



# City of Santa Barbara California

## PLANNING COMMISSION STAFF REPORT

**REPORT DATE:** July 17, 2014  
**AGENDA DATE:** July 24, 2014  
**PROJECT:** Santa Barbara Airport Master Plan EIR  
 601 Norman Firestone Road (MST2013-00453)  
**TO:** Planning Commission  
**FROM:** Planning Division, (805) 564-5470  
 Andrew Bermond, AICP, Project Planner *RLB for AB*  
 Steven Greer, Environmental Analyst *SG*

### I. ENVIRONMENTAL IMPACT REPORT (EIR) SCOPING HEARING

A public scoping hearing will be held to receive comment from agencies, the public, and Planning Commissioners on the scope of analysis for an Environmental Impact Report (EIR) to be prepared for the Santa Barbara Airport Master Plan (Master Plan).

No action will be taken at this scoping hearing on the environmental review or the Draft Master Plan.

### II. NOTICE OF PREPARATION/NOTICE OF ENVIRONMENTAL SCOPING HEARING AND PUBLIC COMMENT

The Notice of Preparation of an EIR/Notice of Environmental Scoping Hearing is attached as Exhibit A. Public notice was provided through a newspaper ad, mailed notice, and electronic notice via e-mail, social media, and [www.FlySBA.com](http://www.FlySBA.com).

The notice began a 30-day public comment period on the proposed EIR scope of analysis. Comments on the EIR scope of analysis are requested to be received no later than Thursday, July 31, 2014, at 4:30 p.m. at the City of Santa Barbara Planning Division, 630 Garden Street.

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### **III. PROJECT DESCRIPTION**

The Santa Barbara Airport Master Plan (Master Plan) provides guidance for the Airport's overall development for the next 15-20 years, (i.e., 2014 to 2032). This development will be discussed by subarea within the Airport in subsequent subsections of this Project Description. The Master Plan relies on Federal Aviation Administration (FAA)-approved forecasts of aviation activity at the Airport and provides development scenarios for the short term (2017), intermediate term (2022) and long term (2032). These development scenarios are not only reflective of the level of activity forecast to occur at the Airport, but are dependent on federal funding cycles and the availability of grant money for aviation projects.

The development proposed in the Master Plan (Exhibit A) consists of:

- Airfield Recommendations: Extension of Taxiway H to the west, parallel to the main instrument runway, restriping of existing paved areas, paving light lanes along taxiway edges, and relocating entrances and exits from the taxiway system to comply with Federal Aviation Administration (FAA) recommendations.
- North Landside Recommendations: Consolidation of general aviation operations to facilitate two Fixed Base Operator (FBO) lease areas on the northeast portion of the airfield to provide tenant and visiting private aircraft services and facilities, and support facility changes including the relocation of the Airport Maintenance Yard.
- Terminal Area Recommendations: Construction of a new Long Term Parking Lot south of the Airline Terminal to accommodate 1,315 new or relocated parking spaces, expansion of the Airline Terminal, and relocation of the southside FBO.

The full Draft Master Plan is available at [SBA.airportstudy.com](http://SBA.airportstudy.com), the Planning Division office (630 Garden Street), the Airport Administration Building (601 Norman Firestone Road), the Central Library (40 E Anapamu Street), and the Goleta Branch Library (500 North Fairview Avenue).

### **IV. SCOPE OF ANALYSIS**

An EIR will be developed to evaluate the environmental effects that may occur as a result of development proposed in the Draft Master Plan over the next 10-20 years. The Initial Study (Exhibit B) identifies potentially significant impacts to air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, public services, transportation/circulation, and water quality and hydrology. Each of these issue areas will be studied in more detail as part of the Draft EIR.

#### **A. AIR QUALITY**

Construction of the proposed short term projects, including the Taxiway H extension, could result in emissions of pollutants due to grading, fumes, and vehicle exhaust. Residents located north of the approach end of Runway 7 could be affected by dust and particulates during project site grading and vehicle exhaust from construction equipment. The project would involve grading and paving activities which could cause localized dust related impacts resulting

in increases in particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). Diesel- and gasoline-powered construction equipment also emit particulate matter, NO<sub>x</sub>, and ROC. The impact of these emissions would be potentially significant, unknown. Additional information, specifically construction engineering estimates, is needed to complete the short term emissions analysis.

#### **B. BIOLOGICAL RESOURCES**

Recommended actions of the proposed Master Plan are contained almost entirely on the developed areas of the Airport. These areas are either already paved or are vegetated with brome grasses that are regularly mowed. However, some of the infield areas could still contain wetlands. Thus, impacts to wetland resources, potentially resulting from the extension of Taxiway H and the relocation of the glideslope antenna, will need to be analyzed further and mitigation or avoidance measures developed as appropriate. As such, impacts to wetlands are potentially significant, unknown at this time.

A general discussion of the Master Plan's consistency with the Airport's Local Coastal Program (LCP), which contains numerous policies related to Goleta Slough resources, is provided beginning on page 18 of the Initial Study. Land Uses in the Goleta Slough State Ecological Reserve are limited under the City's G-S-R Zone; both the Taxiway H extension project and the glideslope antenna relocation would occur within areas of the Airport covered by this overlay. Therefore, impacts to Goleta Slough and consistency with LCP policies and overlay zoning would be potentially significant, unknown.

#### **C. CULTURAL RESOURCES**

There are two historic structures at the Airport that are eligible for National Register of Historic Places listing, but have not yet been listed (Buildings 248 and 249). Both structures are hangars that are no longer used, are located within a 100-year floodway, and are recommended for removal by the Master Plan. Therefore, impacts to historic structures as a result of Master Plan implementation would be significant and require further review to determine if there are feasible mitigation measures and/or alternatives to reduce the impact.

Overall, the improvements recommended within the Master Plan would not require the disturbance of archaeological sites. However, proposed fence work along Mesa Road and expansion of the Airline Terminal would occur in identified sensitivity zones. Impacts resulting from these projects would be potentially significant, mitigable.

#### **D. GEOLOGY AND SOILS**

The Airport is located within a seismically-active area with faults, liquefaction, compressible soils, and expansive soils known to be present on-site. However, this is true of the entire region and industry-standard engineering practices are known and available to prevent most significant adverse impacts related to fault rupture. Implementation of the Master Plan would not create unusual risks for people or structures related to seismic hazards. As such, the potential risk due to fault rupture would be potentially significant, but mitigable.

#### **E. HAZARDS AND HAZARDOUS MATERIALS**

The Airport was originally part of Marine Corps Air Station (MCAS), Goleta. In July 1988, a Formerly Used Defense Sites (FUDS) study and subsequent removal activities identified 22 concrete underground fuel storage tanks that had been part of the MCAS and were abandoned in place at various locations throughout the Airport. Investigation of the subsurface soils at tank removal locations found four locations with contamination and 18 locations with no contamination. Although extensive remediation has occurred at the Airport and there is currently no known soil or groundwater contamination, there remains the potential for additional exposure to hazardous materials as Master Plan-recommended activity is undertaken. As such, hazardous materials exposure would be *potentially significant, mitigable*.

#### **F. PUBLIC SERVICES AND UTILITIES**

Future projects recommended by the proposed Master Plan are generally expected to be under the 196 tons of construction and demolition waste per year (tpy) project-specific threshold, but could potentially be above the 40 tpy cumulative threshold. Therefore, for purposes of this Initial Study, cumulative impacts are considered to be *potentially significant, unknown*. The Airport currently complies with federal, state, and local statutes and guidelines related to solid waste.

Any future projects that would generate 350 tons or more of construction and demolition debris are considered to have a significant impact related to short-term solid waste. Given the amount of potential building demolition that could occur under the proposed Master Plan, it is likely that some recommended projects could be above the threshold for construction and demolition debris. Demolition and construction impacts would be *potentially significant, unknown*.

#### **G. TRANSPORTATION AND CIRCULATION**

A traffic analysis of the Master Plan-recommended projects has not yet been prepared due to a lack of project-specific information. An analysis will need to be conducted to address changes that might occur in Airport-related traffic as well as traffic distribution on the surrounding street and highway system once the study assumptions have been finalized. Traffic impacts on the surrounding street and highway system would be *potentially significant, unknown*.

The recommended projects would also generate construction-related traffic that would occur at intermittent times over the 20-year planning period of the Master Plan and would vary depending on the stage of construction. Given the lack of project-specific information, short-term construction impacts are considered to be *potentially significant, unknown* as well.

#### **H. WATER QUALITY AND HYDROLOGY**

Most of the Airport is located within the 100-year floodplain with two floodways traversing the property. The proposed Master Plan recommends the removal of several existing structures from the floodway areas as well as the closure of Long Term Lot 2 north of Hollister Avenue. The risk to people and structures at the Airport due to flooding would be lessened following the completion of recommended projects in the Master Plan due to the relocation of the existing maintenance yard and the long term/employee parking lot out of the floodway.

Potentially significant impacts to people and structures could remain, however, due to the proposed expansion of one of the fuel farms in the floodway. Additionally the Santa Barbara General Plan Safety Element projects that the Airport will experience increased flooding attributable to changing climate and sea level rise over the useful life of the projects proposed in the Master Plan. The Goleta Slough Management Committee is currently preparing a Goleta Slough Sea-Level Vulnerability Assessment, which will provide more detailed analysis. These potentially significant impacts related to flooding would be *potentially significant, unknown*.

The construction of a taxiway and connectors within the floodway could have potentially significant impacts. Until the design of these structures is known and has been evaluated, the extent to which these facilities would impede or redirect flood flows is *potentially significant, unknown*.

**V. ENVIRONMENTAL REVIEW PROCESS – NEXT STEPS**

Following the 30-day EIR public scoping period, Staff will consider comments received, refine the EIR scope of analysis as necessary, and proceed with preparation of a Draft EIR.

The City will conduct a 45-day public review period once the Draft EIR is complete, including a Planning Commission hearing to receive comments on the Draft EIR. Preparation of a Final EIR, including written responses to public comments, will be submitted to Planning Commission for certification and to City Council for consideration prior to taking action on the Santa Barbara Airport Master Plan.

**VI. RECOMMENDATION**

Staff recommends that the Planning Commission receive public comment and provide direction to Staff on the scope of the Environmental Impact Report for the Santa Barbara Airport Master Plan pursuant to California Environmental Quality Act (CEQA) Guidelines §15083.

Exhibits:

- A. Santa Barbara Airport Master Plan (<http://sba.airportstudy.com/master-plan/>)
- B. Initial Study ([www.santabarbaraca.gov/eir](http://www.santabarbaraca.gov/eir))

