



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: September 24, 2015
AGENDA DATE: October 1, 2015
PROJECT: Santa Barbara Airport Master Plan Draft EIR
 601 Norman Firestone Road (MST2013-00453)
TO: Planning Commission
FROM: Planning Division, (805) 564-5470
 Beatriz Gularte, Senior Planner *BEG*
 Andrew Bermond, AICP, Project Planner *ARB*
 Steven Greer, Environmental Analyst *SG*

I. RECOMMENDATION

Staff recommends that Planning Commission receive public comment on the Draft Environmental Impact Report for the Draft Santa Barbara Airport Master Plan pursuant to California Environmental Quality Act (CEQA) Guidelines §15087.

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

II. NOTICE OF AVAILABILITY/NOTICE OF ENVIRONMENTAL HEARING AND PUBLIC COMMENT

The Notice of Availability/Notice of Environmental Hearings is attached as Exhibit A. Public notice was provided through a newspaper advertisement, mailed notice, and electronic notice via e-mail, social media, and www.FlySBA.com. The first environmental hearing took place before the Airport Commission on September 16, 2015. The draft minutes from that hearing are attached as Exhibit C.

The notice began a 45-day public comment period on the Draft EIR. A notice extending the public comment period to 60-days was subsequently issued (Exhibit B). Comments on the Draft EIR are requested to be received no later than Friday, October 30, 2015, at 4:30 p.m. at the City of Santa Barbara Planning Division, 630 Garden Street.

Mailing Address: City of Santa Barbara, Planning Division, Attn: Andrew Bermond, AICP
 P.O. Box 1990, Santa Barbara, CA 93102-1990

E-mail Address: ABermond@SantaBarbaraCA.gov

Web Site: SBA.airportstudy.com and www.SantaBarbaraCA.gov/eir

Office Location: 630 Garden Street

Telephone: (805) 564-5470

Fax: (805) 897-1904

The Draft Master Plan (Exhibit D) and Draft EIR (Exhibit E) are available at 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).

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., 2015 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 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 project description is discussed in more detail in Chapter 2 of the Draft EIR.



LEGEND

[Red dashed line]	Airport Property Line
[Red solid line]	Improved Perimeter Fencing
[Red hatched area]	Pavement/Facility to be Removed/Abandoned
[Red solid area]	Proposed Airfield Pavement
[Red dashed area]	Proposed Runway/Taxiway Shoulder
[Blue dashed area]	Proposed Avigation Easement
[Green dashed area]	Proposed Paved Island
[Green solid area]	Runway Protection Zone (RPZ)
[Yellow solid area]	Proposed Building
[Blue solid area]	Proposed Maintenance Yard
[Purple solid area]	FBO/Lease Parcel
[Orange solid area]	Proposed Revenue Support Parcels
[Red solid area]	Proposed Restaurant/Conference Center
[Blue dashed area]	Airport Managed Small Aircraft Transient Parking
[Blue solid area]	Surface Parking Lot
[Red solid area]	Terminal Apron
[Green solid area]	Overflow Apron
[Green solid area]	Terminal Expansion
[Blue dashed area]	Potential Parking Structure
[Blue dashed area]	Proposed City of Goleta Roadway Improvements
[Blue solid area]	Realigned Perimeter Service Road

DRAFT

IV. ALTERNATIVES ANALYSIS

The primary objective of the Master Plan is to provide guidance for future development which will satisfy aviation demand at the Airport while protecting the environment. CEQA requires that EIRs consider feasible project alternatives, including the “no project” alternative. EIRs must also identify the environmentally superior alternative. These alternatives are discussed in more detail in Chapter 3 of the Draft EIR.

A. “NO PROJECT” ALTERNATIVE

This alternative considers keeping the Airport in its present condition. The Airport would not be able to meet forecasted demand, inhibiting contribution to economic growth of the region, such as the investment of private businesses in Airport facilities. The No Project Alternative would also result in significant environmental impacts to cultural resources and to hydrology as structures threatened by flooding would remain in hazardous locations.

B. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The Environmentally Superior Alternative is similar to the proposed Master Plan except that it would not construct the Taxiway H extension. This alternative avoids biological, hydrological, and land use impacts and reduces construction-related traffic impacts compared to the Master Plan project description. However, not all of the safety goals of the Master Plan are implemented, specifically the elimination of Taxiway Hot Spot #1 (i.e., where aircraft cross the main instrument runway when taxiing to/from the north side of the airfield). The lack of a full-length parallel taxiway north of the main instrument runway would continue to constrain safety and efficiency of aircraft movement.

C. ALTERNATIVES CONSIDERED, BUT DISMISSED

Alternatives considered but eliminated include the demolition of Hangars 248, 249, 267, 309, and 317, which were deemed historically significant, and the construction of improved security fencing along Mesa Road where biological considerations were found to be significant.

V. IMPACT ANALYSIS

The Draft EIR evaluates the environmental effects that may result from development proposed in the Draft Master Plan over the next 10-20 years. The Draft EIR categorized environmental effects into four impact significance levels:

- Class I, Significant Environmental Impact: A significant impact to the environment that remains significant even after mitigation measures are applied;
- Class II, Less than Significant Impact with Mitigation: A potentially significant impact that can be avoided or reduced to an less than significant level with mitigation;
- Class III, Less than Significant Impact; and
- Class IV, Beneficial Impact.

The Draft EIR identified one Class I impact and 15 Class II impacts with 14 mitigation measures. Each of these is summarized below. The complete analysis can be found in Chapter 4 of the Draft EIR.

A. AIR QUALITY

Potentially Significant Impact

Impact AQ-2: Short term (Demolition or Construction Impact). Construction would result in emissions of pollutants due to grading, fumes, and vehicle exhaust. Diesel- and gasoline-powered construction equipment emits particulate matter and other pollutants. Emissions exceeding 25 tons of any pollutant except carbon monoxide (CO) in a 12-month period constitutes a significant impact under the City's CEQA thresholds.

This impact is less than significant with the following mitigation incorporated.

Mitigation

AQ/mm-1: All construction/demolition projects shall be required to estimate the project's combined emissions from construction equipment to ensure the project would not exceed 25 tons of any pollutant except carbon monoxide (CO) in a 12-month period. Standard equipment exhaust mitigation measures recommended by the Air Pollution Control District (APCD) shall be used as appropriate.

B. BIOLOGICAL RESOURCES

Potentially Significant Impacts

Impact BIO-1: Loss of jurisdictional wetlands and indirect impact to Goleta Slough. The proposed extension of Taxiway H would impact approximately 12.4 acres (not including 1.14 acres of existing pavement). Although currently heavily managed to accommodate airport operations, portions of this area may seasonally function as wetlands. The taxiway project will pave approximately 6.1 acres of mowed grassland area. Therefore, the Taxiway project could result in the removal of wetlands in the Goleta Slough.

Impact BIO-2: Cumulative impact to Goleta Slough. Other projects proposed in the Master Plan could contribute to a cumulative loss of wetland habitat. Though projects have been sited to avoid impacts to the Goleta Slough, some projects could encroach upon habitat buffer areas.

These impacts are less than significant with the following mitigation incorporated.

Mitigation

BIO/mm-1: A Programmatic Wetland Restoration Plan (PWRP) shall be prepared prior to implementation of any Master Plan project with wetland impacts. It will provide a framework for future project-specific Habitat Mitigation and Monitoring Plans (HMMPs) to provide impacts to wetland habitat and established buffers. The PWRP shall be consistent with Airport operation and management policies including the Wildlife Hazard Management Plan and federal, state, and local biological resource protections. Restoration under the PWRP would occur on Airport property and at a minimum 2:1 (restoration-to-impact) ratio.

BIO/mm-2: All applicable policies in the Local Coastal Plan shall be complied with, including maintaining a 100 foot natural-condition buffer around all wetlands and creeks.

C. CULTURAL RESOURCES

Potentially Significant Impacts

Impact CR-1: Long-term relocation of Bldgs. 248 & 249 out of floodway. The General Western Aero Hangars (Buildings 248 and 249) appear to be eligible for inclusion on the National Register of Historic Places, the California Register of Historic Resources, and listing as a Santa Barbara City Landmark. Leaving these hangars in the San Pedro Creek floodway would lead to neglect of property that causes deterioration. Relocating the hangars would result in the removal of property from their historic location; both could result in significant impacts to this historic resource.

Impact CR-3: Future project could be located within a moderate sensitivity zone for cultural resources. The City has adopted sensitivity zones based on information available about archaeological resources that may be present at the Airport. While development generally avoids these sensitivity zones, some development is proposed in an area identified as “Moderate” in the Master Environmental Assessment. These impacts are less than significant with the following mitigation incorporated.

Mitigation

CR/mm-1: The Airport will mothball and stabilize the General Western Aero Hangars and prepare a management plan to include nomination for the National Register of Historic Places and relocate the hangars out of the floodway following Secretary of Interior standards for restoration.

CR/mm-2: Evaluate projects based on the screening process established in the City’s Master Archaeological Resources Assessment (MARA). Consult with Native Americans through the Native American Heritage Commission on projects that may affect archaeological resources.

CR/mm-3: Apply standard conditions of approval regarding unanticipated archaeological resources.

D. GEOLOGY AND SOILS/HAZARDS AND HAZARDOUS MATERIALS

Potentially Significant Impacts

Impact G/HAZ-1: Risks due to seismic activity. The Airport is located in a seismically-active area. Future development could be adversely affected by seismic activity.

Impact G/HAZ-2: Risks due to adverse soil conditions. There are potentially compressible soils associated with the Goleta Slough at the Airport. There is also potential for expansive soils. Future development could be adversely affected by soil conditions.

Impact G/HAZ-4: Risks involving exposure to soil or groundwater contamination. Extensive remediation has been completed at the Airport and there are no known soil or groundwater contamination sites at the Airport. However there still remains the possibility of exposure of tenants, occupants, or construction workers to unremediated contaminated soils or groundwater as a result of Master Plan implementation.

These impacts are less than significant with the following mitigation incorporated.

Mitigation

G/HAZ/mm-1: Construction of load-bearing structures shall be subject to recommendations from geotechnical investigations specific to the project. Minor projects (e.g. fences and storage tanks)

would not be subject to this measure.

G/HAZ/mm-2: A Construction Contingency Plan shall be developed prior to construction of each project to address methods of control for potential migration of any discovered contamination as well as on-site safety practices including soils monitoring, fencing, and coordination with County Environmental Health Services. This plan will be incorporated into Erosion and Polluted Runoff Control Plans.

G/HAZ/mm-3: If contamination is discovered, a project-specific remediation plan shall be prepared and implemented.

E. WATER QUALITY AND HYDROLOGY

Potentially Significant Impact

Impact HYD-2: Potential flooding hazards associated with sea level rise. New development is proposed to be constructed outside of the floodway and several structures in the floodway are proposed for demolition or relocation. However, the Airport will experience increased flooding attributable to climate change and sea level rise over the useful life of projects proposed in the Airport Master Plan.

This impact is less than significant with the following mitigation incorporated.

Mitigation

HYD/mm-1: Project-specific tidal inundation and flooding analyses shall consider projected future changes from sea level rise, relying on the best available science to ensure, to the maximum extent feasible, that new development is located outside of areas subject to flooding during the anticipated life of the project (generally 75 years).

HYD/mm-2: The Airport shall raise new or reconstructed buildings above base flood elevations as well as apply thicker pavement lifts during regular intervals on airport movement area (runways/taxiways/apron) to reduce the potential for flooding.

F. LAND USE AND PLANNING

Potentially Significant Impact

Impact LU-3: Compatibility with the Airport's Local Coastal Plan. While much of the Master Plan would not conflict with policies identified in the Local Coastal Plan (LCP) (See Draft EIR page 4-87 et. seq.) the Taxiway H project would result in inconsistencies with policies related to the protection of resources in the Goleta Slough.

Impact LU-4: Consistency with the City's General Plan and the Goleta Slough Reserve Zone (G-S-R). While much of the Master Plan would not conflict with policies identified in the General Plan or Title 29 of the Santa Barbara Municipal Code (See Draft EIR page 4-95 et. seq.), the Taxiway H project would result in inconsistencies with policies related to the Goleta Slough Reserve Zone.

These impacts are less than significant with the following mitigation incorporated.

Mitigation

LU/mm-1: A detailed project-specific impact analysis and mitigation program for the Taxiway H extension project and associated analysis of the project's consistency with the G-S-R zone and relevant

coastal policies shall be conducted during the permit review process.

LU/mm-2: A consistency review of the Taxiway H extension project with the Goleta Slough Ecosystem Management Plan (2015) shall be conducted during the permit review process.

G. PUBLIC SERVICES AND UTILITIES

Potentially Significant Impact

Impact SW-2: Short term (Demolition and/or Construction) Impact. Given the amount of demolition and construction proposed in the Master Plan, including the demolition of several large buildings, it is possible that future projects could generate more than 350 tons of construction or demolition debris.

This impact is less than significant with the following mitigation incorporated.

Mitigation

SW/mm-1: Master Plan projects must reduce, reuse, and recycle demolition and construction waste consistent with State and City diversion goals.

H. TRANSPORTATION AND CIRCULATION

Significant Impact

Impact T-3: Cumulative project impacts to traffic and circulation in the long term. Development in the Goleta Valley is anticipated to result in one intersection (South Fairview Avenue/Calle Real) functioning at level of service (LOS) E during the PM peak hour and three intersections (South Fairview Avenue/US 101 Southbound Ramps, South Fairview Avenue/Hollister Avenue, and Kellogg Avenue/Hollister Avenue) functioning at LOS D during the PM peak hour. Master Plan implementation would result in no additional trips through South Fairview Avenue/Calle Real but an additional 24 PM peak hour trips through South Fairview Avenue/US 101 Southbound Ramps, 36 PM peak hour trips through South Fairview Avenue/Hollister Avenue, and 15 PM peak hour trips through Kellogg Avenue/Hollister Avenue. These trip contributions exceed significance thresholds for cumulative traffic impacts as established by the City of Goleta (>15 trips contributed to an LOS D intersection) and the City of Santa Barbara (any trip contributed to an intersection functioning at a volume-to-capacity ratio of 0.77 or higher).

No feasible mitigation measure has been identified. If the City of Goleta implements the La Patera Lane overpass identified in the Goleta General Plan, the Airport will contribute a fair-share contribution to construction. Therefore certification of the EIR will require the City Council to make a statement of overriding consideration.

VI. ENVIRONMENTAL REVIEW PROCESS – NEXT STEPS

Following the 60-day Draft EIR public review period, Staff will prepare responses to comments received, refine the EIR analysis as necessary, and proceed with preparation of a Final EIR. One comment letter from the California Public Utilities Commission and one oral comment at Airport Commission have been received to date.

The Final EIR, including written responses to public comments, will be submitted to Planning Commission for certification prior to the Airport Master Plan being submitted to City Council for consideration for adoption.

Exhibits:

- A. Notice of Availability/Notice of Environmental Hearings for the Santa Barbara Airport Master Plan Draft Environmental Impact Report
- B. Notice of Extension of Public Comment Period/Notice of Environmental Hearings for the Santa Barbara Airport Master Plan Draft Environmental Impact Report
- C. Draft Airport Commission Minutes for the meeting of September 16, 2015
- D. Santa Barbara Airport Master Plan (SBA.AirportStudy.com/Master-Plan/)
- E. Draft Environmental Impact Report (www.SantaBarbaraCA.gov/EIR)



City of Santa Barbara California

NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT REPORT – MST2013-00453 AND NOTICE OF PUBLIC ENVIRONMENTAL HEARINGS FOR THE SANTA BARBARA AIRPORT MASTER PLAN

AIRPORT COMMISSION
WEDNESDAY, SEPTEMBER 16, 2015
6:00 P.M.

AIRPORT ADMINISTRATION BUILDING
601 NORMAN FIRESTONE ROAD

PLANNING COMMISSION
THURSDAY, OCTOBER 1, 2015
1:00 P.M.* (SEE NOTE BELOW)

CITY HALL – 735 ANACAPA STREET
CITY COUNCIL CHAMBERS

PROJECT LOCATION: The project site is located at the Santa Barbara Airport (601 Norman Firestone Road).

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). The Master Plan relies on Federal Aviation Administration (FAA)-approved forecasts of aviation activity at the Santa Barbara Airport (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 proposed Master Plan 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 south-side FBO.

The Airport is located on approximately 948 acres adjacent to the City of Goleta and the University of California, Santa Barbara (UCSB) in the South Coast region of Santa Barbara County. It is located eight miles to the west of the rest of the City of Santa Barbara. Due to the proximity of the Goleta Slough to certain proposed Master Plan project, it is likely that approval of a Local Coastal Program (LCP) amendment will be necessary for some of the proposed actions. An LCP amendment will, therefore, be considered along with the proposed actions, as appropriate.

The City of Santa Barbara encourages the public to provide written comments on this and other projects. The Draft EIR is available for review at the Planning Division, 630 Garden Street, from 8:30 a.m. to noon and 1:00 p.m. to 4:30 p.m., at the Santa Barbara Airport Administration Building, 601 Norman Firestone Road, from 8:30 a.m. to noon and 1:00 p.m. to 4:30 p.m., the Santa Barbara Public Library at 40 E. Anapamu Street, and the Goleta Branch Library at 500 N. Fairview Avenue during the libraries' hours of operation. It is also available online at www.SantaBarbaraCA.gov/EIR.

The public review period begins on **August 31, 2015**. Comments on the Draft EIR must be received by Friday, **October 16, 2015**.

Please send your comments by US Mail to: City of Santa Barbara
Planning Division
Attn: **Andrew Bermond, AICP**
P.O. Box 1990
Santa Barbara, CA 93102-1990
-OR- electronically to: ABermond@SantaBarbaraCA.gov

Two hearings to take public comments on the Draft EIR will be held. The first will be before the Airport Commission on **September 16, 2015** at 6:00 P.M.** in the Conference Room of the Airport Administration Building. The second will be before the Planning Commission on **October 1, 2015** at 1:00 p.m.** in the Council Chambers at City Hall. You are invited to attend these hearings and address your verbal comments to the Airport Commission or the Planning Commission. If you have any questions, wish to know more about this application, or wish to review the plans, please contact **Andrew Bermond, AICP**, at (805)-564-5470.

Following the end of the Draft EIR public review period, a Final EIR including responses to comments will be prepared, and subsequent noticed public hearing will be held at City Council to consider actions to approve the project.

If you challenge the environmental document in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence received by Friday, October 16, 2015.

AMERICANS WITH DISABILITIES ACT: If you need auxiliary aids or services or staff assistance to attend or participate in this meeting, please contact the City Administrator's Office at (805) 564-5305. If possible, notification at least 48 hours prior to the meeting will usually enable the City to make reasonable arrangements. Specialized services, such as sign language interpretation or documents in Braille, may require additional lead time to arrange.

***NOTE:** On Thursday, September 24, 2015, an Agenda with all items to be heard on Thursday, October 1, 2015, will be available at 630 Garden Street and online at www.SantaBarbaraCA.gov/PC. Environmental documents can be viewed online at www.SantaBarbaraCA.gov/EIR. Please note that online Staff Reports may not include some exhibits. Agenda items are subject to change. It is recommended that applicants and interested parties plan to arrive for the meeting at 1:00 p.m. However, for longer agendas, all parties are encouraged to monitor Channel 18 and when the item prior to the application of interest begins come to the Commission hearing. Continuances will not be granted unless there are exceptional circumstances.

**Meetings can be viewed live on City TV-18, or on your computer at www.SantaBarbaraCA.gov/CityTV. A rebroadcast schedule can be found at www.SantaBarbaraCA.gov/CityTVProgramGuide.



City of Santa Barbara California

NOTICE OF EXTENSION OF PUBLIC COMMENT PERIOD FOR DRAFT ENVIRONMENTAL IMPACT REPORT – MST2013-00453 AND NOTICE OF PUBLIC ENVIRONMENTAL HEARING FOR THE SANTA BARBARA AIRPORT MASTER PLAN

PLANNING COMMISSION
THURSDAY, OCTOBER 1, 2015
1:00 P.M.* (SEE NOTE BELOW)
CITY HALL – 735 ANACAPA STREET
CITY COUNCIL CHAMBERS

PROJECT LOCATION: The project site is located at the Santa Barbara Airport (601 Norman Firestone Road).

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). The Master Plan relies on Federal Aviation Administration (FAA)-approved forecasts of aviation activity at the Santa Barbara Airport (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.

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The public review period begins on **August 31, 2015**. Comments on the Draft EIR must be received by Friday, **October 30, 2015**.

Please send your comments by US Mail to: City of Santa Barbara
Planning Division
Attn: **Andrew Bermond, AICP**
P.O. Box 1990
Santa Barbara, CA 93102-1990

-OR- electronically to: ABermond@SantaBarbaraCA.gov

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**CITY OF SANTA BARBARA
AIRPORT COMMISSION
M I N U T E S**

CALL TO ORDER: The Meeting on Wednesday, September 16, 2015 was called to order at 6:05 pm in the Airport Administration Conference Room - 601 Firestone Road, Santa Barbara, CA.

ROLL CALL

Airport Commissioners: Bruce Miller, Craig Arcuri, Karen Kahn, and Kirk Martin,

Staff: Hazel Johns, Airport Director
Tracy Lincoln, Airport Operations Manager
Rebecca Fribley, Sr. Property Management Specialist
Myndi Hegeman, Airport Commission Secretary
Andrew Bermond, Project Planner

Absent: Commissioners Carl Hopkins, Dolores Johnson, and Jim Wilson

PUBLIC COMMENT

1. No one wished to speak.

NOTICES

2. That on Thursday, September 10, 2015 at 5:30 pm, the Airport Commission Secretary duly posted this agenda on the bulletin board at Airport Administration.

ACTION: Presented.

MINUTES

3. **SUBJECT:** MINUTES

RECOMMENDATION: That Airport Commission waive the reading and approve the minutes of the meeting of Wednesday, August 19, 2015.

ACTION: Motion/Second for approval of the Minutes by Commissioners Kahn/Martin. Unanimous voice vote (Absent Commissioners Hopkins, Johnson, and Wilson).

CONSENT CALENDAR

4. **SUBJECT:** LEASE AGREEMENT WITH CONDOR AIRCRAFT TECHNICAL SCHOOL

RECOMMENDATION: That Commission approve and authorize the Airport Director to execute a month-to-month Lease Agreement with Condor Aircraft Technical School, a California Corporation, for 560 square feet of office space, at 1407-A Norman Firestone Road, at the Santa Barbara Airport, effective October 1, 2015, for a monthly rental of \$577.

5. SUBJECT: LEASE AGREEMENT WITH SWISS DESIGN CONSTRUCTION

RECOMMENDATION: That Commission approve and authorize the Airport Director to execute a month-to-month Lease Agreement with Remo Schlupe, a Sole Proprietorship, dba Swiss Design Construction for 412 square feet of office and storage space, at 1407-A Norman Firestone Road, at the Santa Barbara Airport, effective October 1, 2015, for a monthly rental of \$556, exclusive of utilities.

6. SUBJECT: PROPERTY MANAGEMENT REPORT – SEPTEMBER 2015

RECOMMENDATION: That Airport Commission receive the monthly Airport Property Management Report.

ACTION: Motion/Second for approval of the Consent Calendar by Commissioners Kahn/Arcuri. Unanimous voice vote (Absent Commissioners Hopkins, Johnson, and Wilson).

LIAISON REPORTS

City of Santa Barbara Liaison Councilmember Frank Hotchkiss
City of Goleta Liaison Councilmember Michael T. Bennett

ACTION: Presented.

ADMINISTRATIVE REPORTS

7. SUBJECT: AIRPORT PUBLIC ART POLICIES AND GUIDELINES

RECOMMENDATION: That Airport Commission approve the Santa Barbara Airport Public Art Program Policies and Guidelines as presented.

ACTION: Motion/Second for approval of the Guidelines by Commissioners Arcuri/Martin. Unanimous voice vote (Absent Commissioners Hopkins, Johnson, and Wilson).

PUBLIC HEARINGS

8. SUBJECT: AIRPORT MASTER PLAN DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)

RECOMMENDATION: That Airport Commission hold a public hearing to take public comments on the Draft Environmental Impact Report for the Santa Barbara Airport Master Plan.

ACTION: Public comment received from Gordon Feingold of Santa Barbara:

1. When Runway 7 was shifted to the west, a business jet overran the runway and avoided a pit (creek) that had previously been there. Fatalities were avoided by this safety project.
2. Taxiway H would also have a safety benefit. It should be a Class IV beneficial impact. How is that considered in the EIR?

DIRECTOR'S REPORT

9. A. Airport Operations
- Passenger Count
 - Aircraft Operations
 - Air Freight

- B. Programs
 - 1. Communications Program
 - 2. Master Plan
 - 3. Wildlife Hazard Assessment
- C. Capital Projects
 - 1. Airfield Electrical, Safety, and Fence Project
 - 2. North General Aviation Ramp Replacement Project
- D. Financial Summary
- E. Safety, Enforcement and Protection
- F. City Council / Airport Commission Actions

ACTION: Presented.

ADJOURNMENT - 6:51 pm, on order of Vice-Chair Miller.

Hazel Johns, Airport Director

Myndi Hegeman, Airport Commission Secretary



City of Santa Barbara California

Exhibit D: The Santa Barbara Master Plan was distributed separately. It can be viewed at SBA.AirportStudy.com/Master-Plan/

Exhibit E: The Santa Barbara Master Plan Draft Environmental Impact Report was distributed separately. It can be viewed at www.SantaBarbaraCA.gov/EIR.

Copies are available for viewing at the Planning Counter, 630 Garden Street, Santa Barbara, CA between the hours of 8:30 A.M and 4:30 P.M. Monday through Thursday, and every other Friday. Please check the City Calendar at www.SantaBarbaraCA.gov to verify closure dates.