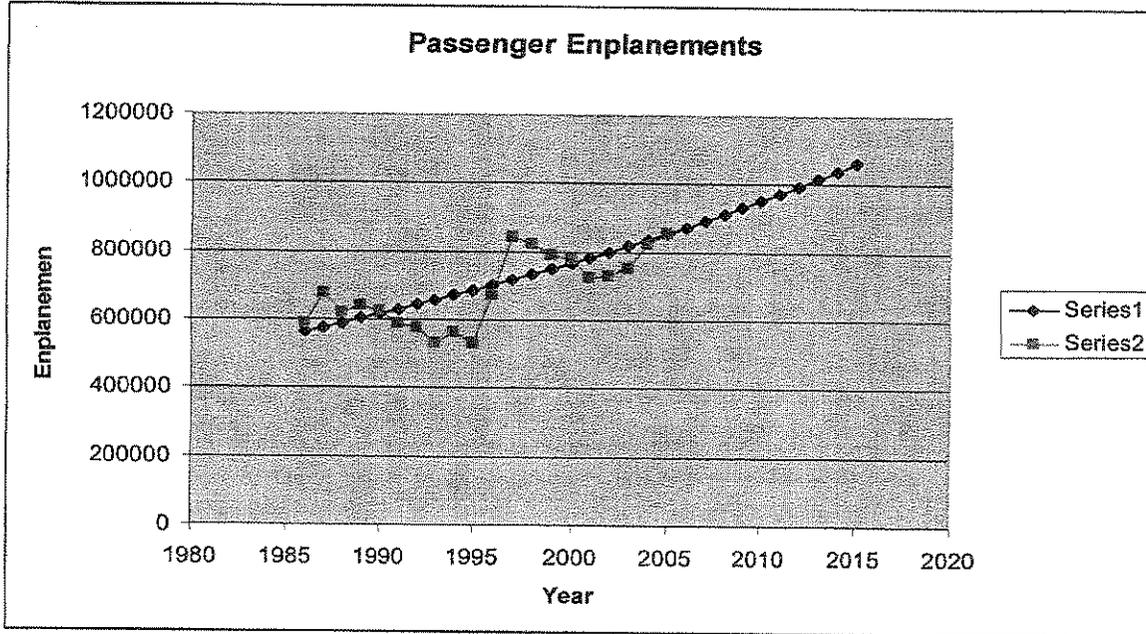
TO: Marti Schultz, Principal Civil Engineer
FROM: Jim Biega, City Traffic Engineer
DATE: August 3, 2007
SUBJECT: SB Airport Terminal Expansion Traffic Study Comments

I have reviewed the Santa Barbara Aviation Facilities Plan Traffic, Circulation and Parking Study dated February 26, 2007, and offer the following comments relating to traffic:

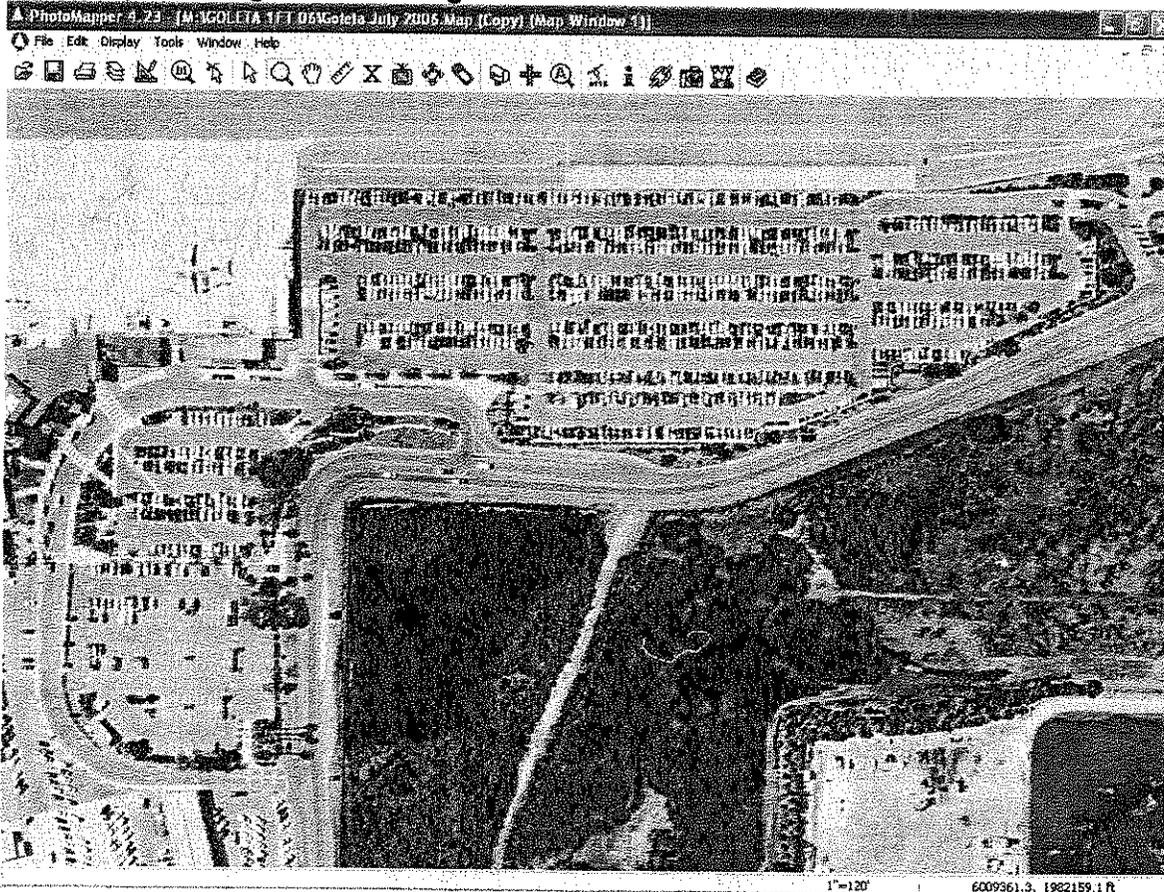
1. The traffic evaluations should consider both the AM and PM peak periods. Intersection operational conditions under existing conditions are beginning to degrade during the AM peak period at the intersections along the Fairview Avenue corridor, and should be evaluated in the study.
2. A more current set of existing traffic volumes should be used in the traffic evaluations. The existing volumes from 2005 and earlier, as used in the study, are 2 or more years old at this point.
3. Traffic evaluations should also consider potential roadway impacts on the two-lane segment of Fairview Avenue south of Hollister Avenue.
4. The future year trip generation estimates should include increased trip generation to/from the car rental area(s). The AM and PM traffic volumes to/from the car rental area(s) should be counted and added in with the other existing airport traffic volume observations that were used in the development of future year trip generation estimates.
5. A more conservative growth rate should be used in the development of future year trip generation estimates. As shown in the attached graph, passenger enplanement trends over the past several years have experienced significant peaks and valleys. If this trend continues, it is likely that many future years will experience passenger enplanement peaks that are above the 2.2% growth trend line shown in the graph. The traffic impacts and mitigation measures for these peaks (which will likely span several years) should be evaluated.
6. The terminal improvements will also encourage greater usage of the SB Airport above and beyond the existing enplanement growth trends. An increased trip generation rate should be applied in consideration of the terminal improvements.
7. The fact that the near-airport long term parking lot is often near capacity (resulting in most future trips being diverted into the Hollister Avenue long term parking lot), should be considered in the trip distribution and traffic assignment patterns. A significant amount of these diverted future trips could impact intersections along the Fairview corridor. These potential impacts should be evaluated.

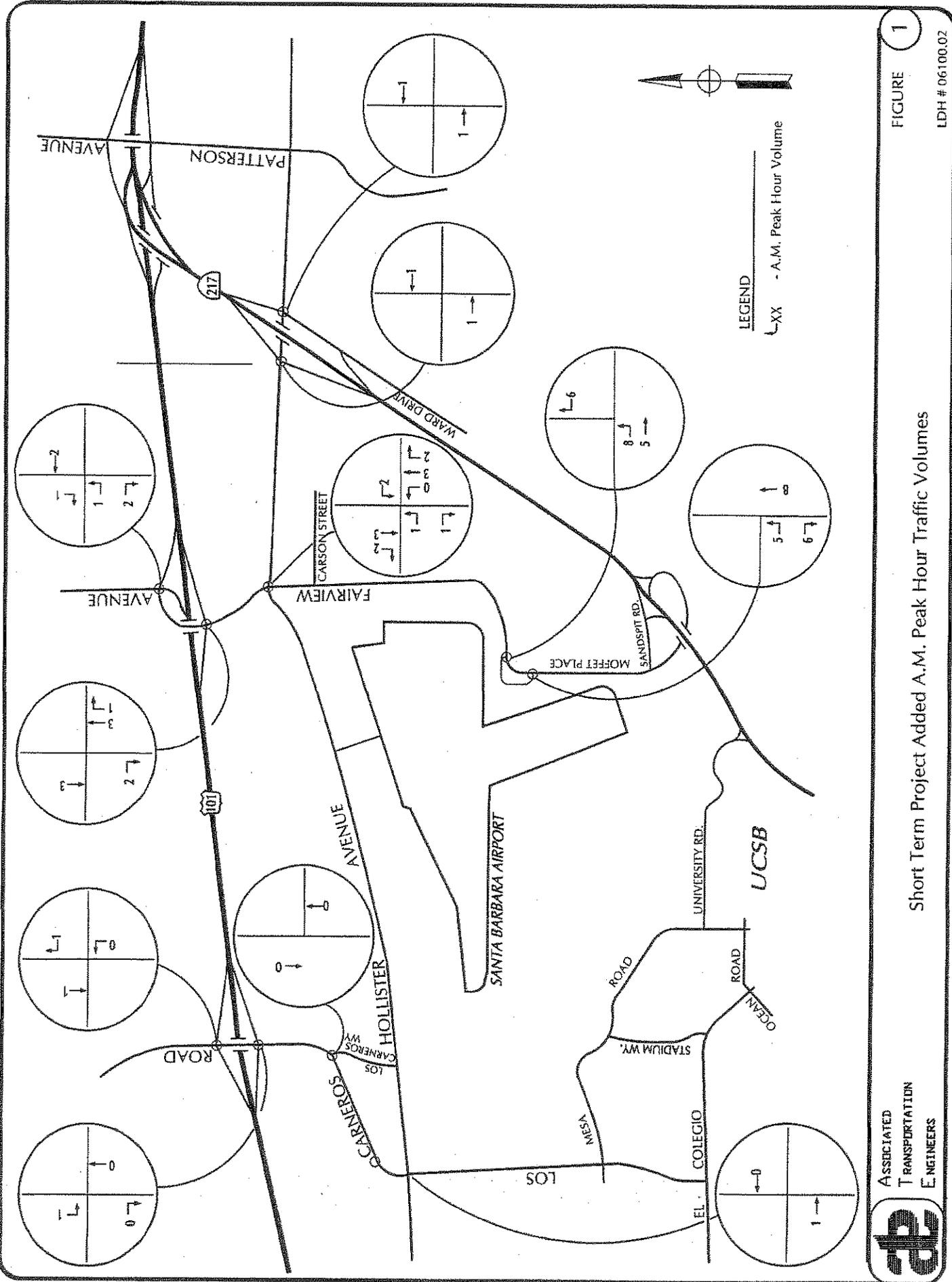
If you have any questions regarding these comments, please feel free to contact me at (805)-223-1413

Actual Passenger Enplanements vs 2.2% Growth Trend Line



Near-Airport Long Term Parking Lot Demand





Short Term Project Added A.M. Peak Hour Traffic Volumes

**ATTACHMENT 7
REVISIONS TO MITIGATION MEASURES
FINAL AVIATION FACILITIES PLAN EIR**

Prior Mitigation Measure	Revised Mitigation Measure
<p>3.5-1: Use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible.</p>	<p>3.5-1 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</p> <p>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.</p>
<p>3.5-4 After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.</p>	<p>3.5-4 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.</p>
<p>3.5-5 The contractor or builder 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 land use clearance for finish grading of the structure.</p>	<p>3.5-5 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.</p>
<p>3.5-6: Prior to land use clearance, the applicant shall include, as a note on a separate informational sheet to be recorded with a map, these dust control requirements.</p>	<p>3.5-6: 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..</p>

Prior Mitigation Measure	Revised Mitigation Measure
<p>3.5-8: Prior to permit issuance for grading or structural development, the applicant should record an agreement to comply with the following conditions that would be adhered to during grading and construction to reduce emissions from construction equipment.</p> <ol style="list-style-type: none"> a. Use heavy-duty diesel powered construction equipment manufactured after 1996 (with federally mandated "clean diesel engines). b. Engine size of construction equipment shall be the minimum practical size. c. Minimize the number of construction equipment operating simultaneously through efficient management practices. d. Maintain construction equipment in tune per manufacturer's specifications. e. Equip construction equipment onsite with two to four degree engine retard or pre-combustion chamber engines. f. Install catalytic converters on gasoline-powered equipment. g. Install diesel catalytic converters. h. Replace diesel-powered equipment with electric equipment. i. Minimize construction worker trips by requiring carpooling and by providing lunch onsite. 	<p>3.5-8: The following requirements shall be specified on the construction plans submitted to the Building Department for Building Permits and be adhered to during grading and construction to reduce emissions from construction equipment:</p> <ol style="list-style-type: none"> a. Use heavy-duty diesel powered construction equipment manufactured after 1996 (with federally mandated "clean diesel engines). b. Engine size of construction equipment shall be the minimum practical size. c. Minimize the number of construction equipment operating simultaneously through efficient management practices. d. Maintain construction equipment in tune per manufacturer's specifications. e. Equip construction equipment onsite with two to four degree engine retard or pre-combustion chamber engines. f. Install catalytic converters on gasoline-powered equipment. g. Install diesel catalytic converters. h. Replace diesel-powered equipment with electric equipment. i. Minimize construction worker trips by requiring carpooling and by providing lunch or by requiring workers to bring lunch to the site.
<p>3.5-9 The City will include in the design of the expansion of the terminal the installation of 400 Hz central power and pre-conditioned air to all gates in both concourses to reduce the usage of auxiliary power units while aircraft are parked at the gate.</p>	<p>3.5-9 400 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</p>
<p>3.5-10 The City will include the installation of adequate facilities to accommodate electric-powered GSE recharging stations at the airline terminal. The City will encourage the tenant airlines at the Airport to convert their fleets of GSE to electric-powered at the earliest opportunity. The City will also encourage the usage of other fuel types such as natural gas or reformulated diesel fuels where usage of electric-powered GSE vehicles are not practical or prudent.</p>	<p>3.5-10 Adequate facilities to accommodate electric-powered Ground Service Equipment (GSE) recharging stations at the Terminal shall be provided. The Airport will 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.</p>

Prior Mitigation Measure	Revised Mitigation Measure
<p>3.6-1: A Construction Contingency Plan shall be developed addressing methods to control potential migration of contamination discovered during construction as well as safety considerations for onsite construction personnel and the general public. Details of the plan shall include but not be limited to:</p> <ul style="list-style-type: none"> a. Soils monitoring for identification of contaminated soil during and after construction for eroded and graded soils. b. Measures that shall be taken immediately to protect workers and the public from exposure to contaminated areas (e.g., fencing or hazard flagging, covering contaminated soils with plastic, etc.) and prevent migration of the contaminants to the surrounding environment. c. Steps to be taken following initial discovery of contaminated soils. Notification shall be made to the Santa Barbara County Environmental Health Services Division of the Santa Barbara County Fire Department immediately following identification of contamination within the construction area. 	<p>3.6-1: 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:</p> <ul style="list-style-type: none"> a. Soils monitoring for identification of contaminated soil during and after construction for eroded and graded soils. b. Measures that shall be taken immediately to protect workers and the public from exposure to contaminated areas (e.g., fencing or hazard flagging, covering contaminated soils with plastic, etc.) and prevent migration of the contaminants to the surrounding environment. c. Steps to be taken following initial discovery of contaminated soils. Notification shall be made to the Santa Barbara County Environmental Health Services Division of the Santa Barbara County Fire Department immediately following identification of contamination within the construction area.
<p>3.7-1: In addition to Best Management Practices, as a supplement to the pollutant controls specified in the Stormwater Pollution Prevention Plan (SWPPP), a Drainage and Erosion Control Plan shall be developed for each area of proposed construction to mitigate erosion from construction and to address subsequent sedimentation impacts to Goleta Slough. These plans shall minimally contain the following erosion control measures.</p> <ul style="list-style-type: none"> a. To the extent feasible, schedule construction to minimize the amount of graded soil exposed at any given time; b. 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; c. Clear brush and vegetation only as required to accommodate necessary grading. 	<p>3.7-1: In addition to Best Management Practices, as a supplement to the pollutant controls specified in the Stormwater Pollution Prevention Plan (SWPPP), a Drainage and Erosion Control Plan consistent with Airport and Goleta Slough Local Coastal Plan Policy C-14 shall be 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 (<i>Required Mitigation Measure 3.7-1</i>):</p> <ul style="list-style-type: none"> a. To the extent feasible, schedule construction to minimize the amount of graded soil exposed at any given time; b. 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; c. Clear brush and vegetation only as required to accommodate necessary grading.

Prior Mitigation Measure	Revised Mitigation Measure
<p>3.7-1 (Cont.)</p> <ul style="list-style-type: none"> d. To the extent feasible, limit grading activities to the non-rainy season. If construction during the rainy season is unavoidable, 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; e. Seed and plant disturbed areas with native vegetation or other appropriate and acceptable plant species immediately following construction activities; f. Protect (e.g., riprap) any new storm drain outlets to prevent scouring at the point of discharge; and g. Provide dust control by wetting exposed soil surfaces. 	<p>3.7-1 (Cont.)</p> <ul style="list-style-type: none"> d. 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; e. Seed and plant disturbed areas with native vegetation or other appropriate and acceptable plant species immediately following construction activities; f. Protect (e.g., riprap) any new storm drain outlets to prevent scouring at the point of discharge; and g. Provide dust control by wetting exposed soil surfaces.
<p>3.7-3: In addition to Best Management Practices, install sediment traps in paved areas as appropriate, to minimize turbidity, TSS, and pollution in Goleta Slough. These traps could consist of infiltration basins, infiltration trenches, vegetated filter strips, grassed swales, porous pavement, water quality inlets, detention ponds, filtration basins, and sand filters. Each of these systems should include a sediment removal filter and a pollutant removal filter. A maintenance plan shall be developed to address the requirements and schedule for periodic maintenance of these traps.</p>	<p>3.7-3: 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.</p> <p>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.</p> <p>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.</p>

Prior Mitigation Measure	Revised Mitigation Measure
3.7-4: Continuation of the conservation program that the Airport has already implemented (e.g., low-flow toilets, drip irrigation, general conservation policy, etc.) should further limit insignificant impacts to water supply.	3.7-4: The Airport shall continue to implement its water conservation program (e.g., low-flow toilets, drip irrigation, general conservation policy, etc.).
3.7-5: Where physically and financially feasible, all new discretionary development shall utilize reclaimed wastewater for exterior landscaping consistent with State and County standards.	3.7-5: The Airport shall utilize reclaimed wastewater for exterior landscaping consistent with State and County standards where the Public Works Director deems it is physically and financially feasible.
3.9-2 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 cultural resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and a City-approved archaeologist shall be consulted. If the discovery consists of potentially human remains, the Santa Barbara County Coroner and the California Native American Heritage Commission shall also be contacted. Work in the area shall only proceed after authorization is granted by the Environmental Analyst.	<p>3.9-2 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.</p> <p>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.</p> <p>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.</p>

Prior Mitigation Measure	Revised Mitigation Measure
<p>3.9-4 A qualified restoration architect shall be retained by the Santa Barbara Airport's local architectural team to ensure that all proposed work on the Airline Terminal building, including new construction, follows Secretary of the Interior's Standards.</p>	<p>3.9-4 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</p>
<p>3.15-1 All grading and earthwork recommendations by a geotechnical firm where the proposed facilities and structures are located shall be incorporated into the final project design, including the final grading plan. All grading activities shall be supervised by a registered Civil Engineer or certified Engineering Geologist.</p> <p>3.15-2 Grading and drainage plans shall be submitted with the Final Development Plan/Tract Map. These plans shall include measures to prevent erosion and sedimentation into storm drains that empty into Goleta Slough.</p> <p>3.15-3 Foundations shall be constructed to compensate for possible liquefaction-induced settlement. Additional geotechnical analyses shall be completed in association with proposed foundation construction subsequent to final project design.</p> <p>3.15-4 Minimum foundation requirements for medium expansive soils and proposed building types, as defined by the UBC, shall be considered as minimum requirements for foundation and slab on grade design. Building areas shall be backfilled with nonplastic, low expansion soils to mitigate the potential effects of expansive soils.</p>	<p>3.15- through -4 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.</p>
<p>3.20-1 During construction, the Airport shall contract with a disposal company that recycles construction and demolition debris.</p>	<p>3.20-1 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 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.</p>

Prior Mitigation Measure	Revised Mitigation Measure
<p>3.23-2 The long-term impact analysis assumed substantial transportation-related improvements required to accommodate future cumulative land-use growth within the Goleta Valley, including the James Fowler Road Extension from SR 217 to Fairview Avenue with full-access intersections at SR-217 and Fairview Avenue. Individual developments in this area that are processed in the County are required to pay traffic mitigation fees that are used, in part, to fund both local and regional transportation improvements. Although the Airport is within City limits, traffic associated with the Aviation Facilities Plan would impact facilities located in the County and would therefore contribute its fair share toward the local/regional improvements required to accommodate future traffic growth.</p>	<p>3.23-2 The Airport would 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.</p>
<p>3.23-3 As a rule of thumb, one parking space can be provided for each 325 square feet of land area (for a surface lot with landscaping and drive aisles). Thus, 2.4 acres would be required to provide the additional 322 overflow parking spaces required for the Year 2015 holiday period if no additional measures to reduce peak demands are implemented. The City has committed to produce a holiday parking plan, in addition to a construction mitigation plan including designated truck routes with time notification of neighbors and on-site construction parking plan.</p>	<p>3.23-3 through -5; and 3.23-15 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.</p>
<p>3.23-4 Increased traffic and shuttle services can play an important role in the future parking operations of the Airline Terminal, because enhanced services could reduce future holiday and non-holiday parking demands. Transit and shuttle services would be enhanced by the revised Airline Terminal access system as well as the future transit improvements outlined in 1998 South Coast Transit Plan. As reviewed above, this plan includes a future airport shuttle route and increased service on Line 11. In addition to MTD transit service, the Airport Department should promote expanded use of private shuttle and taxi services to reduce future parking demands during holiday periods. It is noted that the future parking supply was forecasted based on projected enplanements. An aggressive Transportation Demand Management (TDM) Plan is planned as part of the Airline Terminal Expansion Project. The TDM plan is currently being developed and will be reviewed at the same time as the Aviation Facilities Plan. The plan is expected to reduce parking demands, although reductions were not included in the parking analysis. (Continued)</p>	<p>See above</p>

Prior Mitigation Measure	Revised Mitigation Measure
3.23-4 (Continued) The parking provided once the project is complete is expected to be adequate through 2008. At that point, the effectiveness of the TDM plan and the adequacy of the parking supply will be evaluated. If necessary, additional parking would be provided in a parking structure south of the Terminal or off-site.	See above
3.23-5 The Airport Department could also consider a peak pricing program to discourage automobile parking at the Airline Terminal. A holiday parking scheme combined with an economical and efficient transit and shuttle system could be used to reduce future parking demands at the site.	See above
3.23-15 A parking plan addressing needed alternative parking for passengers, rental cars and employees shall be developed and approved by the City prior to construction of the Airline Terminal expansion and parking garage construction projects.	See above.
3.23-8 TDM measures would reduce traffic and parking demands at the Terminal and therefore reduce the level of traffic impacts offsite. Two sets of TDM measures should be developed in conjunction with the Aviation Facilities Plan, one to reduce trips associated with passenger growth and one to reduce employee trips. The majority of traffic generated by the Aviation Facilities Plan is related to passenger growth, which is not conducive to alternative travel modes such as bicycles and walking. However Airport staff should continue to work with MTD staff to increase bus ridership. It is also recommended that Airport staff continue to promote and encourage expansion of the door-to-door shuttle and taxi services.	3.23-8 and -9 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.
3.23-9 The Airport could also implement a TDM program to reduce employee trips at the Airline Terminal. Measures could include provision of bike lockers and showers, preferential parking for carpools, free bus passes, etc. Because federal legislation prohibits jurisdictions from mandating TDM programs unless required to mitigate identified impacts, the City's TDM program is voluntary and the Airport would have the choice to participate or not participate.	See above

Prior Mitigation Measure	Revised Mitigation Measure
<p>3.23-10 A construction conference shall be scheduled prior to beginning of construction to discuss measures to reduce potential construction-related impacts. Representatives from the City's Public Works Department, Building Division, Planning Division, the Airport and Contractor, and the County's Public Works Department would be present.</p>	<p>3.23-10 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.</p>
<p>3.23-11 Construction truck trips shall be routed to minimize trips through the Fairview Avenue/Hollister Avenue intersection during morning and evening peak hours (7:00 to 9:00 A.M. and 4:00 to 6:00 P.M.) to minimize impacts during commute periods.</p>	<p>3.23-11 and -12 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.</p>
<p>3.23-12 Construction truck (large hauling trucks) trips shall not be scheduled during morning and evening peak hours (7:00 to 9:00 A.M. and 4:00 to 6:00 P.M.) to minimize impacts during commute periods.</p>	<p>See above</p>
<p>3.23-13 On-site storage shall be provided for construction materials and equipment in a location subject to City approval.</p>	<p>3.23.13 and -14 Construction parking and storage shall be provided as follows:</p> <ul style="list-style-type: none"> 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.
<p>3.23-14 Parking spaces for construction workers shall be provided in a location subject to City approval.</p>	<p>See above</p>

Airline Terminal Improvement Project (MST2007-00002/CDP2007-00010)

MITIGATION MONITORING AND REPORTING PROGRAM

PURPOSE

The purpose of the Airline Terminal Improvement Project Mitigation Monitoring and Reporting Program (MMRP) is to ensure compliance with all mitigation measures identified in the Aviation Facilities Plan Final Environmental Impact Statement and Environmental Impact Report (EIR/EIS) to mitigate or avoid potentially significant adverse environmental impacts resulting from the proposed project. The implementation of this MMRP shall be accomplished by City staff and the Airport Department, consultants and representatives. The MMRP program shall apply to all of the actions occurring under the Permit for the Airline Terminal Improvement Project.

I. RESPONSIBILITIES AND DUTIES

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

It is the responsibility of the Airport Department to comply with all mitigation measures listed in the attached MMRP matrix table. Any problems or concerns between monitors and construction personnel shall be addressed by the PEC and the responsible department. Staff and/or contractors hired to do work under the Airline Terminal Improvement Project shall provide a schedule of activities for review and approval of the PEC. The staff or contractor shall inform the PEC of any major revisions to the construction schedule at least 48 hours in advance. The respective PEC, staff, and contractor shall meet on a weekly basis in order to assess compliance and review future activities anticipated under the construction of the Airline Terminal Improvement Project.

A PRE-IMPLEMENTATION BRIEFING

The PEC shall prepare a pre-implementation briefing report. The report shall include a list of all mitigation measures and a plot plan delineating all sensitive areas to be avoided. This report shall be provided to all personnel performing work under this permit.

The pre-implementation briefing shall be conducted by the PEC. The briefing shall be attended by the PEC, supervisors of staff working on the project, necessary consultants, Planning Division Case Planner, and all contractors and subcontractors associated with the project. Additional pre-construction briefings shall be conducted when changes in the PEC, staff working on the project and a change in contractor occurs.

This MMRP shall be presented to those in attendance at the meeting. The briefing presentation shall include project background, the purpose of the MMRP,

duties and responsibilities of each participant, communication procedures, monitoring procedures, filling out of the mitigation monitoring matrix and summary reports, and duties and responsibilities of the PEC, staff, contractors, and project consultants.

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

II. IMPLEMENTATION PROCEDURES

A. REPORTING PROCEDURES

The PEC for the Airport Department shall utilize the MMRP Matrix Table attached to the Aviation Facilities Plan EIS/EIR as the basis for daily monitoring of activities approved as a part of the project. As long as no compliance with mitigation measure issues is identified on the completed matrix table, the MMRP forms shall be kept on file at the Airport Department. If the PEC identifies non-compliance or other problems with mitigation measure issues, the completed forms shall be forwarded to the Planning Division. In addition, monthly summary reports and annual summary reports on the mitigation monitoring program shall be submitted to the Planning Division by the PEC.

B. MMRP MATRIX

The following MMRP Matrix Table provides each mitigation measure, identifies the responsible party, and allows the monitor to indicate the date monitoring occurred, whether the mitigation measure has been implemented, and comments on activities, if necessary.

The MMRP Matrix Table is intended to be used by all parties involved in monitoring the project mitigation measures, as well as project contractors and others working in the field. The Matrix Table shall be used as a compliance checklist to aid in compliance verification and monitoring requirements for all activities conducted under the Airline Terminal Improvement Project, whenever activities authorized under this permit are conducted. A copy of the MMRP matrix table shall be kept in the project file at the Airport Department as verification that compliance with all mitigation measures has occurred.

**AIRLINE TERMINAL IMPROVEMENT PROJECT (MST2007-00002/CDP2007-00010)
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX TABLE**

			VERIFICATION
b)	Engine size of construction equipment shall be the minimum practical size.	Contractor	
c)	Minimize the number of construction equipment operation simultaneously through efficient management practices.	Contractor	
d)	Maintain construction equipment in tune per manufacturer's specifications.	Contractor	
e)	Equip construction equipment onsite with two to four degree engine retard or pre-combustion chamber engines.	Contractor	
f)	Install catalytic converters on gasoline-powered equipment, if feasible.	Contractor	
g)	Install diesel catalytic converters, if feasible.	Contractor	
h)	Replace diesel-powered equipment with electric equipment whenever feasible.	Contractor	
i)	Minimize construction worker trips by requiring carpooling and by providing for lunch onsite when feasible.	Contractor	
MM 3.5-9	Four hundred Hertz (400 Hz) central power and pre-conditioned air shall be provided to aircraft to reduce the use of auxiliary power units while aircraft are parked at the Terminal gate.	Airport	
MM 3.5-10	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.	Airport	
MM 3.5-11	Install low NO _x water heaters and space heaters per specifications in the 1991 Air Quality Attainment Plan.	Airport	
MM 3.5-12	Install heat transfer modules in furnaces.	Airport	
MM 3.5-13	Use light-colored water-based paint and roofing materials to reduce air conditioning demands caused by solar heating.	Airport	
MM 3.5-14	Install solar panels for water heating systems and other facilities and/or use water heaters that heat water only on demand.	Airport	
MM 3.5-15	Use passive solar cooling/heating.	Airport	
MM 3.5-16	Maximize the use of natural lighting.	Airport	
MM 3.5-17	Use concrete or other non-polluting materials for parking lots instead of asphalt.	Airport	

**AIRLINE TERMINAL IMPROVEMENT PROJECT (MST2007-00002/CDP2007-00010)
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX TABLE**

		VERIFICATION
MM 3.5-18	Install energy efficient appliances and lighting.	Airport
MM 3.5-19	Use landscaping to shade buildings and parking lots.	
MM 3.5-20	Use alternative fuels in City-owned shuttle vans or buses that would operate between the Terminal and remote parking lots.	Airport
MM 3.6-1	<p>A Construction Contingency Plan shall be developed addressing methods to control potential mitigation of contamination discovered during construction as well as safety considerations for on-site personnel and the general public. Details of the plan shall include but not be limited to the following.</p> <ul style="list-style-type: none"> • Soils monitoring for identification of contaminated soil during and after construction for eroded and graded soils. • Measures that shall be taken immediately to protect workers and the public from exposure to contaminated areas (e.g., fencing or hazard flagging, covering of contaminated soils with plastic, etc.) and prevent migration of the contaminants to the surrounding environment. • Steps to be taken following initial discovery of contaminated soils. Notification shall be made to the Santa Barbara Hazardous Materials Unit immediately following identification of contamination within the construction area. 	Airport/Contractor
MM 3.6-2	Following initial actions specified in the Construction Contingency Plan, a project-specific remediation plan shall be developed and implemented to reduce contaminant concentrations to acceptable levels. The details of the plan would be dependent on the extent and types of contamination but would include characterization of the problem, and a detailed plan for implementation of the chosen alternative. These plans would require review and approval by EHSD and Airport staff, taking into account potential flooding impacts and prevention of contaminant runoff into nearby creeks. Excavation and any other remediation activities necessary shall be consistent with all biology, air quality (dust suppression), archaeology, and other mitigation measures applicable to the project.	Airport/Contractor
MM 3.6-3	Procedures for refueling and equipment maintenance shall be developed and documented to prevent surface spills or other releases of contaminants from the 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.	Contractor
MM 3.7-1	In addition to Best Management Practices, as a supplement to the pollutant controls specified in the Storm Water Pollution Prevention Plan (SWPPP), a Construction Phase Erosion Control and Polluted Run-off Control Plan consistent with Airport and Goleta Slough Local Coastal Program Policy C-14 shall be developed and	Airport/Contractor

**AIRLINE TERMINAL IMPROVEMENT PROJECT (MST2007-00002/CDP2007-00010)
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX TABLE**

		VERIFICATION
<p>implemented for each area of proposed construction to mitigate erosion from construction and to address subsequent sedimentation impacts to the Goleta Slough. These plans shall contain the following erosion control measures:</p> <ul style="list-style-type: none"> a) To the extent feasible, schedule construction to minimize the amount of graded soil exposed at any given time; b) 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 seven to 14 days; c) Clear brush and vegetation only as required to accommodate necessary grading; d) 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, the contractor shall 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; e) Seed and plant disturbed areas with native vegetation or other appropriate and acceptable plant species immediately following construction activities; f) Protect (e.g., riprap) any new storm drain outlets to prevent scouring at the point of discharge; and g) Provide dust control by wetting exposed soil surfaces. 		
<p>MM 3.7-3</p>	<p>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.</p> <p>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.</p> <p>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</p>	<p align="center">Airport</p>

**AIRLINE TERMINAL IMPROVEMENT PROJECT (MST2007-00002/CDP2007-00010)
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX TABLE**

		VERIFICATION
	by the Creeks Division, Building and Safety Division, and the Public Works Department.	
MM 3.7-4	The Airport shall continue to implement its water conservation program in the project design including drip irrigation and general conservation policies.	Airport
MM 3.7-5	The Airport shall utilize reclaimed wastewater for exterior landscaping consistent with State and County standards where the Public Works Director deems it physically and financially feasible.	Airport
MM 3.9-2	<p>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.</p> <p>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.</p> <p>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.</p>	Contractor
MM 3.9-4	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.	Airport
MM 3.15-1	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	Airport

**AIRLINE TERMINAL IMPROVEMENT PROJECT (MST2007-00002/CDP2007-00010)
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX TABLE**

		VERIFICATION
	non-plastic, low expansive soils to mitigate the potential effects of expansive soils.	
MM 3.15-2	See MM 3.15-1.	
MM 3.15-3	See MM 3.15-1.	
MM 3.15-4	See MM 3.15-1.	
MM 3.20-1	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 extent feasible, and containers shall be provided on site for that purpose, in order to minimize construction-generated waste conveyed to the landfill. The applicant shall indicate on the plans the location of containers for collection of demolition/construction materials.	Airport
MM 3.20-2	The Airport shall develop and implement a solid waste management plan that includes the following elements:	Airport
	a) Provision of space and/or bins for storage of recyclable materials within the project site.	
	b) Development of a plan for accessible collection of materials on a regular basis. This shall include separated recyclable disposable containers at the Airline Terminal and a requirement that the restaurants in the Airline Terminal recycle.	
	c) Implementation of a monitoring program to ensure participation in recycling efforts.	
	d) Development of a source reduction plan, showing the method and amount of expected reduction.	
	e) Implementation of a program to purchase recycled materials used in association with the Airline Terminal operations.	
	f) Landscaping and new development with trees and plants that do not require excessive trimming.	
	g) A landscape recycling and compost program shall be initiated.	
MM 3.23-2	The Airport shall 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.	Airport
MM 3.23-3	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.	Airport
MM 3.23-4	See MM 3.23-3.	

**AIRLINE TERMINAL IMPROVEMENT PROJECT (MST2007-00002/CDP2007-00010)
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX TABLE**

		VERIFICATION
MM 3.23-5	See MM 3.23-3.	
MM 3.23-8	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.	Airport
MM 3.23-9	See MM 3.23-8.	
MM 3.23-10	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.	Airport
MM 3.23-11	Construction-related truck trips shall not be scheduled during peak hours (7:00 a.m. to 9 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. See also MM 3.23-3.	Contractor
MM 3.23-12	See MM 3.23-11.	Contractor
MM 3.23-13	Storage of staging of construction materials and equipment within the public right-of-way is prohibited.	Contractor
MM 3.23-14	During construction, free parking spaces for construction workers and equipment shall be provided on-site or off-site in a location subject to the approval of the Public Works Director.	Contractor
MM 3.23-15	See MM 3.23-3.	

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RESOLUTION NO. 05-042

A RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA BARBARA APPROVING POLICIES TO GUIDE DEVELOPMENT OF THE AIRLINE TERMINAL PROJECT PROGRAM CRITERIA DOCUMENT (PCD).

WHEREAS, on December 11, 2001, the City Council certified the Final Aviation Facilities Plan Environmental Impact Report (EIR) and adopted the Aviation Facilities Plan;

WHEREAS, The Aviation Facilities Plan included a comprehensive evaluation of existing conditions and expected future growth and improvements at the Airline Terminal and proposed projects and phasing to meet anticipated passenger use and aircraft operations through 2015;

WHEREAS, Among the projects identified in the Aviation Facilities Plan is proposed changes to the Airline Terminal to address deficiencies in the existing facility and to meet anticipated passenger demand through 2010; and

WHEREAS, The City has embarked upon preparation of a Program Criteria Document to guide the future design of the Airline Terminal Project.

NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF SANTA BARBARA:

- I. Approves the following policies to guide development of the Airline Terminal Project Program Criteria Document:

The Santa Barbara Airport Experience

The new Terminal area design, including buildings, access roads and passenger loading facilities, to the extent feasible, will incorporate positive characteristics from the existing Terminal that typify the Santa Barbara Airport experience for passengers, meeters and greeters and visitors. These characteristics include:

- Light, fresh air and access to the outdoors;
- Visibility of the mountains, the runways and the aircraft from the building;
- Open air arcades, courtyards, passenger loading facilities and observation areas with views of airfield activities;

loading bridges can be accommodated in the future. Where feasible, ground loading should occur from the first floor.

Green Building Techniques

Green building techniques, meeting the general goals of Leadership in Energy and Environmental Design (LEED), will be incorporated into the project design to the greatest extent feasible given the available project budget. The design process should first prioritize on incorporating green building design before considering other alternatives. The extent to which green building techniques are incorporated into the project shall also be balanced with the need to achieve other major project goals, such as meeting current and future air transportation needs, providing a safe and secure Terminal facility, enhancing user access and convenience, improving access to ground transportation and protecting historic resources.

Shifting Historic Structure

Relocation of the historic Terminal building is acceptable to the extent that the building remains an integral part of the Terminal complex and provided that the relocation and restoration is consistent with the recommendations of the Historic Structures Report prepared by Architectural Resources Group (ARG) on August 25, 2000 and as amended by ARG in the 2005 Historic Structures Report update and accepted by the Historic Landmarks Commission (HLC).

Public Transit

Transit and shuttle service access shall be enhanced as part of the Terminal project. Consistent with the Aviation Facilities Plan (AFP) and AFP Final Environmental Impact Report (FEIR), a Transportation Demand Management (TDM) Plan shall be developed for the Terminal area. The new Terminal Loop Road shall incorporate a lane to accommodate sufficient parking and queuing area for buses, shuttles, taxis and limousines. As part of the TDM plan, work with MTD to provide a better bus stop at the Terminal and to coordinate bus service with flight schedules.

Accessibility

The Terminal shall be designed to increase accessibility and ease of use for all persons, including those with disabilities, seniors and persons traveling with small children. The design should take accessibility into consideration throughout all of the Terminal functions, from ground transportation access to aircraft boarding.

RESOLUTION NO. 05-042

STATE OF CALIFORNIA)
)
COUNTY OF SANTA BARBARA) ss.
)
CITY OF SANTA BARBARA)

I HEREBY CERTIFY that the foregoing resolution was adopted by the Council of the City of Santa Barbara at a meeting held on May 17, 2005, by the following roll call vote:

AYES: Councilmembers Iya G. Falcone, Roger L. Horton, Helene Schneider, Das Williams; Mayor Marty Blum

NOES: Councilmember Dan B. Secord

ABSENT: Councilmember Brian B. Barnwell

ABSTENTIONS: None

IN WITNESS WHEREOF, I have hereto set my hand and affixed the official seal of the City of Santa Barbara on May 18, 2005.



Cynthia M. Rodriguez
Cynthia M. Rodriguez, CMC
City Clerk Services Manager

I HEREBY APPROVE the foregoing resolution on May 18, 2005.

Marty Blum
Marty Blum
Mayor

CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING**1. 500 FOWLER RD**

A-F/SD-3 Zone

Assessor's Parcel Number: 073-450-003
Application Number: MST2007-00002
Owner: Santa Barbara Airport
Architect: Fred Sweeney
Architect: Joseph Grogan

(Proposal for the construction of a new two-story Airline Terminal facility measuring approximately 67,000 square feet. The new facility would be located south of the existing 20,000 square foot main Terminal building, which would remain in operation during construction. The original 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 and baggage claim pavilions, 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. The project requires approval by the Planning Commission.)

(COMMENTS ONLY; PROJECT REQUIRES ENVIRONMENTAL ASSESSMENT AND PLANNING COMMISSION APPROVAL OF A COASTAL DEVELOPMENT PERMIT AND A DEVELOPMENT PLAN.)

(3:19)

Present: Laurie Owens, Project Planner; Fred Sweeney, Architect; Pamela Burton, Landscape Architect.

Ms. Owens provided a project introduction stating that a recommendation was received from the subcommittee that the proposal was ready for presentation to the ABR. Mr. Sweeney provided an in-depth presentation of the proposal by means of plans and a video presentation. Ms. Burton presented the proposed Landscape Plan.

Public comment opened at 3:57 p.m. The following individuals spoke in favor or opposition:

Dan Lord, in favor. Roadway improvements are needed.

Kellum De Forest, neither. Parking lot landscaping is needed.

Public comment closed at 4:01 p.m.

Ms. Owens responded that the Transportation Department is conducting a traffic study which will be presented to the Planning Commission. Roadway increases would be problematic due to wetlands presence, and private property on Fairview Avenue.

Chair Wienke read comments provide by Member Manson-Hing: Overall is pleased with the project but with the following comments: a. At the main entry, the thick fins will make the opening narrow and constricting; b. at the glazed entry and west view deck, the openings will be too constrictive; c. The central tower is whimsical which but should be linked more to flying or travel; d. The baggage area appears too dark and closed in; e. the north end viewing tower should be more expansive; f. the

Exhibit: F

terminus of the northern covered walkway to planes appears out of character; g. Concerns regarding the courtyard, and its shape; h. In general the detailing of the whole terminal design, seems to be stuck in the historic past.

Motion:

Continued indefinitely to the Planning Commission with the following comments:

1. The Board finds the building is developing nicely; its forms and textures are in harmony with the old airport and looks forward to the continued development of the size, bulk, and scale.
2. Areas of concern that require more development are:
 - a. The ticketing corner of the courtyard facing the old terminal building.
 - b. Study the pavilion to add more elements such as decorative lighting and proportioned to create more of an architectural gem.
 - c. The main tower to the left of main entry, study revising the entry cupola and its proportion in relationship to the buttress wall to the left.
 - d. The left end arch and column at the exit from the baggage claim area is getting close to a preferred design, continue to refine the materials and proportions.
 - e. At the second exit from the baggage claim area, study ways to have a larger and more way finding upon exiting the building, perhaps in the pavement and landscaping.
 - f. The Board looks forward to continued progress toward more sustainable methodology and solutions.
 - g. Study ways to potentially raise the parapet over the ticketing zone to better hide the roof top mechanical equipment and to better articulate the façade.
 - h. Provide more layering of landscaping at the driveway approach from the north.
 - i. Continue adding landscape at rental parking lot interior wherever possible.
 - j. One board member continues to believe that the size, bulk, and scale is too excessive.
 - k. The Board expects high-quality materials will be used throughout the project.

Action:

Sherry/Blakeley, 4/1/0. Mosel opposed. (Manson-Hing absent.)

FINAL REVIEW

2. CITYWIDE

Assessor's Parcel Number: 099-MSC-0RW
 Application Number: MST2006-00340
 Owner: City of Santa Barbara
 Applicant: Tully Clifford
 Engineer: Penfield & Smith Engineers

(Proposed installation of permanent traffic calming devices as part of two projects. The three typical improvements include: traffic circles, curb bulb-outs, and median islands. The locations for Project #1 are traffic circles at Alta Vista Rd/Sola St. and Alta Vista Rd/Victoria St.; median islands at Alta Vista Rd/Anapamu St.; and bulb-outs at Quarantina St./De la Guerra St. and Quarantina St./Canon Perdido St. The locations for Project #2 are: traffic circles at Olive St./Valerio St. and Olive St./Sola St.; and bulb-outs at Garden St./Islay St. and Garden St./Arrellaga St. The location and circulation design for this project was approved by City Council on April 11, 2006.)

(ACTION MAY BE TAKEN IF SUFFICIENT INFORMATION IS PROVIDED.)

(4:22)

1. DISCUSSION ITEM:

Presentation and Discussion of the Proposed Two-Year Financial Plan for Fiscal Years 2008 - 2009 and the Recommended Operating and Capital Budget for Fiscal Year 2008

City Staff: Bettie Weiss, City Planner.

(3:21)

Presentation: Bettie Weiss, City Planner, provided a presentation of the proposed Financial Plan, and handouts were provided prior to the meeting. Michelle DeCant, Management Analyst, and Paul Casey, Community Development Director, were also present.

Board member Comments:

- 1) Suggested that design professionals be recruited to provide training to staff and individuals who prepare application drawings. It was suggested that training be televised or made available online.
- 2) There is a need for planner retention in order to keep valuable knowledge.

Ms. Weiss responded that staff is working on taping training meetings to create a training library. The organization is a learning organization in which employees are challenged and supported but there are opportunities and offers elsewhere.

No action required.

***** THE BOARD RECESSED FROM 3:48 P.M. UNTIL 3:50 P.M. *****

CONCEPT REVIEW - CONTINUED ITEM**2. 500 FOWLER RD**

A-F/SD-3 Zone

Assessor's Parcel Number: 073-450-003
Application Number: MST2007-00002
Owner: Santa Barbara Airport
Architect: Fred Sweeney
Architect: Joseph Grogan

(Proposal for the construction of a new two-story Airline Terminal facility measuring approximately 67,000 square feet. The new facility would be located south of the existing 20,000 square foot main Terminal building, which would remain in operation during construction. The original 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 and baggage claim pavilions, 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. The project requires approval by the Planning Commission.)

(Second Concept Review.)

(COMMENTS ONLY; PROJECT REQUIRES ENVIRONMENTAL ASSESSMENT AND PLANNING COMMISSION APPROVALS OF A COASTAL DEVELOPMENT PERMIT AND A DEVELOPMENT PLAN.)

(3:50)

Present: Fred Sweeney, Architect; Lori Owens, Project Planner; Pamela Burton, Landscape Architect.

Public comment opened at 4:23 p.m. As no one wished to speak, public comment was closed.

Straw vote: How many Board members are in favor of photovoltaics on the roof? 6/1/0.

Straw vote: How many Board members think the round element is moving right direction: 5/2/0.

Straw vote: How many Board Members think all windows and doors should be steel? 7/0/0.

Motion: Continued indefinitely to the Full Board with the following comments:

- 1) The Board is satisfied with the simplified design.
- 2) The landscaping is moving in the right direction, with the possible addition of more landscape on the north end of the building. More landscaping at the rental car parking area continues to be requested.
- 3) One Board member still feels the building is too large.
- 4) The Board is unanimously in favor of the "green roof" idea as shown on plans, and looks for more definitive design solutions and user friendliness. Provide wayfinding for the public to the "green roof."
- 5) A majority of the Board is in favor of photovoltaic panels on the south-facing roof area.
- 6) Most Board members are in favor of varied exterior evening lighting. At least one Board member is against such lighting.
- 7) The form and entry location of the ticketing rotunda is moving in the right direction. The Board looks for continued detailing and refinement. Restudy the columns and the flat arch above the entry to be more of an iconic entry and more in keeping with the other entry forms around the building with similar use of stone work, metal work and the metal marquee.
- 8) The Board is in favor of the new design of the airside stairs. Some board members look for continued study of the massing, columns, and the roof form. Some Board members prefer a split roof pitch design..
- 9) Overall, the Board is in favor of the courtyard between the old and new terminal buildings and look for continued development of that area as a public plaza. One Board member is concerned with the placement of trees in the area and suggests moving the trees closer to the building to create more plaza space.
- 10) The Board is in favor of the authentic appearance of the eave ends and rafter tails as designed, and suggests simplifying as much as possible. Examples of similar styles include the Santa Barbara Bank and Trust and the Santa Barbara Courthouse which are similar in size and scale.
- 11) The Board is in favor of using steel windows and doors throughout, except for possibly using wood for the smaller windows and doors.
- 12) Overall, the Board is looking for continued development of the architectural language including eave and parapet conditions, and for public areas at ground level, such as doors, windows and stairs.

- 13) One Board member suggested possibly reversing the baggage and ticketing areas.
- 14) On the north elevation, lower level, consider adding perforations or screen elements.

Action: Manson-Hing/Sherry, 7/0/0. Motion carried. (Blakeley absent.)

CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING

3. 528 ANACAPA ST

C-M Zone

Assessor's Parcel Number: 031-201-029
Application Number: MST2006-00748
Owner: A Walk In the Park, LLC
Applicant: Jim Doub
Architect: Richard Redmond

(Proposal to demolish an existing 3,500 square foot retail/commercial building and construct a new approximately 20,000 square foot mixed-use building on a 65,065 square foot parcel. The proposed four-story building would consist of approximately 5,000 square feet of first floor retail/commercial space and seven residential condominiums on the upper floors totaling approximately 15,000 square feet. The proposal includes rooftop decks for each residential unit.)

(COMMENTS ONLY; PROJECT REQUIRES ENVIRONMENTAL ASSESSMENT AND PLANNING COMMISSION APPROVALS OF A TENTATIVE SUBDIVISION MAP AND A DEVELOPMENT PLAN.)

(5:11)

Present: Richard Redmond, Architect; Jim Doub, Applicant.

Public comment opened at 5:13 p.m. Kellum De Forest, and Robert Maxim expressed concern with building height and setbacks:

Larry Eberstain submitted written comments.

Public comment closed at 5:21 p.m.

Straw Votes: How many Board members prefer more corner emphasis? 5/1

Straw Vote: How many Board members prefer omitting the wrought iron fence? 6/0

Motion: Continued indefinitely to the Full Board with the following comments:

- 1) Generally the Board is pleased with the four-story structure as presented and likes the overall approach of the design using a Meridian Studios style approach to the massing, with 45 degree angles, on the setback third level, and the large window typology.
- 2) The Board is in favor of keeping the existing trees on Cota Street.
- 3) The building corner at Anacapa and Cota Streets needs more emphasis. Study the use of commercial space doorways, and other types of articulation on the second level.
- 4) The Board is not in favor of the high wrought iron fence on Cota Street.

D. Announcements, requests by applicants for continuances and withdrawals, future agenda items, and appeals.

1. Ms. Bedard announced that 601 E. Micheltorena was postponed to July 30, 2007
Motion: To postpone Item #2, 601 E. Micheltorena to July 30, 2007.
Action: Aurrell/Zink, 4/0/0. (Wienke abstained. Blakeley, Mosel and Mudge absent.)
2. Ms. Bedard announced that Board members Mosel and Mudge will be absent.

E. Subcommittee Reports.

Wienke reported that on the July 18th a joint meeting with City Council, Planning Commission, Historic Landmarks Commission to hear issues pertaining to neighborhood compatibility, heights, and quality of life.

F. Possible Ordinance Violations.

Board member Zink reported that a business at 2915 De La Vina was painted blue, with near reflective glazing on the glass, and a plywood door. Staff will investigate.

CONCEPT REVIEW - CONTINUED ITEM

1. 500 FOWLER RD

A-F/SD-3 Zone

Assessor's Parcel Number: 073-450-003
Application Number: MST2007-00002
Owner: Santa Barbara Airport
Architect: Fred Sweeney
Architect: Joseph Grogan

(Proposal for the construction of a new two-story Airline Terminal facility measuring approximately 66,045 square feet. The new facility would be located south of the existing 20,000 square foot 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 and baggage claim pavilions, 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. The project requires approval by the Planning Commission.)

(Courtesy Review of airport terminal building interior space.)

(3:36)

Present: Fred Sweeney, Architect, Phillips, Metsch, Sweeney, and Moore; Laurie Fox, Director of Interiors, HNTB; Lori Owens, Project Planner, City Staff.

Staff comment: Ms. Owens stated that the presentation this evening Board is a courtesy review of the interior design per direction of the Airport Subcommittee.

Public comment opened at 4:23 p.m.

Board member Sherry provided a synopsis of a comment letter submitted by Paula Westbury: do not demolish and build on the airport site.

Public comment closed at 4:24 p.m.

Straw vote: Is the Board comfortable with the jack-arched window element? 2/3/0.

Motion: Continued indefinitely to the Full Board with the following individual or collective comments:

Exteriors:

- 1) Analyze the exiting capacity at the north end at the elevator and escalator.
- 2) There is some concern with mimicking the existing short term parking office. The structure may be too simplistic. A design more in keeping with the terminal is preferred.
- 3) Consider raising the roof height of the parking pay station and adding a gutter to the shuttle stop.
- 4) Some Board members like the whimsical shape of the buttresses of the Northeast rotunda; however, there is concern with the juxtaposition of the lower end of the stairway.
- 5) Some Board members are concerned with the arched tower roof. One Board members suggests making the arched tower roof taller, and raising the transom.

Interiors: North Concourse - 2nd level seating area:

- 6) A burnt orange color is preferred for wainscoting throughout, as shown on the Interior West elevation as opposed to pink.
- 7) A clear or clear/semi-clear stain for the olive wood tongue and groove and beams are preferred.
- 8) Simple, solid colored counter tops are preferred in the restrooms.
- 9) The proposed skylights are appreciated. The chandeliers should not mimic those of the 1920's.
- 10) A majority of the Board likes the proposed seating materials and colors.
- 11) The bottom of the primary beams should not be at the same elevation as the bottom of the secondary beams.

Interiors: South Concourse at TSA area:

- 12) Study the window heights of the concourse as they appear too high.
- 13) Study the wainscoting at the interior east elevation ticketing area as it appears too lengthy.
- 14) Consider using less decorative sconces.
- 15) The Board appreciates keeping the existing approach for baggage picking up.

Action: Zink/Manson-Hing, 5/0/0. Motion carried. (Blakeley, Mosel and Mudge absent.)

HISTORIC STRUCTURES REPORT

4. 500 FOWLER RD

A-F/SD-3 Zone

(2:00)

Assessor's Parcel Number: 073-450-003
Application Number: MST2007-00002
Owner: Santa Barbara Airport
Architect: Fred Sweeney
Architect: Joseph Grogan

(Proposal for the construction of a new two-story Airline Terminal facility measuring approximately 67,000 square feet. The new facility would be located south of the existing 20,000 square foot main Terminal building, which would remain in operation during construction. The original 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 and baggage claim pavilions, 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. The project requires approval by the Planning Commission.)

(Review of Historic Structures/Sites Report prepared by Architectural Resources Group.)

Present: Lori Owens, City Project Planner
Justine Leong, Architectural Resources Group

Staff comments: Jake Jacobus, Associate Planner/Urban Historian, stated Staff has read the report and agreed with its conclusions and recommendations. He pointed out that the report was well-prepared.

Commissioner La Voie commented that, although the report's photographs indicate that, historically, the airport had a simple lawn and landscape, the Airport Subcommittee has been paying attention to the Planning Commission's desire for a fairly lush tropical landscape. The balance could be struck by providing a lawn area leading up to the structure and a more elaborate palette as the landscape moves away from the structure. Ms. Leong stated that the new building associated with this report will be a LEED™ certified building with low-water use landscaping. Creating a lush tropical landscape would not be consistent with that goal.

Motion: To accept the report with the condition that an attachment or addendum letter shall be provided indicating the relationship between the location of the existing historic building and the proposed new building.

Action: Boucher/La Voie, 5/0/0. (Murray/Naylor/Sharpe absent.) Motion carried.



**SANTA BARBARA AIRPORT TERMINAL E
TRANSPORTATION DEMAND AND PARKING MANAGEMENT PLAN
REPORT OUTLINE**

Executive Summary

Section 1: Introduction

1.1: Purpose

1.2: Overview

1.3: Plan Organization

- TDM and Holiday Parking
- Time Horizon (2008 – 2015)

Section 2: Existing Travel Demand and Parking Conditions

2.1: Travel Demand

- Vicinity – Roadways and transit
- Site – Airport and Terminal Area
 - Employment
 - Schedules
 - Passenger Visitations
 - Parking Patterns
 - Employees
 - Passengers

Section 3: Transportation Demand Management (TDM) Plan

3.1: Opportunities and Obstacles

- Employees, Passengers

3.2: Potential Actions (E = Employees; P = Passengers)

- Program Management - E, P
 - Transportation Office
 - Staff to develop, implement, and operate
 - Coordinate tenant participation
- Information Services
 - Ridematching - E
 - Transportation information displays/electronic kiosks - E, P
 - New employee transportation orientation materials - E

Santa Barbara Airport
Transportation Demand Management and
Holiday Parking Plan
Final Report Outline
August 27, 2007



- 'No-drive' access guide - E, P
- Marketing
 - Alternative transportation pages on airport website - E, P
 - Semi-annual promotional campaigns - E, P
 - Regular communication with commuters and frequent travelers- E, P
 - Special promotional events - E, P
- Facilities
 - Constrain and/or relocate employee parking supply - E
 - Preferential parking for carpools and vanpools - E
 - Bicycle storage, showers and lockers - E, P
 - Enhance bus stop and pedestrian amenities - E, P
- Transportation Services
 - Bus service enhancements: schedule and stops (Clean Air/Valley Express, Vista) - E
 - Guaranteed ride home - E
 - Shuttle(s) to express bus stops - E, P
 - Carsharing - E
- Incentives
 - Parking pricing for non-carpools or vanpools - E
 - Reduced/no-fee carpool/vanpool parking - E
 - Discounted transit fare - E
- Tenant Participation
 - Posting of Transportation materials - E, P
 - Participation in Traffic Solutions ridematching - E

3.3: Resources

- Internal
- External

3.4: Schedule

- Development
- Implementation

Section 4: Holiday Parking Management Plan

4.1: Opportunities and Obstacles

- Parking losses due to construction program
- Alternative operation schemes
- Lot reconfiguration/allocation balancing
- Added parking resources



- Information systems for arriving parkers

4.2: Projection of Parking Supply-Demand Characteristics

- Reduction to existing parking inventory due to terminal construction
- “Flat Growth” of recent demand characteristics
- Sustained passenger growth percentages applied to recent Holiday demand
- Needs Statement for parking based on demand assumptions
- “Thresholds” for action
 - Based on space losses due to terminal construction
 - Based on parking demand increases

4.3: Potential Actions (E = Employees; P = Passengers)

- Parking Lot Reconfiguration - E, P
 - Restripe current layout of airport parking to increase space yield
 - Add to Lot 2 paved areas
- Valet or Attendant-Assisted Parking - E, P
 - Attendant - assisted could work for both passengers and employees. Valet would support passengers only.
- Designation of temporary facilities – E, P
- Increase use of existing lots on other non-airport properties using public information/marketing programs, temporary wayfinding programs, and shuttling
- Identify categories of land use/site categories complementary to airport parking demand; Identify sample sites that might provide a parking fit
- Temporary “Lots” - E
 - Use of unpaved areas, weather permitting, for supplemental parking on peak demand days
- Rebalancing Parking Allocations Among User Groups - E, P
 - Involves “shuffling the deck” as to who parks where (short term, long term, and employees) on peak demand days/periods
- Holiday Parking Pricing Strategies – P
 - Pricing to reinforce intended distinction between short and long term parking

4.4: Resources

- Internal
- External

4.5: Schedule

- Development
- Implementation

Exhibit I
Airline Terminal Improvement Project
Relevant Plans and Policies

Docu- ment	Policy #	Excerpt or Summary of Policy^a
<i>CITY OF SANTA BARBARA</i>		
City Council	Airport Goal 1	“Provide the community with direct access to the National Air Transportation System.”
“	Airport Goal 2	“Assess future development of Airport property as it relates to the Goleta Slough and other sensitive habitats consistent with the intent and purpose of the LCP and the Coastal Act.”
“	Airport Goal 3	“Ensure that the Airport continues to be a vital economic contributor to the community by maintaining the Airport's economic self-sufficiency through effective use of its existing resources.”
“	Airport Goal 4	“Coordinate planning for the Airport and related facilities with the surrounding community.”
Local Coastal Plan (LCP)	General Policy 1.1	“The City adopts the policies of the Coastal Act (PRC Sections 30210 through 30263) as the guiding policies of the land use plan.”
“	Water and Marine Env. Policy 6.1	“The City through ordinance, resolutions, and development controls shall protect, preserve, and where feasible restore the biotic communities designated in the City's Conservation Element of the General Plan and any future annexations to the City, consistent with PRC Section 30240.”
“	Water and Marine Env. Policy 6.2	“The City will support and encourage the enforcement of all laws enacted for the purpose of preserving and protecting marine resources, maintaining optimum populations of marine organisms and maintaining the quality of the marine environment for the protection of human health.”
“	Water and Marine Env. 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.”
“	Water and Marine Env. 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.”
“	Water and Marine Env. Policy 6.10	“The City shall require a setback buffer for native vegetation between the top of the bank and any proposed project. This setback will vary depending upon the conditions of the site and the environmental impact of the proposed project.”
“	Water and Marine Env. Policy 6.10	“The City shall require a setback buffer for native vegetation between the top of the bank and any proposed project. This setback will vary depending upon the conditions of the site and the environmental impact of the proposed project.”
“	Water and Marine Env. Policy 6.11	“Channelizations, dams, or other substantial alterations of rivers or streams shall incorporate the best mitigation measures feasible, and be limited to (1) Necessary water supply projects; (2) Flood control projects where there are no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development or; (3) Developments where the primary function is the improvement of fish and wildlife habitat.”

^a Where the text is in quotes, it is verbatim from the policy. If the text does not have any quote marks, it is a summary and the reader is referred to the policy document referenced for the complete text.

Docu- ment	Policy #	Excerpt or Summary of Policy ^a
LCP – Airport and Goleta Slough	Access Policy A-1	“Access within the Slough will be restricted to those persons and organizations conducting compatible research and educational projects.”
«	Recreation Policy B-1	“Provide area(s) and facilities on the periphery of the wetland for the recreational and educational use of the Slough as funding permits.”
	Environmen- tally Sensi- tive Habitat (ESH) Policy C-1	“The City will enter into an agreement with the Department of Fish and Game or other appropriate agency to establish the Slough as part of an ecological preserve system for the purpose of management, preservation, enhancement and where feasible restoration of the Goleta Slough.”
	Environmen- tally Sensi- tive Habitat (ESH) Policy C-4	“A buffer strip a minimum of 100’ 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.”
«	ESH Policy C-5	“Reduce the flow of sediment into the Slough to the minimum compatible with maintenance of the marshland.”
“	ESH Policy C-6	“Tidal action should be maintained in a manner which would maintain optimum populations of marine organisms.”
“	ESH 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.”
“	ESH 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 PRC’s 30233, 30230, 30231 and 30607.1....”
“	ESH Policy C-10	“All development and mitigation of impacts on Goleta Slough shall be consistent with the policies of the Goleta Slough Ecosystem Management Plan...”
“	ESH Policy C-12	“New development shall be sited and designed to protect water quality and minimize impacts to coastal waters by incorporating measures designed to ensure the following: 1) protect areas that provide important water quality benefits, that are necessary to maintain riparian and aquatic biota and/or that are particularly susceptible to erosion and sediment loss, 2) limit increases of impervious surfaces, 3) limit disturbance of natural drainage features and vegetation, 4) minimize, to the maximum extent feasible, the introduction of pollutants that may result in significant impacts from site runoff from impervious areas. New development shall incorporate Best Management Practices (BMPs) or a combination of BMPs best suited to reduce pollutant loading to the maximum extent feasible.”
“	ESH Policy C-13	<p>“A Water Quality Mitigation Plan (WQMP) shall be developed and implemented for new development or redevelopment projects that entail greater than or equal to one acre of disturbance. WQMPs shall be developed and implemented consistent with the most recent requirements of the Regional Water Quality Control Board (RWQCB) or Coastal Commission standards for controlling polluted runoff, whichever is more stringent. A WQMP shall incorporate the following criteria:</p> <p>Where feasible, drainage plans shall be designed to complement and utilize existing drainage patterns and systems, conveying drainage from developed areas of the site in a non-erosive manner. Disturbed or degraded natural drainage systems shall be restored where feasible, except where there are geologic or public safety concerns.</p> <p>Post-development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate to the maximum extent feasible. All dry weather runoff shall be captured and</p>

Docu- ment	Policy #	Excerpt or Summary of Policy ^a
		<p>filtered, infiltrated or treated to remove airport pollutants, including oil, grease and particulates, to the maximum extent feasible, prior to discharge.</p> <p>Post-development phase drainage and polluted runoff control plans shall be developed which shall specify site design, source control and treatment control BMPs that will be implemented to minimize post-construction polluted runoff, and shall include monitoring and maintenance plans for BMPs.</p> <p>Post-construction structural BMPs (or suites of BMPs) shall be designed to treat, infiltrate or filter the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs and/or the 85th percentile, 1-hour storm event (with an appropriate safety factor, i.e., 2 or greater) for flow-based BMPs.</p> <p>Necessary drainage devices, culverts, and outfalls shall not cause or contribute to streambank erosion or creek or wetland siltation and shall include BMPs to minimize impacts to water quality including construction phase erosion control and polluted runoff control plans, and soil stabilization practices.</p> <p>The City shall maintain any drainage device to ensure it functions as designed and intended. All structural BMPs shall be inspected, cleaned, and repaired when necessary prior to September 30th of each year. Repairs modifications, or installation of additional BMPs, as needed, shall be carried out prior to the rainy season.</p> <p>Alterations and disturbance of streams or natural drainage courses or human-made or altered drainage courses, where permitted pursuant to Coastal Act Section 30236 and LCP Policy 6.11, shall include BMPs for hydromodification activities.</p> <p>Monitoring shall be implemented, where required by the RWQCB, to ensure that average annual pollutant loadings do not exceed pre-development rates and/or water quality standards. The WQMP shall specify sampling locations, sampling protocols, pre-development pollutant levels and permitted standards for pollutants consistent with RWQCB standards. Monitoring shall be conducted annually consistent with RWQCB standards. If it is determined that pre-development levels and/or water quality standards are exceeded, annual monitoring shall be conducted for a period of at least five years, or until it is determined that pre-development levels and water quality standards are not exceeded. An assessment of the potential sources of the excessive pollutant loadings shall be conducted, including inadequate or failed BMPs, and corrective actions to remedy the water quality impacts shall be implemented.”</p>
“	ESH Policy C-14	<p>“Construction Phase Erosion Control and Polluted Runoff Control Plans shall be developed for new development or redevelopment projects that require a Coastal Development Permit and a grading or building permit. These plans shall be implemented during the construction phase/phases of the project and shall include:</p> <ul style="list-style-type: none"> • Best Management Practices (BMPs) designed to minimize erosion and sedimentation, provide adequate sanitary and waste disposal facilities and prevent contamination of runoff by construction chemicals and materials; • Revegetation of disturbed areas shall occur at the completion of grading activities. Revegetation plans shall consist of native, non-invasive plant species and shall minimize the need for fertilizer, pesticides, herbicides, and excessive irrigation. Where irrigation is necessary to establish new plantings, efficient irrigation practices shall be required. • Outdoor material storage areas shall be designed using BMPs to prevent stormwater contamination from stored materials. • Trash and debris storage areas shall be designed using BMPs to prevent stormwater contamination by loose trash and debris. • Grading and other ground disturbance activities shall be conducted outside of the rainy season.

Docu- ment	Policy #	Excerpt or Summary of Policy ^a
		<p>Grading during the rainy season shall be permitted only when there is no other feasible alternative for scheduling and/or for completing ongoing construction activities prior to the rainy season, only where the City determines that completion of grading is more protective of resources, and only when adequate interim erosion control methods are implemented to ensure that such activities will not result in excess erosion and sedimentation.</p> <p>A Construction Contingency Plan shall be developed to address methods to control potential migration of contamination discovered during construction activities and shall include methods to identify and control potential migration of subsurface contaminants to the surrounding environment.”</p>
“	Cultural Res. Policy F-3	<p>“New development shall protect and preserve archeological or other culturally sensitive resources from destruction, and shall minimize and, where feasible, avoid impacts to such resources. “Archeological or other culturally sensitive resources” include human remains, and archeological paleontological or historic resources.</p> <ul style="list-style-type: none"> • Coastal Development Permits for new development within or adjacent to archeologically or other culturally sensitive resources shall be conditioned upon the implementation of appropriate mitigation measures to minimize and, where feasible, avoid impacts to such resources. • New development on or adjacent to sites with archaeologically or other culturally sensitive resources shall include on-site monitoring by a qualified archeologist(s) and appropriate Native American consultant/s of all grading, excavation and site preparation that involve earth moving operations.
“	Land Use Policy H-1	<p>“Future development of Airport property and/or facilities within “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.”</p>
<i>CALIFORNIA COASTAL ACT</i>		
Marine Environ.	Policy 30230	<p>“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.”</p>
“	Policy 30231	<p>“The biological productivity and the quality of coastal waters, streams, wetlands and estuaries, appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, minimizing adverse effects of waste water discharges, controlling runoff, preventing substantial interference with surface water flow, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.”</p>
“	Policy 30233	<p>“(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following: (5) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines; and (7) Restoration purposes... (c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall</p>

Docu- ment	Policy #	Excerpt or Summary of Policy ^a
		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..."
“	Policy 30236	“Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.
“	Policy 30240	“(a) ESH areas shall be protected against any significant disruption of habitat values, and only such uses dependent on such resources shall be allowed within such areas. (b) Development in areas adjacent to ESH areas and parks and recreation areas shall be sited to prevent impacts and shall be compatible with the continuance of such habitat areas.”
“	Policy 30244	“Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.”
Land Resources		
Develop- ment	Policy 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.”
“	Policy 30252	“The location and amount of new development should maintain and enhance public access to the coast....”
“	Policy 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 of the site or surrounding area; 3. Be consistent with requirements imposed by APCD as to each particular development; 4. Minimize energy consumption and vehicle miles traveled;”