Appendix A

Initial Study

City of Santa Barbara

California

M E M O R A N D U M

DATE: September 10, 1993

TO: Environmental Review Committee

FROM: Planning Division (TLL/LEB)

SUBJECT: 1990 DRAFT AIRPORT MASTER PLAN UPDATE/SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT (EIR/EIS) SCOPING HEARING

INTRODUCTION

The attached Initial Study has been prepared to identify potential significant environmental impacts which may result from implementation of the 1990 Draft Airport Master Plan Update and Specific Plan. The purpose of this scoping hearing is to receive comments from the ERC and the public with regard to the scope of the EIR/EIS. Because the proposed project involves Federal agencies, the scoping hearing must also satisfy the requirements of the National Environmental Policy Act (NEPA). Therefore, an agenda for the hearing is attached for your information.

BACKGROUND

The **1980 Santa Barbara Airport Draft Master Plan** addressed airport operations and development for the area south of Hollister Avenue through 1990. The Draft Plan included a 400 foot extension of Runway 7-25 to the west and the rerouting of Tecolotito Creek to accommodate the proposed extension. Also, a runway safety area was proposed off the east end of Runway 25 which included the rerouting of San Pedro Creek to San Jose Creek. A 15,000 sq. ft. addition to the Airport Terminal, improvements to the long and short term parking lots and other airfield-related improvements were also outlined in the Master Plan.

The Draft Master Plan projected the number of passengers using the Airport to double from about 350,000 in 1983 to 750,000 by 1990. Actual counts indicate that the total number of passengers peaked in 1987 at about 641,000; the 1992 figure was about 576,000 and 1993 figures are expected to be about the same as 1992. (The 1990 Draft Master Plan Update assumes about 1.5 million passengers per year by 2005, however that figure will be reassessed prior to work beginning on the EIR/EIS.)

A combined **Environmental Impact Report/Environmental Assessment** (State/Federal document) was prepared for the 1980 Draft Master Plan and subsequently certified in 1984. Issues addressed and the findings of the EIR/EA were:

- Hydrology/Flood Control - Long term impacts to water quality and short-term construction impacts with mitigation measures recommended (Class II Impact).

- Biological Resources - This included an extensive analysis of the flora and fauna of the Goleta Slough and the development of the "Goleta Slough Management Plan" (Appendix H to that document) which addressed mitigation, restoration and management of the Slough. The EIR/EA found that the loss of 14.1 acres of wetlands and the continued fragmentation of the Slough would be a significant impact which could be mitigated by the implementation of the Goleta Slough Management Plan (Class II Impact).

- Archaeological/Cultural Resources - Several aspects of the Master Plan could result in significant impacts to archaeological resources with mitigation measures recommended (Class II Impact).

- Traffic and Circulation - Project specific and cumulative traffic impacts were expected with mitigation measures recommended (Class II Impact). Parking impacts were not addressed.

- Land Use/Relevant Planning - This was a discussion section which mentioned the need for consistency with the Local Coastal Plan and referred the reader to the noise and biology sections of the EIR/EA.

- Noise - This was another extensive section with a comprehensive mitigation program recommended (Class II Impact).

- Air Quality - The Air Quality Attainment Plan (AQAP) had assumed the development of the Airport as outlined in the 1980 Master Plan, therefore, assuming the incorporation of the mitigation measures in the AQAP, air quality impacts were not considered significant.

Impacts related to soils and geology, energy and public facilities/services were also addressed in the EIR/EA and were found to be insignificant.

The 1980 Draft Master Plan was never finalized due to concern with regard to the environmental and coastal issues. In 1986, the City

Council adopted several recommendations from the 1980 Master Plan. These recommendations, called the **1986 Airport Master Plan Short Term Summary**, were adopted primarily because they did not have significant environmental effects. They included a 15,000 sq. ft. addition to the Airport Terminal and associated Terminal area improvements (The proposed addition to and remodel of the Terminal was later found to be inadequate and was never completed. The current proposal is for a 40,000 sq. ft. addition as a part of the 1990 Draft Master Plan Update to be studied in the EIR/EIS). Improvements and additions to long-term and short-term parking lots near the Airport Terminal were also included.

The **1986 Noise Compatibility Study**, prepared pursuant to Federal Aviation Regulations (FAR) Part 150, studied existing and future noise impacts and mitigation. Many of the recommendations of this study have been implemented to reduce noise impacts on areas adjacent to the Airport. One of the recommendations to reduce noise impacts, the extension of Runway 15R-33L to accommodate corporate jets and turbo prop aircraft that now take off over residential areas to the east and west of the Airport, has been incorporated into the 1990 Draft Master Plan Update. The Federal Aviation Administration (FAA) approved this study in 1989.

In 1988, the Airport Department developed a work program for preparation of the **Airport Specific Plan**. The work program was reviewed by the City Council and environmental review was initiated. The intent was that the Specific Plan and its Environmental Impact Report be developed together to ensure that the Plan incorporated the necessary mitigation measures, thereby making it "self-mitigating."

During the General Plan Update process, a total of 100,000 sq. ft. of non-residential space was "allocated" to the Airport Specific Plan area. The Environmental Review Committee scoped the following issues for inclusion in the EIR on the Specific Plan based on the net addition of 100,000 sq. ft. of commercial and light industrial space:

1. Air Quality
2. Biological Resources (Plant and animal life)
3. Cultural Resources
4. Geology and Soils
5. Human Health and Safety
6. Hydrology/Flood Control
7. Land Use/Relevant Planning
8. Noise
9. Public Facilities/Services (Utilities and Energy, Police and Fire)
10. Risk of Upset
11. Socio-Economic Effects relating to the displacement of businesses

12. Traffic and Circulation
13. Water Quality and Supply

Rather than prepare an EIR on the Specific Plan, then a separate EIR/EIS on the 1990 Draft Airport Master Plan Update, it was decided that the two planning documents, which together include all of the Airport property, should be studied in one environmental document. For this reason, this Initial Study essentially "rescopes" the impacts associated with the proposed Specific Plan. These impacts will be addressed in a comprehensive manner with those impacts related to the 1990 Draft Master Plan Update.

The subject of this Initial Study, the **1990 Draft Master Plan Update** is based on the 1980 Master Plan and includes many of the recommendations of that Plan. The components of the 1990 Draft Master Plan Update are outlined in the "Project Description" section of the Draft Initial Study which is attached. Section 6 (Alternatives) of the 1990 Master Plan Update was modified in November, 1992 to reflect the "alternatives-based" approach to the runway extension and safety overrun area recommendations that will be studied in the EIR/EIS.

The 1990 Draft Master Plan Update contains some specific projects which raise consistency issues with the City's certified Local Coastal Plan (LCP). Most likely, an LCP amendment will be necessary to carry out various elements of the 1990 Master Plan Update such as runway extensions and overrun areas. Recognizing this, the City Council initiated an amendment to the LCP in 1992 for this purpose. The text or possible map changes of an amendment have not yet been developed. However, the LCP amendment would be formulated in the early stages of the Master Plan/Specific Plan planning process and will be processed concurrently with the Specific Plan and Master Plan. This EIR will act as the environmental document for the LCP amendment.

EIR/EIS PROCESS

The 1990 Draft Master Plan Update and associated projects will be evaluated at a project-specific level. As soon as the 1990 Draft Master Plan Update is approved, detailed plans will be developed for the runway and runway safety area alternatives that are selected and these projects will be pursued. Development of the Specific Plan will coincide with preparation of the EIR. Because the Specific Plan has not yet been drafted and does not propose any developments at this time, the analysis of the Specific Plan will be at the program level. Once the Specific Plan is approved, any projects proposed pursuant to that Plan will undergo separate environmental assessment (which may or may not utilize the Master Plan Update/Specific Plan EIR/EIS).

The Federal Aviation Administration (FAA) is the Federal lead agency, and City staff has been working closely with the FAA since

the beginning of the EIR/EIS process. The Army Corps of Engineers will be reviewing the Clean Water Act Section 404 Permit request as the project involves the filling of wetlands. They are expected to be involved as a "cooperating agency" which is defined in Section 1508.4 of the National Environmental Policy Act (NEPA) Regulations as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact....."

Approvals Required and Responsible and Trustee Agencies:

The following agencies are expected to be involved in reviewing and approving some aspect of the 1990 Draft Master Plan Update, its associated projects and/or the Specific Plan:

FEDERAL

1. **Army Corps of Engineers** - Review the Clean Water Act Section 404 permit related to filling of wetlands. Their review may also include Section 10 of the Clean Water Act.

2. **Federal Aviation Administration** - Review the Master Plan Update, approve the Airport Layout Plan and approve related projects. The FAA will also review the portions of the Specific Plan that relates to Airport facilities and approve any projects that relate to the Airport.

3. **United States Fish and Wildlife Service** - Serve in an advisory capacity to other Federal agencies that will be reviewing the plans and projects. Pursuant to Section 7 of the Endangered Species Act, they will also determine if there are potential impacts to endangered species.

STATE

1. **California Coastal Commission** - Review the Local Coastal Plan Amendment, if required, and may review the portions of the Specific Plan that are in the coastal zone (which runs along Hollister Avenue). They will also determine the consistency of the plans and projects with the Coastal Act for the purposes of Federal review of the Section 404 permit and any other Federal approval.

2. **California Department of Fish and Game** - Must issue a Stream Alteration Agreement when a project affects a stream. Their primary review will relate to any proposed changes to the Goleta Slough Ecological Reserve System. They also serve in an advisory capacity to other State regulatory agencies in their review of the Master Plan Update and Specific Plan.

3. **Regional Water Quality Control Board (RWQCB)** - Must issue a Water Quality Certification for the purposes of approving any Federal permits.

LOCAL

1. **Airport Commission** - Advises the Council on the Master Plan Update, its related projects, the LCP Amendment and the Specific Plan.

2. **Planning Commission** - Advises the Council on the 1990 Draft Master Plan Update, the Specific Plan and any Local Coastal Plan amendments necessary to implement the 1990 Master Plan. Also, the Planning Commission would review all Coastal Development Permits or a Goleta Slough Coastal Development Permits necessary for Master Plan Update projects. In addition, Development Plan Approval of some of the Master Plan projects will probably be necessary.

3. **City Council** - Reviews and considers the 1990 Master Plan Update and Specific Plan.

4. **Airport Land Use Commission (County)** - Reviews the 1990 Master Plan Update, its related projects (if necessary) and the Specific Plan to determine compatibility with the adopted Airport Land Use Plan.

5. **Local Agency Formation Commission (County)** - Reviews the proposed annexation.

CONCLUSION

The Airport Department is in the process of contracting with Science Applications International Corporation (SAIC) to prepare the 1990 Draft Master Plan Update, Specific Plan and EIR/EIS. Following the scoping hearing, they will review all the comments, letters and the Initial Study and prepare a Scoping Summary Report for the City's review.

City of Santa Barbara
California

INITIAL STUDY ENV93-0137
AIRPORT MASTER PLAN UPDATE
AND SPECIFIC PLAN
September 17, 1993

APPLICANT AND PROPERTY OWNER NAME AND ADDRESS

Agent: Karen Ramsdell, Airport Director
601 Firestone Road
Goleta, CA 93117

Owner: City of Santa Barbara
735 Anacapa Street
Santa Barbara, CA 93101

PROJECT ADDRESS AND LOCATION

(see Vicinity and Master Plan Update/Specific Plan Maps, Attachments 1 and 2)

Santa Barbara Municipal Airport - Bounded by Fairview Ave., Fowler Road and Moffett Place on the east, US 101 on the north, Los Carneros Road on the west and UC Santa Barbara and Goleta Beach County Park on the south.

Master Plan Update Area - Approximately 800 acres south of Hollister Avenue of which about 350 acres are the Goleta Slough Ecological Reserve.

Specific Plan Area - Approximately 150 acres north and south of Hollister Avenue.

PROJECT DESCRIPTION

The following projects and plans are proposed and are evaluated in this Initial Study. The locations of these recommendations is shown in Attachment 1. Attachment 2 and 3 include a more complete description of the proposals. Section 6 of the Draft Master Plan Update includes a list of likely alternatives that will be studied and Section 7 includes all of the recommendations of the Draft Master Plan Update. The EIR/EIS will evaluate the following:

1. *Master Plan Update* - Approval of the Draft Master Plan Update which assumes that there will be 1.5 million annual passengers using the Airport by 2005. Aircraft operations (i.e., take-offs and landings) are expected to increase from 189,000 in 1990 to 341,000 in 2005. These assumptions are primarily based on population and employment projections prepared by the State and County.

2.[1] *Extension of Runway 7-25* - 400 foot westerly extension of Runway 7-25 (included in Master Plan Update). This is proposed to allow existing aircraft to use the runway more efficiently and safely. The extension would also reduce noise to the east of the Airport because aircraft will begin their take off farther to the west, thus attaining greater height over residential areas to the east.

3.[1] *Runway Safety Area off both ends of Runway 7-25* (included in Master Plan Update) - The Runway Safety Area proposed off the east end of Runway 25 will necessitate placing Fairview Avenue in a underpass or rerouting it to the east. The Runway Safety area off the end of Runway 7 will require the bridging of Tecolotito Creek.

4.[1] *817 foot extension of Runway 15R-33L* - This extension is proposed with 600 feet to be added to the north and 217 feet to the south. A Runway Safety Area is also proposed off the south end of the runway (included in Master Plan Update).

5.1 *Terminal Improvement Project* - Add approximately 40,000 sq. ft. and associated Terminal area improvements (included in Master Plan Update).

6. *Annexation to Accommodate New Localizer Location* - The proposed addition to the Runway Safety Area off the east end of Runway 7-25 affects the existing localizer and Airport service road. The localizer is a part of the Airport's Instrument Landing System that helps aircraft land during inclement weather. With the expanded Runway Safety Area, the localizer will be relocated farther to the east. It must have a clear area around it, so a 17 acre parcel located in the County is proposed to be acquired by and annexed to the City to accommodate the localizer. No other development is proposed in this area. The extension of Kellogg Avenue to Fairview Avenue is included in the County's Circulation Element Plan and is expected to alleviate traffic congestion at the Fairview Avenue/Hollister Avenue intersection. It is possible that the Kellogg Avenue extension through to Fairview Avenue may be accomplished by crossing the parcel proposed for annexation. The service road is proposed to be relocated to the east as well.

7. *Net Addition of 100,000 sq. ft. of Nonresidential Square Footage in the Specific Plan Area* - The Draft Specific Plan will be developed early in the process so that it can be evaluated along with the Master Plan Update in the environmental document.

Depending on the configuration that is ultimately recommended in items 2 and 3 above, if the runway extension or runway safety area extends into the Goleta Slough Reserve Zone (which coincides with the Goleta Slough Ecological Reserve boundary), a Local Coastal Plan (LCP) Amendment will be necessary. The specifics of the LCP Amendment will be developed early in the writing of the EIR/EIS.

The project description also includes the development of a restoration/mitigation plan. The 1984 EIR/EA included the "Goleta Slough Management Plan" and the Department of Fish and Game has a Draft "Goleta Slough Ecological Reserve Management Plan." The intent is that the new restoration/mitigation plan take a comprehensive look at the Slough, update the two earlier plans and incorporate the necessary mitigation measures to wetlands impacts. The new plan will be developed in collaboration with the Goleta Slough Management Committee. This Committee was formed in 1991 and includes agency representatives, public interest groups and property owners in and around the Slough. The Committee's purpose includes commenting on plans and projects that directly and indirectly affect the Goleta

---

[1] Several alternatives for each of these proposals will be studied equally in the EIR/EIS.

Slough.

ENVIRONMENTAL SETTING

(See Project Description, Attachment 2, and Zoning Map, Attachment 6)

Master Plan Update Area

Assessors Parcel Nos.:	73-080-33 and a portion of 73-080-37.
Parcel Size:	Approximately 800 acres south of Hollister Avenue of which about 400 acres are the Goleta Slough Ecological Reserve.
Current Zoning:	See Attachment 6
General Plan:	Major Public and Institutional (all but the Goleta Slough) and Recreational/Open Space (the Goleta Slough)
Existing Use:	Santa Barbara Municipal Airport (See "Existing Development" on page 7 and Section 3 of the Master Plan Update for a complete description)
Proposed Use:	See Project Description, Attachment 2
Access:	Via driveways off Moffett Place on the east. Access to the airfield itself is restricted
Slope:	Flat

Specific Plan Area

Assessors Parcel Nos.:	73-080- 01, -03, -06, -35 and -36 and a portion of 73-080-37.
Parcel Size:	Approximately 100 acres north of Hollister Avenue and 50 acres south of Hollister Ave.
Current Zoning:	See Attachment 6
General Plan:	General Commerce along the north side of Hollister Avenue; Industrial south of US 101; and Major Public and Institutional south of Hollister Avenue
Existing Use:	General commercial and light industrial including a movie theater, contractors' yards, a recycling center, government field offices,Southern California Edison Service Center, and warehouses, etc.

Proposed Use: See Project Description, Attachment 2

Access: Via several roads that intersect Hollister Avenue including Firestone Road, Love Place and Lopez Road

Slope: Flat

Existing development

The existing Airport property is approximately 948 acres in size, located both north and south of Hollister Avenue. There are 76 buildings totalling about 875,000 gross sq. ft. of space on Airport property. In addition to Airport-related buildings and uses, there are about 120 tenants using Airport-owned and managed buildings and areas.

In terms of airfield improvements, there are three existing runways:

1. Runway 7-25, the main air carrier runway, is 6,049 feet long by 150 feet wide and runs east-west. This runway serves the larger air carriers (i.e., over 30 passengers), commuter flights (less than 30 passengers) and many corporate jets.

2/3. Runways 15-33 run generally north-south. These are actually two smaller runways (15R-33L, which is 4,183 feet by 100 feet, and 15L-33R, which is 4,179 feet by 75 feet) that primarily serve small general aviation aircraft.

The existing Terminal (located at 500 Fowler Road) is approximately 20,000 sq. ft. in size. It currently houses five airlines (United, United Express, American Eagle, Skywest and US Air Express), car rental companies, a small gift shop and a restaurant. Long and short term parking is available in two lots adjacent to the Terminal. Improvements to the Terminal short and long term parking lots and the Terminal entrance road were recently approved by the Planning Commission and should begin construction in the next few months. Section 3 of the Draft Master Plan Update includes a more complete discussion of existing Airport improvements.

Attachments:

1.Map showing Master Plan Update and Specific Plan recommendations
2.Project description - Master Plan Update and Specific Plan
3.Master Plan Project Recommendations
4.Federal Air Regulations (FAR) Part 139 - Certification and Operations:
Land Airports Serving Certain Air Carriers
5.Summary of Runway 7-25 Alternatives
6.Airport Zoning Map

INITIAL STUDY CHECKLIST

INTRODUCTION

This checklist is to be completed for all projects which are not exempt from environmental review under the California Environmental Quality Act (CEQA). The information, analysis and conclusions contained in the checklist is the basis for deciding whether an Environmental Impact Report (EIR) or Negative Declaration (ND) is to be prepared. Additionally, the checklist shall be used to focus an EIR on the effects determined to be potentially significant.

The following checklist indicates the potential level of impact and is abbreviated as follows:

Known Sig.:	Known significant environmental impacts.
Unknown Poten. Sig.:	Unknown,potentially significant impacts which need further review to determine significance level.
Poten. Sig. and Mitig.:	Potentially significant impacts which can be mitigated to less than significant levels.
Not Sig.:	Impacts which are not considered significant or no impact.

1. AIR QUALITY:

Will the proposal result in:	Known Sig.	Unknown poten. Sig.	Poten. Sig. and Mitig.	Not Sig.
a. The violation of any ambient air quality standard, a substantial contribution to an existing or projected air quality violation including, CO hotspots, or exposure of sensitive receptors to substantial pollutant concentrations (emissions from direct, indirect, mobile and stationary sources)? RHC n/a lbs/day NOx n/a lbs/day	___	✓	___	___
b. The creation of objectionable smoke, ash or odors?	___	___	___	✓
c. Dust generation?	___	✓	___	___

Impact Discussion: The Master Environmental Assessment (MEA) does not address air quality at the Airport. The Goleta Community Plan EIR, which assumed build out of the Airport, projected that the following significant air quality impacts would occur:

- Pollutant emissions associated with construction activities associated with implementation of the Community Plan (p. II-20); and
- Emissions from vehicular and other sources associated with buildout of the Plan, in conjunction with UC Santa Barbara's Long Range Development Plan and build out of the Airport, would result in significant cumulative impacts which contribute to the regional air pollution background (p. II-21).

The Master Plan Update assumes a more than doubling of passengers at the Airport and an increase of about 80% in total aircraft operations. This will result in more emissions from both aircraft and automobiles bringing passengers, employees and pilots to the Airport. The Specific Plan will include an increase of 100,000 sq. ft. of commercial and industrial area which will result in additional vehicle traffic. In addition, the construction activities associated with the runway and Terminal work, as well as the additional 100,000 sq. ft. in the Specific Plan area, may result in significant short term impacts on air quality. In conclusion, there is the potential for both short and long term, project specific and cumulative air quality impacts as a result of the implementation of the Master Plan Update and Specific Plan.

Mitigation and Residual Impact: To be determined in the EIR/EIS.

Recommended Monitoring: To be determined in the EIR/EIS.

2. BIOLOGICAL RESOURCES:

The Goleta Slough is a regionally rare system of wetland and adjacent upland habitats. According to the MEA, the Slough is the most sensitive biological habitat in the City. The Goleta Slough Ecological Reserve is about 400 acres in size and is administered by the California Department of Fish and Game as a part of the State Ecological Reserve System. About 350 acres of the Reserve is owned by the City and the remainder is owned by the State. Wetlands on the property include many examples of estuarine (or tidally influenced) and palustrine and riverine (or nontidal) types. The 1984 Airport Master Plan EIR indicated that over half of the Airport property (494 of 949 acres) was uplands and 398 acres of the property are considered wetlands. Uplands are generally considered to be land sufficiently above and/or away from wetlands as to be solely dependent upon local precipitation for its water supplies.

Will the proposal result in:	Known Sig.	Unknown poten. Sig.	Poten. Sig. and Mitig.	Not Sig.
a. A loss or disturbance to a unique, rare or threatened plant or animal community?	___	✓	___	___
b. A reduction in the numbers or restriction in the range of any unique, rare or threatened species of plants or animals?	___	✓	___	___
c. A reduction in the extent, diversity, or quality of native vegetation (including brush removal for fire prevention and flood control improvements)?	___	✓	___	___

d. An impact on non-native vegetation whether naturalized or horticultural?	___	___	___	✓
e. The loss of healthy specimen trees?	___	___	___	✓
f. Introduction of herbicides, pesticides, animal life, human habitation, non-native plants or other factors that would change or hamper an existing habitat?	___	✓	___	___
g. A reduction in the numbers, a restriction in the range, or an impact to the critical habitat of any unique, rare, threatened, or endangered species of animals?	___	✓	___	___
h. A reduction in the diversity or numbers of animals on site (including mammals, birds, reptiles, amphibians, fish or invertebrates)?	___	✓	___	___
i. A deterioration of existing fish or wildlife habitat (for foraging, breeding, roosting, nesting, etc.)?	___	✓	___	___
j. Introduction of barriers to movement of any resident or migratory fish or wildlife species?	___	✓	___	___
k. Introduction of any factors (light, fencing, noise, human presence and/or domestic animals) which could hinder the normal activities of wildlife?	___	✓	___	___

Impact Discussion: There have been several documents and studies that have addressed the Goleta Slough in the last ten years. The 1984 Airport Master Plan EIR included an extensive analysis of the potential impacts on the Slough from the proposed extension of Runway 7. The Master Plan had recommended that Tecolotito Creek, which is located about 350 feet from the end of Runway 7, be relocated to the west to accommodate the runway extension. That document included the "Goleta Slough Management Plan" which was the first comprehensive plan for the Slough since the Local Coastal Plan was adopted in 1982. Since the 1984 EIR was certified, several other biological studies have been prepared including:

- Draft Dept. of Fish and Game Management Plan for Goleta Slough (1988) - This report, which is now being revised, addresses the Goleta Slough Ecological Reserve (shown as the land zoned "GSR" on the Airport Zoning Map, Attachment 6). Many of the recommendations of the Goleta Slough Management Plan, included in the 1984 EIR, were incorporated into this document.
- Draft Jurisdictional Report for the Army Corps of Engineers (July, 1993) - This report delineates the extent of wetlands (as defined by the Corps) adjacent to the runways in areas where projects are proposed. The report is expected to be finalized in September, 1993.

- A Survey of the Fishes of Goleta Slough (August, 1992) - This study focussed on the tidewater goby, which is a candidate species for Federal listing as an endangered species. It also addressed other fish found during surveys of the creek channels of the Slough.
- A Belding's Savannah Sparrow survey (November, 1992) - This study addressed this Federal endangered species candidate. Other bird species of concern were also noted in this study.
- A Wildlife Hazard Reduction Study (May 1993) - This study addresses aircraft bird strikes and measures to reduce these wildlife hazards to aircraft.

The current Master Plan Update proposes to extend Runway 7-25 westerly and bridge Tecolotito Creek which is located 320 feet from the west end of the runway (rather than relocating the Creek as was proposed in the 1980 Plan). The Master Plan Update also calls for the addition of runway safety areas off both ends of Runway 7-25 and off the both ends of Runway 15R-33L. A runway safety area is a compacted and graded dirt area that is capable of supporting the weight of an aircraft for a short period of time in the event of an overrun. Some of the area off the end of these three runways is wetlands that are proposed to be filled and compacted. In addition to the bridge over Tecolotito Creek, bridges over San Pedro and historic San Jose[2] creeks are also proposed. There is clearly the potential for significant biological impacts with the implementation of the Master Plan Update that should be addressed in the EIR/EIS. The document will analyze other alternatives for the runway extension and runway safety area projects on an equal basis to ensure that the most beneficial and least environmentally damaging alternative for each runway is pursued. Any mitigation developed will need to address the possible attraction of birds to the vicinity of the runways, which could lead to more bird strikes and aircraft accidents.

Mitigation and Residual Impacts: To be determined in the EIR/EIS.

Recommended Monitoring: To be determined in the EIR/EIS.

3. CULTURAL RESOURCES:

Will the proposal result in:	Known Sig.	Unknown poten. Sig.	Poten. Sig. and Mitig.	Not Sig.
a. ARCHAEOLOGICAL RESOURCES:				
1. Disruption, alteration, destruction or adverse effect on a recorded prehistoric or historic archaeological site (note site number below)?	___	✓	___	___
2. Distribution or removal of human remains?	___	✓	___	___

[2] This channel is called "historic" because San Jose has been rerouted to "new" San Jose Creek on the west side of Ward Memorial Drive. This creek channel remains but does not have much, if any, water flowing through it.

3. Increased potential for trespassing, vandalizing, or sabotaging archaeological resources?				✓
4. Ground disturbances in an area with potential cultural resource sensitivity based on the location of known historic or prehistoric sites?		✓		

b. ETHNIC RESOURCES:

1. Disruption of or adverse effects upon a prehistoric or historic archaeological site or property of historic or cultural significance to a community or ethnic group?		✓		
2. Increased potential for trespassing, vandalizing, or sabotaging ethnic, sacred, or ceremonial places?				✓
3. The potential to conflict with or restrict existing religious, sacred, or educational uses of the area?				✓

c. HISTORIC RESOURCES:

1. Disruption of or adverse effects upon a prehistoric or historic archaeological site or property of historic or cultural significance to a community or ethnic group?				✓
2. Beneficial impacts to a historic resource by providing rehabilitation, protection in a conservation/open easement, etc.?		✓		

Impact Discussion: The MEA shows the entire Airport property as being sensitive in terms of Cultural Resources. The reason for this determination was that there are many archaeological sites adjacent to the Slough, particularly in the Specific Plan area. There are also many "redeposited" sites on Airport property. Redeposited sites are those that contain archaeological material, but it has been removed from its original location. When construction of the Airport began in the 1920s, adjacent land was excavated to fill the Slough to create runways and Airport buildings. On August 18, 1993, the Landmarks Committee reviewed and approved a Airportwide Phase I Archaeology Study[3]. This study revised the MEA map to exclude areas that are clearly not sensitive, such as the Slough itself. The study also recommended mitigation measures for impacts in various sensitivity zones.

In terms of historic resources, many of the buildings on Airport property are of World War II vintage. The Airlines Terminal, originally built by United in 1942, is one of Santa Barbara most admired buildings and it is proposed to be tripled in size. The Landmarks Committee has recommended that the Airlines Terminal be considered for designation as a Structure of Merit. Two buildings in the vicinity of the Airlines Terminal are proposed for demolition. It is also possible that additional buildings will be proposed for demolition, particularly in the Specific Plan area.

The addition of 100,000 sq. ft. in the Specific Plan area, the demolition of existing buildings and the implementation of the Master Plan Update recommendations could result in significant archaeological and historic resource impacts.

Mitigation and Residual Impact: To be determined in the EIR/EIS.

Recommended Monitoring: To be determined in the EIR/EIS.

4. ENERGY:

Will the Proposal result in:	Known Sig.	Unknown poten. Sig.	Poten. Sig. and Mitig.	Not Sig.
a. Substantial increase in demand, especially during peak periods, upon existing sources of energy?				✓
b. Requirement for the development of new sources of energy or expansion of existing facilities?				✓

Impact Discussion: Electrical services are provided to the Airport by Southern California Edison. According to the Goleta Community Plan EIR (p. V.K-11), which assumed buildout of the Airport, electrical facilities impacts are not expected to be significant as follows:

"Electrical facilities are designed for future projected growth of the area and are reviewed and upgraded to meet

[3] This study has been distributed to the Environmental Review Committee. It is not available to the general public because of the sensitive nature of the contents.

electrical needs as projects are developed. Should new demand require more capacity, a simple transformer changeout at the substation would provide adequate capacity..... Therefore, no significant impacts to the provision of electricity in the study area would result from either ten-year buildout or final buildout.....No significant cumulative impacts to the provision of electricity would occur as a result of the project in conjunction with demand from UCSB or the SBMA [Municipal Airport]."

Natural gas is provided by the Southern California Gas Company. According to the Goleta Community Plan EIR (p. V.K-11), the policies of the Plan require the phasing of development over time so as not to exceed the ability to provide natural gas service. Significant impacts are not expected to occur.

Mitigation and Residual Impact: None required.

Recommended Monitoring: None required.

5. GEOLOGIC PROCESSES:

Will the proposal result in:	Known Sig.	Unknown poten. Sig.	Poten. Sig. and Mitig.	Not Sig.
a. Exposure to or production of unstable earth conditions such as landslides, earthquakes, liquefaction, soil creep, mud slides, ground failure (including expansive, compressible, collapsible soils), or similar hazards?		✓		
b. Disruptions, displacements, compaction or overcovering of the soil by cuts, fills, or extensive grading?				✓
c. Permanent changes in topography?				✓
d. The destruction, covering or modification of any unique geologic, paleontologic, or physical features?				✓
e. Any increase in wind or water erosion of soils, either on or off the site?		✓		
f. Changes in deposition or erosion of beach sands or dunes, or changes in siltation, deposition or erosion which may modify the channel of a river, stream or the bed of the ocean or any bay, inlet or lake?				✓

g. Excessive grading on slopes of over 20 percent?	___	___	___	✓
h. Sand or gravel removal or loss of topsoil?	___	___	___	✓
i. Vibrations, from short-term construction or long-term operation, which may affect adjoining areas?	___	___	___	✓
j. Excessive spoils, tailings or overburden?	___	___	___	✓

Impact Discussion: The MEA does not address geology and soils issues at the Airport. Geology and soils were studied in the 1984 EIR/EA and were found to be insignificant. That EIR/EA states (p. 186) the following relative to geology:

"The airport site is located in a seismically active region. Four major active faults affect the Goleta Valley, including the San Andreas, Santa Ynez, Big Pine and Nacimiento Faults. The most significant fault with respect to fault rupture hazard analysis for the study area is the More Ranch fault which....bisects the southern portion of the airport property.....[T]he [More Ranch] fault is considered to be 'active' (i.e., exhibiting evidence of movement within the last 11,000 years)...."

The 1984 EIR/EA lists the following Class III geotechnical impacts, in order of decreasing significance. The findings of the Goleta Community Plan (GCP) EIR are also noted below:

1. Liquefaction - Soils of the type which are susceptible to liquefactions (i.e., relatively loose sand that is water saturated) are present in the study area. Recommended mitigations include dewatering sites, preconsolidating the underlying soils, and mechanically compacting the soils that are susceptible to liquefaction. Each new building proposed at the Airport is required to have a soils report prepared with the recommendations incorporated into the design, including recommendations that address the potential for liquefaction (p. 189 of the 1984 EIR/EA). The Division of Land Use Controls also requires geology reports for certain areas of the City, including at the Airport, that have geologic conditions that warrant such a study. The GCP EIR (p. V.C-17) makes the general statement that "Development constructed in the coastal plain and valley bottom areas .... could experience adverse impacts from liquefaction during a seismic event." This Class II impact can be mitigated by adhereing to site specific geologic and soils investigation recommendations, which is already required for new buildings in the Airport area when appropriate. This impact is not expected to be significant.

2. Seismic Shaking - The 1984 EIR/EA for the Draft Master Plan states that the Airport area is likely to be subjected to seismic shaking in the future. The document goes on to state (p. 189): "Seismic design criteria for the study area should be formulated upon more detailed site specific soils and geologic investigations and upon the regional criteria presented in the County Seismic Safety and Safety Element." The GCP EIR (p. V.C-17) found this impact to be significant but mitigable (Class II) with the mitigation being site specific geologic investigations, already required for most new Airport buildings. This impact is not expected to be significant.

3. Tsunamis - The 1984 EIR/EA indicates (p. 188) that the Goleta Slough-Santa Barbara Airport has been identified as one of the areas in the County most likely to be impacted by tsunami. The critical elevation, below which moderate to severe tsunami damage might be expected to occur, is 10 feet above mean sea level. The recommended mitigation is to fill above elevation 10 feet and locate new structures on the filled areas. This issue is not specifically addressed in the GCP EIR. Generally all new buildings at the Airport are constructed with a finished floor elevation of at least 11 feet. One exception to this is the existing Airlines Terminal, which has a finished floor elevation of 9 feet. Discussions are currently underway with the Federal Emergency Management Agency (FEMA) to determine if the proposed addition to the Airlines Terminal can also be constructed at 9 feet elevation if dry floodproofing methods are employed to mitigate any flooding impacts. While these measures would mitigate minor flooding, it is doubtful that they would

4. Compressible Surface Soils - The 1984 EIR/EA recommends that compression effects be mitigated by removing and recompacting low density soils. As noted above, each new building or facility will be designed based on the findings of a site specific soils report and most new Airport buildings also require the preparation of a geology report. The GCP EIR (p. V.C-17) indicates that development on certain soils with high shrink swell potential could lead to Class II impacts. That impact is mitigated by evaluation by a qualified soils engineer and/or engineering geologist that establishes that the site will be stabilized as a part of project design. As noted above, soils and geology reports are required for new Airport buildings and this impact is not expected to be significant.

5. Fault Rupture - The More Ranch Fault, which is considered to be active, bisects the lower portion of the Airport property near Goleta Beach. The EIR/EA indicates that mitigation of the fault rupture hazard is most easily accomplished by accurate fault location studies and appropriate setbacks to accommodate the mapped traces. No new habitable structures are proposed near the possible location of this fault and, with project specific geologic studies for most new structures, impacts are not expected to be significant.

Mitigation and Residual Impact: None required.

Recommended Monitoring: None required.

6. HOUSING:

Will the proposal result in:	Known Sig.	Unknown poten. Sig.	Poten. Sig. and Mitig.	Not Sig.
a. Loss of existing affordable dwellings through demolition, conversion or removal?				✓
b. Displacement of current residents?				✓
c. An effect on existing housing or creation of demand for additional housing?			✓	

Impact Discussion: The development of the 100,000 sq. ft. in the Specific Plan area and the new employees associated with the increase in passengers will generate demand for additional housing. The potential demand will be calculated in the Growth Inducement section of the EIR/EIS.

Mitigation and Residual Impact: Any new buildings that require Development Plan Approval (including the proposed Airlines Terminal addition) will be required to meet the provisions of the Housing Mitigation Ordinance. No significant impacts are expected.

7. LAND USE:

Will the proposal result in:	Known Sig.	Unknown poten. Sig.	Poten. Sig. and Mitig.	Not Sig.
a. Structures and/or land-use incompatible with existing land-use?		✓		
b. The induction of substantial growth or concentration of population?				✓
c. The extension of sewer trunk lines or access roads with capacity to serve new development beyond this proposed project?				✓
d. The loss of a substantial amount of open space?		✓		

	Known Sig.	Unknown poten. Sig.	Poten. Sig. and Mitig.	Not Sig.
e. Establishment of a use which would substantially diminish or impair long term productivity of the environment?				✓

f. Creation of an inconsistency with existing plans and policies?

Yes ✓ Maybe ____ No ____

Discussion: The Goleta Slough is designated "Recreational Open Space" in the Local Coastal Plan. The Goleta Slough Reserve (GSR) Zone, which coincides with the Goleta Slough Ecological Reserve, is located approximately fifty (50) feet off the west end of Runway 7-25. Runway 7-25 is proposed to be extended by 400 feet westerly, with a 500 foot wide by 1,000 foot long runway safety area beyond the runway extension. The uses allowed in the GSR Zone and Ecological Reserve do not include runway extensions and safety overrun areas. When the City Council reviewed the Local Coastal Plan implementation package in early 1992, they initiated a Local Coastal Plan Amendment to accommodate the proposed runway extension and runway safety area. The specifics of the LCP Amendment have not been determined, but will be developed when the project description is expanded in the early stages of the EIR/EIS.

The issues of consistency with land use plans and policies and Growth Inducement will be addressed in the EIR/EIS.

8. NOISE:

Will the proposal result in:	Known Sig.	Unknown poten. Sig.	Poten. Sig. and Mitig.	Not Sig.
a. Long-term exposure of people to noise levels exceeding City thresholds?		✓		
b. Short-term exposure of people to noise levels exceeding City thresholds?				✓
c. Project-generated substantial increase in the ambient noise levels for adjoining areas (either day or night)?		✓		

Impact Discussion: The MEA notes that the primary noise sources in the vicinity of the Airport are US 101, Hollister Avenue and air traffic using the Airport. Several studies have been done over the years to address Airport related noise, the most recent being the "FAR Part 150 Airport Noise Compatibility Study." One of the recommendations of that study was to widen and lengthen Runway 15R-33L (the north-south runway) to allow corporate jets and commuter aircraft, such as those used by American Eagle and United Express, to take off on this runway. By taking off over the ocean, the noise impacts on residential areas to the east and west of the Airport would be reduced. The GCP EIR indirectly cited a noise impact related to the Airport (p. II-15) by stating: "Cumulative [Class I] impacts from increases in traffic volume associated with buildout of the proposed Community Plan in conjunction with UCSB and SBMA may increase noise levels at sensitive receptors located along the roadways."

The issue of noise is clearly one that could be significant, both in terms of aircraft noise and associated vehicle noise. The forecasts included in the Master Plan Update will be re-evaluated to determine the projected number of flights, then noise projections will be developed. This will be an important issue to be addressed in the EIR/EIS.

Because construction will be spread over a 10 to 15 year period, and because there are not any "sensitive receptors" in the vicinity of the Airport, construction related noise is not considered to be significant.

Mitigation and Residual Impact: To be determined in the EIR.

Recommended Monitoring: To be determined in the EIR.

9. PUBLIC SERVICES:

Will the proposal result in:	Known Sig.	Unknown poten. Sig.	Poten. Sig. and Mitig.	Not Sig.
a. DRAINAGE				
1. Substantial increase in storm water runoff?	___	___	___	✓
2. Aggravation of an identified drainage problem or creation of a new one?	___	___	___	✓
b. FIRE PROTECTION				
1. Establishment or expansion of a permanent use in high fire hazard area.	___	___	___	✓
2. Substantial increase of expenditures for fire protection?	___	___	___	✓

3. Exposure of people to hazardous wastes/materials?	___	___	___	✓
c. POLICE PROTECTION				
1. Substantial increase in expenditures for police protection?	___	___	___	✓
d. PARKS AND RECREATION				
1. Addition of a substantial number of people to an area where existing parks and recreation facilities are inadequate?	___	___	___	✓
2. Conflict with established recreation uses of the area?	___	___	___	✓
3. Conflict with biking, equestrian and/or hiking trails?	___	___	___	✓
e. SCHOOLS				
1. Substantial increase in the number of school children in the attendance area?	___	✓	___	___
2. Aggravation of an existing facilities overcrowding problem?	___	___	___	✓
3. A negative impact on student access routes to or from school property during normal working hours?	___	___	___	✓
f. SEWERS				
1. Substantial increase in sewage generation? ___n/a___ gal/day.	___	___	___	✓
2. Aggravation of an identified sewer system problem or creation of a new one?	___	___	___	✓

g. SOLID WASTE

1. Substantial increase in solid waste generation?

___ ___ ___ ✓

Impact Discussion:

DRAINAGE - This issue is addressed under "Flooding" below.

FIRE PROTECTION - The MEA, written in the late 1970s, indicates that fire flow in the Airport area is inadequate. Since that time, fire flow has been improved north of Hollister Avenue and on the north side of the airfield. Fire flow in the south part of the airfield is currently marginal, but a consultant has been selected and funding is being secured to upgrade this system. With the implementation of these improvements in the next year, fire flow impacts are not expected to be significant.

The GCP EIR cites (p. V.K-14) Class I cumulative fire protection impacts associated with build out of the Community Plan and demand associated with UCSB and the Airport. The reason for this finding is that existing stations are over utilized. County Fire Station 12 is located on Hartley Place and serves the non-aviation portion of the Airport. According to Table V.K-1 of the Goleta Community Plan EIR (Attachment 7), the average population per fire fighter in the six stations in the Goleta area is 3,584. The population served by Station 12 is a total of 3,875 with 3 fire fighters on duty at all times, a per fire fighter ratio of 1,292, about 1/3 the ratio of the other fire stations in the area. This indicates that, even with increases in the number of people in the Airport area, the fire fighting capacity is adequate and significant impacts should not occur.

In terms of providing fire protection in the event of an aircraft crash, the Planning Commission recently approved the construction of a new Aircraft Rescue and Fire Fighting (ARFF) Station. This station has the capacity to serve existing aircraft that utilize the Airport, as well as the larger MD-80s that American Airlines flew from the Airport until July 1, 1993. This issue is not expected to cause significant impacts.

POLICE PROTECTION - The Santa Barbara Airport provides initial response to incidents with its own police protection Staff with backup from the City Police Department and County Sheriff's Department. According to Richard Ruch, Airport Patrol Supervisor, the addition of 100,000 sq. ft. in the Specific Plan area would not result in the need to increase the number of officers employed by the Airport Dept. unless a significant sized recreational use was proposed (e.g., a roller skating rink). The Airport Director has indicated that any additional officers, if needed in conjunction with the Specific Plan or Master Plan Update, would be funded through Airport revenues.

The GCP EIR cites project specific impacts to law enforcement from the build out of the Community Plan. Cumulative impacts, which would relate to the Airport, are not cited because the Airport provides its own police protection. Police protection is not expected to be a significant impact.

PARKS AND RECREATION - The Airport Zoning Ordinance (Section 29.87.195) requires that for all new construction, 25% of a parcel must be landscaped. For example, the Edison project, constructed several years ago on David Love Place north of Hollister Avenue, includes a small public park that met this requirement. Goleta County Beach Park is located to the south of the Airport and UCSB offer many recreation opportunities. As the Master Plan Update and Specific Plan do not involve residential uses and there are parks and recreation facilities nearby, parks and recreation impacts are not expected to be significant.

SCHOOLS - The Goleta Community Plan EIR includes statistics about the capacity and percent utilization of Goleta area schools. The elementary schools range from 85% to 108% utilization, with 91% the average. Population growth associated with the Community Plan is considered a Class I impact on elementary schools. The two junior highs and two high schools do not currently have an overcrowding problem. New employees associated with the addition of 100,000 sq. ft. and the increase in employees associated with additional airline passengers may result in people moving to the Santa Barbara area. These new employees will have children that will attend local schools. Until more is known about the types of uses in the Specific Plan area (which will be developed early in the EIR/EIS process), there exists the possibility of significant impacts on the local elementary schools.

SEWERS - Sewer service for the Airport is provided by the Goleta Sanitary District which is located just east of the Airport on Moffett Place. According to the GCP EIR (p. V.K-9), the Goleta Sanitary District facility has a design capacity of 9.7 million gallons per day (MGD). The plant's permit from the Regional Water Quality Control Board limits them to processing 7.9 MGD and they have applied for a permit to increase their capacity to 8.3 MGD by 1996. Table V.K-3 in the GCP EIR (p. V.K-10) indicates that the 1990 flow was 4.22 MGD. The EIR states (p. V.K-25) that commercial and industrial projects typically generate 100 gallons/day per 1,000 sq. ft. of development. Using this formula, the 100,000 sq. ft. in the Specific Plan area would be expected to generate 10,000 gpd or .01 MGD. The increase in wastewater flow associated with the Master Plan Update and Specific Plan is not expected to be significant.

SOLID WASTE - The Goleta Community Plan EIR indicates (p. V.K-8) that the Tajiguas Landfill has the capacity to accommodate waste generated in the Goleta Valley through 2020. The increase in waste associated with the buildout of the Community Plan is considered a Class I impact. The cumulative impact, including buildout of the Airport and UCSB, is also considered a significant impact. The findings of this EIR will be summarized and updated in the EIR/EIS.

Mitigation and Residual Impact: None required except those for elementary schools and solid waste will be determined in the EIR/EIS.

Recommended Monitoring: None required except those for elementary schools and solid waste will be determined in the EIR/EIS.

10. RISK OF UPSET/HAZARDOUS MATERIALS:

a. In the known history of this property, have there been any past uses, storage, or discharge of hazardous materials? (Examples of hazardous materials include, but are not limited to, fuel or oil stored in underground tanks, pesticides, solvents, or other chemicals)

Yes ✓ Maybe ____ No ____

b. Will the proposed project involve the use, storage or distribution of hazardous or toxic materials?

Yes ✓ Maybe ____ No ____

Discussion: Most of the Airport property was developed by the Marine Corps during World War II. The City and the Army Corps of Engineers have been working to remove the underground fuel storage tanks and any contaminated soils. It is likely that hazardous materials have been used and stored throughout the area, but exact locations are not known at this time. A records search and survey will be conducted to determine what type and where hazardous materials are located and methods to remediate any contamination. This is an issue that could result in significant effects that should be addressed in the EIR/EIS.

Will the proposal result in:	Known Sig.	Unknown poten. Sig.	Poten. Sig. and Mitig.	Not Sig.
c. A risk of an explosion or the release of hazardous substances (including, but not limited to oil, gas, biocides, bacteria, pesticides, chemicals or radiation) in the event of an accident or upset conditions?				✓
d. Possible interference with an emergency response plan or an emergency evacuation plan?				✓
e. The creation of a potential public health hazard?		✓		
f. Public safety hazards from oil or gas pipelines or oil well facilities?				✓
g. Exposure to hazards from oil or gas pipelines or oil well facilities?				✓

h. The contamination of a public water supply?	___	___	___	✓

Impact Discussion: The Specific Plan area is located immediately adjacent to the railroad tracks and US 101. Proximity to railroad tracks and the highway increases the chance of impacts associated with a hazardous materials spill. In addition, there is a concern with high concentrations of people in close proximity to the Airport. With the implementation of the Plan, there will be more people utilizing the area, thus an increased number of people could be exposed to hazardous materials spills and aircraft accidents. In addition, it is possible that some of the possible uses in the Specific Plan area could involve hazardous materials (the uses have not been determined yet). In either case, there is a potential for significant risk of upset impacts associated with the Specific Plan.

Mitigation and Residual Impact: To be determined in the EIR/EIS.

Recommended Monitoring: To be determined in the EIR/EIS.

11. TRANSPORTATION/CIRCULATION:

Will the proposal result in:	Known Sig.	Unknown poten. Sig.	Poten. Sig. and Mitig.	Not Sig.
a. Generation of substantial additional vehicular movement (daily, peak-hour, etc.) in relation to existing traffic load and capacity of the street system? n/a ADT n/a Peak Hour	___	✓	___	___
b. A need for private or public road maintenance, or a need for new road(s)?	___	___	___	✓
c. Effects on existing parking facilities or demand for new parking? Zoning Requirement n/a Demand n/a	___	✓	___	___
d. Substantial impact upon existing transit systems (e.g. bus service) or alteration of present patterns of circulation or movement of people and/or goods?	___	✓	___	___

e. Alteration to waterborne, rail or air traffic?	___	✓	___	___
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians (including short-term construction and long-term operational)?	___	✓	___	___
g. Inadequate:				
sight distance?	___	___	___	✓
ingress/egress?	___	___	___	✓
general road capacity?	___	✓	___	___
emergency access?	___	___	___	✓

Impact Discussion: Traffic, circulation and parking issues were addressed in the 1984 EIR/EA, but in a very cursory manner, and none of the impacts were found to be significant. The Goleta Community Plan EIR found that in 2002, 8 intersections and 16 roadway segments would operate at V/C ratios of 0.80 or higher during the afternoon peak hour. That EIR incorporated planned improvements using Measure D funds and other funding sources.

One of the mitigations discussed in the GCP EIR was to connect South Kellogg Avenue through to Fairview Avenue. This may help in diverting some Airport Terminal traffic from the Fairview Avenue/Hollister Avenue intersection, one of the worst in the County. The Master Plan Update includes the annexation of about 17 acres of land to the east of Runway 25 near Fairview Ave for the purposes of relocating the localizer, a part of the Airport's Instrument Landing System. An added benefit of this annexation is that it is possible that Kellogg Avenue may be extended across the land proposed for annexation. The City and County are working with CalTrans and local property owners to determine the feasibility of extending Kellogg Avenue, and/or adding a southbound offramp from Ward Memorial Boulevard (SR 217) to the Airlines Terminal.

Traffic and circulation impacts and mitigations need to be addressed in the EIR/EIS, primarily based on the information in the Goleta Community Plan EIR and updated data that will be generated for the EIR/EIS. Mitigation measures to be addressed including the use of buses, bicycles, other modes of travel, the Kellogg Avenue extension and possible new Ward Memorial offramp.

In terms of parking, the MEA stated that 200 long term parking spaces and 100 short term spaces were provided in 1979, with only 100 more long term spaces needed to meet demand. The proposed improvements to the two parking lots (approved in 1993 and not yet constructed) include 779 long term spaces and 264 short term spaces. This amount of parking is adequate to serve existing parking demand except for on major holiday weekends when overflow parking lots are utilized. The Master Plan Update includes the concept of a parking garage south of the Airlines Terminal. This will be studied to determine the need for and number of spaces that should be provided in this structure. The potential for significant parking impacts needs to be analyzed in the EIR/EIS.

Mitigation and Residual Impact: To be determined in the EIR/EIS.

Recommended Monitoring: To be determined in the EIR/EIS.

12. VISUAL:

Will the proposal result in:	Known Sig.	Unknown poten. Sig.	Poten. Sig. and Mitig.	Not Sig.
a. The obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?				✓
b. Change to the visual character of an area?				✓
c. Glare or night lighting which may affect adjoining areas?				✓
d. Visually incompatible structures?				✓

Impact Discussion: The Airport property contains an important open space: the Goleta Slough. It also includes one of Santa Barbara County's more recognized and admired buildings: the Airlines Terminal. There are indirect issues associated with modifying either of these areas, but they are more appropriately addressed in the Biology Section (relating to the Slough) and the Historic Resources Section (relating to the Airlines Terminal). Significant visual impacts are not expected to occur.

Mitigation and Residual Impact: None required.

Recommended Monitoring: None required.

13. WATER RESOURCES/FLOODING:

Will the proposal result in:	Known Sig.	Unknown poten. Sig.	Poten. Sig. and Mitig.	Not Sig.
a. Changes in currents or the course or direction of water movements in either marine or fresh waters?				✓
b. Changes in percolation rates, drainage patterns or the rate and amount or surface water runoff?		✓		
c. Change in the amount of surface water in any water body?				✓
d. Discharge into surface waters or alteration of surface water quality, including but not limited to temperature, dissolved oxygen, turbidity or thermal water pollution (e.g., eutrophication)?		✓		
e. Alterations to the course or flow of flood waters or need for private or public flood control projects?		✓		

f. Exposure of people or property to water related hazards such as flooding (placement of project in 100 year flood plain), accelerated runoff or tsunamis?		✓		
g. Alteration of the direction or rate of flow of groundwaters?				✓
h. Change in the quantity of groundwaters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations of recharge interference?				✓
i. Overdraft or overcommitment of any ground-water basin or a substantial increase in the existing overdraft or overcommitment of any groundwater basin?				✓
j. The substantial degradation of groundwater quality including saltwater intrusion?				✓
k. 1. The use of substantial quantities of water? 18 to 23 AFY				✓
2. Substantial reduction in aquifer recharge?				✓
3. Substantial water quality degradation?				✓

Impact Discussion:

FLOODING AND DRAINAGE: The MEA does not address flooding and drainage issues, although these issues were addressed in the 1984 EIR/EA. That document describes the Airport as being a flat plain with shallow local depressions. Surface run off divides between the Tecolotito Creek drainage on the west and San Pedro Creek drainage on the east. Some of the Airport property, especially along the creeks, is in the floodway, an area that has restrictions on any development that could affect the flow of flood waters. In addition, almost all of the Airport property south of Hollister Avenue and most of the area north of it are in the 100 year flood plain. These areas must have a finished floor elevation above the 100 year flood elevation, unless special relief is granted by the Federal Emergency Management Agency (FEMA) and the City Planning Commission upon the recommendation of the Chief of Building and Zoning.

The exposure of people to flooding is a serious consideration in the siting of buildings, especially in the Specific Plan area. Flooding and drainage are also important issues related to the health of the Slough. The potential flooding, drainage and water quality impacts related to the implementation of the Master Plan Update and Specific Plan should be addressed in the EIR/EIS.

WATER SUPPLY: In December, 1990, the City prepared a water demand study for the Airport[4]. This study indicated the following with respect to the Airport property:

- The historic average annual water usage during June 1984 to May 1986 was 140.16 acre-feet.
- The average annual historic water use for the Specific Plan area was 123.22 acre feet.
- The average annual historic water use for the Master Plan area was 16.94 acre-feet.

The water demand associated with the Specific Plan is difficult to determine at this time as the proposed new uses have not been determined. Of the 100,000 sq. ft. proposed to be added to the area, it is reasonable to assume that half will be industrial and half commercial. Based on the figures in the City's Water Demand Factor and Conservation Study, the water demand would be as follows for those uses:

50,000 sq. ft. industrial[5]	0.15 afy/1,000 sq. ft. x 50,000 sq. ft. =	7.5 afy
50,000 sq. ft. commercial[6]	0.11 afy/1,000 sq. ft. x 50,000 sq. ft. =	5.5 afy
SPECIFIC PLAN TOTAL		13.0 afy

Based on the historic water use of 123.22 afy in the Specific Plan area, the addition of 13 afy represents a 10.6% increase. This does not assume any retrofitting of existing buildings.

Of the 16.94 afy noted above for the entire Master Plan Update area, it is difficult to separate out the water use associated with the Airlines Terminal. A water study was done in December, 1988 on the Airlines Terminal water usage[7] that established that water use in that building was directly correlated with passenger use. The study is not clear as to the total water use in the Airlines Terminal, but it does note that the Airlines Terminal water use represents from 5.8 to 7.3% of the water usage for the entire Airport property. Assuming "the entire Airport property" means the Master Plan Update and Specific Plan areas, the water use at the Airlines Terminal ranged from 8.1 to 10.2 afy. The proposed increase in passengers from about 600,000 to 1.5 million does not necessarily mean the Airlines Terminal water use will increase by the same proportions. The infrastructure of the Airlines Terminal is planned to be upgraded, thus water conserving fixtures will be installed. In any case, it seems prudent to assume that the additional water use associated with the increase in passengers would be on the order of 5 to 10 afy.

---

[4] The "Santa Barbara Airport Water Use" Study, prepared by P&D Technologies, December, 1990.

[5] Based on research and development type of industrial use.

[6] Based on retail, less than 20,000 sq. ft.

[7] Santa Barbara Airport Terminal Building Water Usage Study, prepared by Archer-Spencer Engineering Assoc., Inc., December, 1988.

Based on these assumptions, the additional water use could be from 18 afy (13.0 + 5.0) to 23 afy (13.0 + 10.0). These numbers represent 12.8 to 16.4 percent of historic water demand. This additional demand should be evaluated in the EIR/EIS.

Mitigation and Residual Impact: Flooding and drainage impacts to be determined in the EIR/EIS.

Recommended Monitoring: Flooding and drainage monitoring to be determined in the EIR/EIS.

14. SOCIO-ECONOMIC EFFECTS

When the Specific Plan was first scoped in 1988, there was concern about the effects of possible relocation of businesses from the Specific Plan area. This should be addressed in the appropriate section of the EIR/EIS.

Mandatory Findings of Significant Environmental Effect

	Yes	Maybe	No
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of major periods of California history or prehistory?	✓		
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		✓	
c. Does the project have environmental effects which are individually limited but cumulatively considerable?	✓		
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓	

Alternatives to the Proposed Action

Does the project require the discussion and evaluation of a range of reasonable alternatives which could feasibly attain the basic objectives of the project?	✓		

RECOMMENDATION OF THE ENVIRONMENTAL ANALYST:

On the basis of this initial evaluation:

___ I find the proposed project will NOT have a significant adverse environmental effect, and a NEGATIVE DECLARATION should be prepared.

___ I find that although the proposed project could have a significant adverse environmental effect, there would not be a significant effect in this case if the project mitigations described herein are implemented. A NEGATIVE DECLARATION should be prepared.

✓ I find that the proposed project MAY have a significant adverse environmental effect, and an ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT should be prepared.

Discussion of Findings: The Draft Master Plan Update and Airport Specific Plan have the potential to degrade the quality of the environment due to the impacts on the Goleta Slough

- Air Quality (short term, long term and cumulative)
- Biological Resources (long term and cumulative)
- Cultural Resources (long term and cumulative archaeology and historic resources)
- Noise (long term)
- Public Services (specifically school impacts)
- Risk of Upset (long term)
- Transportation, Circulation and Parking (short term, long term and cumulative)
- Water Resources and Flooding (long term)
- Socio-economic effects associated with the Specific Plan

Discussion of Alternatives: It will be necessary to discuss a variety of alternatives to the Master Plan Update and Specific Plan. These alternatives should, at a minimum, include:

- Runway and runway safety area projects as outlined in Section 6 of the Master Plan Update
- No project
- Alternate Airlines Terminal configuration and location
- Two or three scenarios for land uses in the Specific Plan area will be developed

Lezley Buford, AICP 9/10/93

Signature Date

Lezley Buford

Initial Study Preparer

PARTIAL LIST OF REFERENCE MATERIALS USED IN PREPARATION OF INITIAL STUDIES

Documents Specific to the Airport:

"The Abundance and Distribution of Belding's Savannah Sparrows at Goleta Slough," submitted to ENTRIX, Inc., prepared by Dr. Mark Holmgren and Dr. Kris Burnell, November 1992.

"Draft Airport Master Plan Update," prepared by P&D Associates, November 1990 (Section G updated November 1992)

"Ecological Evaluation - Santa Barbara County Municipal Airport," prepared by the US Dept. of Agriculture, May 10, 1993.

"Final Environmental Impact Report/Environmental Assessment of the Santa Barbara Municipal Airport Master Plan - 1990 (SB-55-81)," prepared by The Planning Center, June, 1984.

"Goleta Community Plan," prepared by Santa Barbara County Resource Management Dept., March 1, 1993

"Goleta Community Plan Final EIR (91-EIR-13)," Volumes 1 - 3 and July 13, 1993 Addendum, prepared by Ogden Environmental.

"Draft Goleta Slough Ecological Reserve Management Plan," Dept. of Fish and Game, 1988

"Phase I Archaeological Assessment of Santa Barbara Municipal Airport, Santa Barbara, California," prepared by Dr. Pandora E. Snethkamp and Dames & Moore, August, 1993.

"Preliminary Advisory Assessment of Possible Jurisdictional Waters of the United States at the Santa Barbara Municipal Airport," prepared by Dr. Ted Winfield, ENTRIX, Inc., July 27, 1993.

"Santa Barbara Airport Terminal Building Water Usage Study," prepared by Archer-Spencer Engineering Assoc., Inc., December, 1988.

"Santa Barbara Airport Water Use," prepared by P&D Technologies, December, 1990.

"A Survey of the Fishes of Goleta Slough," prepared by Dr. Kevin D. Lafferty and Dr. Cristina P. Sandoval, August, 1992.

City and other Agency Documents:

California Environmental Quality Act (CEQA) & CEQA Guidelines

General Plan Land Use Element and Map

General Plan Noise Element w/ appendices

General Plan Seismic Safety/Safety Element

Local Coastal Plan (Airport)

Master Environmental Assessment and Maps

Master Environmental Assessment Cultural Resources Section

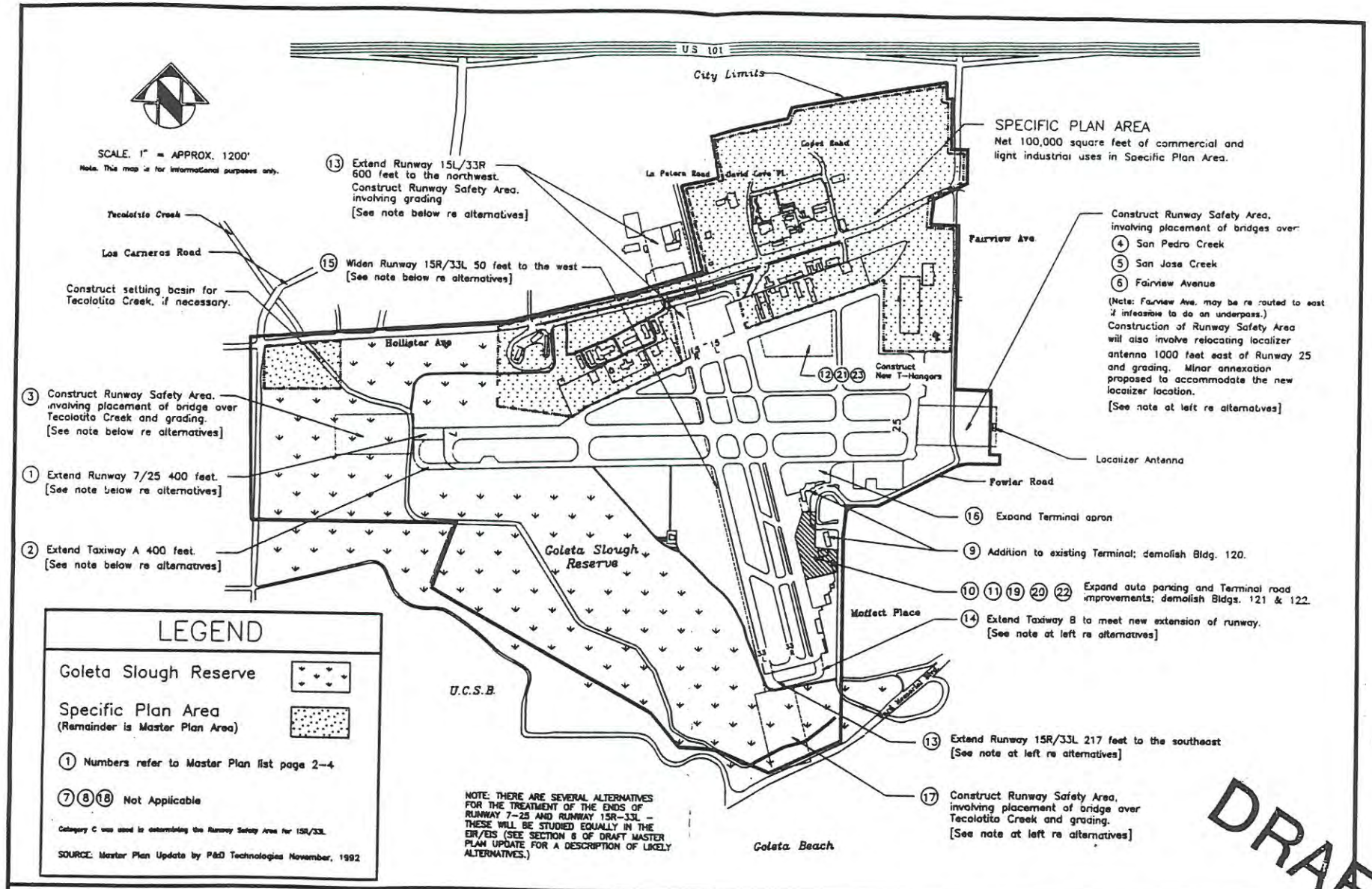
National Environmental Policy Act (NEPA)

Santa Barbara Municipal Code & City Charter

Water Demand Factor and Conservation Study "User's Guide"

Waterfront Park and Hotel and Youth Hostel Project Final Environmental Impact Report

Zoning Ordinance & Zoning Map



MASTER PLAN AND SPECIFIC PLAN ELEMENTS OF THE SANTA BARBARA MUNICIPAL AIRPORT THROUGH 2005

August 1993

Attachment 1

PROJECT DESCRIPTION
SANTA BARBARA AIRPORT
MASTER PLAN UPDATE AND SPECIFIC PLAN

September 17, 1993

MASTER PLAN UPDATE

In November, 1990, the City Council goals, policies and actions that relate to the Airport property. The four goals are:

GOAL 1 Provide the community with direct access to the National Air Transportation System.

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 Local Coastal Plan and the Coastal Act.

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 efficient use of its existing resources.

GOAL 4 Coordinate planning for the Airport and related facilities with the surrounding community.

Consistent with these goals, the Master Plan Update was drafted to develop the aviation-related portion of the Airport to accommodate air carrier and general aviation[a] activities through 2005[b]. Currently, the longest non-stop flights from Santa Barbara is to Denver. In the past, there have been non-stop flights to Chicago, Dallas-Fort Worth and Seattle. The service stage length used for planning purposes in the Master Plan Update is 1,500 miles non-stop, which would be equal to service to Chicago. These non-stop distances are not expected to be exceeded during the forecast period.

The Draft Master Plan Update includes the following projects that are expected to be pursued within three years of completion of the EIR/EIS. Attachment 2 shows the location of the recommendations of the Master Plan Update. Attachment 4 includes the Federal Aviation Regulation (FAR) Part 139 regulations relating to runway safety areas. Attachment 5 includes a summary of the likely alternatives to be studied equally in the EIR/EIS. Other alternatives may be developed and will be studied equally.

---

a - "Air carrier" is defined as a commercial scheduled service airline that operates aircraft having a seating capacity of more than 30 passengers. "General aviation" refers to all civil aircraft and operations that are not classified as air carrier, i.e., those that operate aircraft that carry fewer than 30 passengers.

b - One of the consultant's first tasks will be to reevaluate the assumptions used in the Master Plan Update to determine if they are still valid. While airport related projections are based primarily on population and employment projections, major changes in the airline industry in the last few years dictate that the projections be revisited. It may be that the projected number of airline passengers is too high (1.5 million by 2005), or it may be more practical to extend the forecast period to 2010 while projecting the same number of passengers.

1. **400 foot extension of Runway 7**

Runway 7-25 runs east-west, parallel to Hollister Avenue, and is the main runway for air carrier operations. This runway is 6,054 feet long and is used for commercial jet operations. During periods of high temperatures (75° and higher), commercial jets (130 to 140 passengers) often take a "weight penalty" where the number of passengers and baggage are limited because aircraft performance is reduced. Under these conditions, aircraft takeoff distance exceeds the current runway length at the aircraft's maximum weight. In order to fully utilize the aircraft's capacity, an additional 400 feet of runway is needed.[c]

Another benefit of the runway extension will be an extra margin of safety. The extension should also reduce noise levels to the east of the Airport because aircraft will start the take off roll 400 feet sooner and should be higher when flying over areas to the east of the Airport.

The additional 400 feet will not allow a larger size of airplane to use this Airport, it is simply proposed in order to operate the Airport more safely and efficiently.

The runway extension will necessitate the bridging of Tecolotito Creek, which lies approximately 350 feet from the west end of Runway 7. In addition, Taxiway A that serves Runway 7 is proposed to be extended parallel with the runway extension.

2. **Runway Safety Area off Both Ends of Runway 7-25**

Federal Air Regulation (FAR) Part 139, which governs the Airport's certification and operation, requires that at the end of each runway there be a runway safety overrun area of 500 feet by 1,000 feet. This area must be capable of supporting the occasional passage of aircraft without causing major damage to the aircraft. The two safety areas for Runway 7-25, the main air carrier runway, are each less than 350 feet from runway pavement edge to creeks and roadways. FAA regulations, effective January 1, 1988, require conformance with the specifications of the safety areas at the end of runways. The FAA allows minor repair and maintenance work to be done on runways existing prior to the 1988 regulations, but once major repair work is proposed, the new regulations must be met. Runway 7-25 was last overlaid and grooved for rain run-off in 1978 and an overlay and repair is scheduled for next year. This maintenance will will not officially trigger the safety overrun area requirement, but clearly the runway extension would.

Aircraft accident statistics indicate that 80% of all aircraft accidents occur off the end of runways. It is imperative that a 1,000 foot safety overrun area be provided at the end of each runway to prevent severe aircraft damage and potential fatalities which could result from an aircraft overrun. Regardless of whether the proposed runway extension is approved and constructed, thereby officially triggering the runway safety area requirement, the City is compelled to provide the safety areas to minimize the risk of damage to people or aircraft in the event of an overrun.

---

c - See p. 5-2 to 5-4 of the Master Plan Update for a more complete discussion of runway length and weight penalty.

3. 800 foot extension of Runway 15R-33L

This runway extension was proposed as a result of the Airport's FAR Part 150 Noise Compatibility Study approved by the FAA in 1989. The Study recommended that this north-south general aviation runway be extended to allow corporate jets and turbo prop aircraft to take off over the ocean, thereby reducing noise impacts east and west of the Airport. Runway 15R-33L would be extended to 5,000 (600 feet to the north and 217 feet to the south). According to the study, the diversion of take offs will result in a 61% reduction of incompatible land uses within the 65 CNEL and higher noise contours.

The runway extension to the south may encroach into the Goleta Slough and may necessitate the bridging of Tecolotito Creek. Several alternatives will be studied to determine if there is a way to extend the runway and provide a runway safety area while minimizing the impacts to the Slough and Tecolotito Creek.

4. Terminal Improvement Project

The Terminal was originally built by United Airlines in 1942 and remained under their ownership by lease agreement until 1967. When the lease expired, the City assumed ownership and that same year expanded the building from its original 7,000 sq. ft. It was enlarged again in 1976 to its current size of approximately 20,000 sq. ft. At that time the number of passengers was about 398,000 and the passengers peaked in 1987 at 641,000. Since 1976, while the number of passengers has increased by over 50%, the facility has only had minor interior remodels without the addition of any square footage.

The 1980 Master Plan recognized that the building was too small and recommended a 15,400 sq. ft. addition assuming that a new enlarged Terminal would be built in the northwest part of the Airport sometime in the future. This addition was approved by the Council in the Airport Master Plan Short Term Summary in 1986, but it was not pursued because the idea of a new terminal was thought to be infeasible at the time. Instead, the 1990 Master Plan Update took a more comprehensive look at the Terminal and recommends a tripling in size of the building. The possibility of eventually locating a new enlarged terminal in the northwest part of the Airport will be studied as an alternative in the EIR/EIS to determine whether it is feasible or not.

The prime objective of the Terminal Improvement Project is to extend the useful life of the facility into the 21st century and to do so in a manner that will allow it to function as an efficient, modern Terminal, while preserving and enhancing its traditional architectural character and charm. The proposed addition is low profile and in the same architectural style of the existing building. The interior floor plan provides for the flow of passengers, visitors and employees in an efficient manner. Additional restroom facilities are proposed, as well as passenger holding rooms that can accommodate all the passengers for the larger flights (which is not the case now). All the car rental companies will be located in one place with similar facilities. The small gift shop will be expanded. In addition, all the building's infrastructure, which is now over 50 years old, will be upgraded and improved.

Other improvements to the Terminal area are proposed in the Master Plan Update. These include expanding the Terminal "apron," or aircraft parking area west of the Terminal. The possibility of eventually adding a parking structure south of the Terminal will be studied, along with associated Terminal road improvements. Buildings 120, 121 and 122 are proposed for demolition to accommodate the Terminal expansion and parking improvements.

As noted in the Project Description discussion in the Initial Study, the Master Plan Update assumes that passengers will increase from about 600,000 per year to 1.5 million. These projections are based primarily on County and State projections on population and employment. In addition, the Plan assumes that aircraft operations will increase from 189,000 in 1990 to 341,000 in 2005. The number of general aviation aircraft at the Airport are expected to increase from the 1987 peak of 318 to a range of 395 to 564.

SPECIFIC PLAN

The goal of the Airport Specific Plan is to improve and add 100,000 sq. ft. to the non-aviation portion of the Airport in a manner that is consistent with City and County goals and policies. The Airport Specific Plan will address the northern 100 acres of the Airport property located both north and south of Hollister Avenue (through 2005). The Plan will be developed with the assistance of the Airport Task Force that will be comprised of community and governmental representatives that are interested in the Airport, the City of Santa Barbara and the Goleta Valley.

Much of the Specific Plan area development dates back to World War II. There are several newly built or remodelled buildings in the area, but many are older buildings that have had deferred maintenance. The development of the Specific Plan will begin with an assessment of the buildings and infrastructure to determine which should remain. Then interested parties will be asked to submit ideas for appropriate land uses for consideration. Several scenarios will be developed, in terms of types of uses and locations, and these will be analyzed for environmental impacts, economic considerations and other issues. One scenario will be chosen for study in the EIR/EIS, with the other scenarios studied as alternatives in that document. The Draft Airport Specific Plan will be released along with the Draft EIR/EIS for public comment.

Attachment 3

MASTER PLAN PROJECT RECOMMENDATIONS

Number	Project	Description
1	Extend Runway 7-25 400 ft. westerly (approx. 200 ft. in width)	Clearing, grubbing and compaction of soil which will be overlaid with approx. 2 ft. of base and asphalt.
2	Extend Taxiway "A" 400 ft. westerly (approx. 125 ft. in width)	Clearing, grubbing and compaction of soil which will be overlaid with approx. 2 ft. of base and asphalt.
3	Construct Runway Safety Area for Runway 25 (approx. 500 ft. in width); Construct Tecolotito Creek bridge (approx. 500' long and 70' wide)	Clearing, grubbing and compaction of soil for Safety Area. Construction of bridge that is capable of bearing the weight of a commercial aircraft.
4	Construct Runway Safety Area for Runway 7; Construct San Pedro Creek bridge (approx. 500' long and 70' wide)	Clearing, grubbing and compaction of soil for Safety Area. Construction of bridge that is capable of bearing the weight of a commercial aircraft.
5	Construct Runway Safety Area for Runway 7; Construct San Jose Creek bridge (approx. 500' long and 70' wide)	Clearing, grubbing and compaction of soil for Safety Area. Construction of bridge that is capable of bearing the weight of a commercial aircraft.
6	Construct Runway Safety Area for Runway 7; Construct Fairview Ave. bridge (approx. length and width?)	Clearing, grubbing and compaction of soil for Safety Area. Construction of bridge that is capable of bearing the weight of a commercial aircraft.
7	Construct Security Fence	Extend existing fence to go around new runway and taxiway (#1 and #2).
8	Purchase Avigation Easement	Airspace easement; no construction or demolition involved.
9	Approx. 39,000 gross sf addition to existing Airline Terminal; Demolition of Building 120	Remodel of and addition to existing Terminal; no change to parking or entrance road proposed (being handled under separate project)
10	Expand Terminal Auto Parking (Phase 1); Demolish Buildings 121 and 122	Construct parking structure with three levels in current location of Buildings 121 and 122.
11	Construct Terminal Area Road Improvements (Phase 1)	Modification and additions to existing Terminal Area Road relating to additional parking (#13).
12	Construct T-hangars (Phase 1)	Clearing, grubbing and compaction of soil for the construction of approx. 35 T-hangars; Includes hangar pads and connecting taxiways to adjacent runways.
13	Extend Runway 15R-33L 817 ft. (600 ft. north, 217 ft. south)	Clearing, grubbing and compaction of soil which will be overlaid with approx. 2 ft. of base and asphalt.
14	Extend Connecting Taxiways for Runway 33R-33L extension (#13 above)	Clearing, grubbing and compaction of soil which will be overlaid with approx. 2 ft. of base and asphalt.
15	Widen Runway 15R-33L 50 ft. westerly	Clearing, grubbing and compaction of soil which will be overlaid with approx. 2 ft. of base and asphalt.
16	Widen the General Aviation Apron	Clearing, grubbing and compaction of soil which will be overlaid with approx. 2 ft. of base and asphalt.

MASTER PLAN PROJECT RECOMMENDATIONS (Cont.)

Number	Project	Description
17	Construct Runway Safety Area for Runway 15R-33L extension; Construct Tecolotito Creek bridge (approx. 1000' long and 500' wide).	Clearing, grubbing and compaction of soil for Safety Area. Construction of bridge that is capable of bearing the weight of a commercial aircraft.
18	Construct Security Fence	Extend existing fence to go around new runway and taxiway (#13 and 14).
19	Expand Terminal Auto Parking (Phase 2)	Construct road improvements necessary to provide for vehicular access from parking to the Air Terminal.
20	Construct Terminal Area Road Improvements (Phase 2)	Modification and additions to existing Terminal Area Road relating to additional parking (#19)
21	Construct T-hangars (Phase 2)	Construct approx. 75 T-hangars
22	Construct Terminal Auto Parking (Phase 3)	Construct road improvements necessary to provide for vehicular access from parking to the Air Terminal.
23	Construct Terminal Area Road Improvements (Phase 3)	Modification and additions to existing Terminal Area Road relating to additional parking (#22)

Attachment 4

Federal Air Regulations (FAR) Part 139 - Certification and Operations: Land Airports Serving Certain Air Carriers

This regulation includes rules governing the certification and operation of airports that serve any scheduled or unscheduled passenger operation of an air carrier aircraft having a seating capacity of more than 30 passengers. The FAA has the authority to make any inspections, including unannounced inspections, to determine compliance with these regulations and the Federal Aviation Act of 1958.

The operating certificate is effective until it is surrendered by the certificate holder or is suspended or revoked by the FAA Administrator.

As part of the application for an operating certificate, an airport must submit a Certification Manual. The Certification Manual has a list of required areas where procedures must be delineated, i.e., procedures for maintaining marking and lighting systems, etc. It also requires an emergency plan, wildlife hazard management plan, a description for meeting requirements for aircraft rescue and firefighting, etc. The Manual covers, in detail, all the specific requirements for safe operation of the airport. The FAA also has standards that describe how the airport will be maintained in each of the areas mentioned above.

The specific requirements relating to runway safety areas are:

SECTION 139.309 SAFETY AREAS

(a) To the extent practicable, each certificate holder shall provide and maintain for each runway and taxiway which is available for air carrier use:

1. If the runway or taxiway had a safety area on December 31, 1987, and if no reconstruction or significant expansion of the runway or taxiway was begun on or after January 1, 1988, a safety area of at least the dimensions that existed on December 31, 1987; or

2. If construction, reconstruction, or significant expansion of the runway or taxiway began on or after January 1, 1988, a safety area which conforms to the dimensions acceptable to the Administrator at the time of construction, reconstruction, or expansion began.

(b) Each certificate holder shall maintain its safety areas as follows:

1. Each safety area shall be cleared and graded, and have no potentially hazardous ruts, humps, depressions, or other surface variations.

2. Each safety area shall be drained by grading or storm sewers to prevent water accumulation.

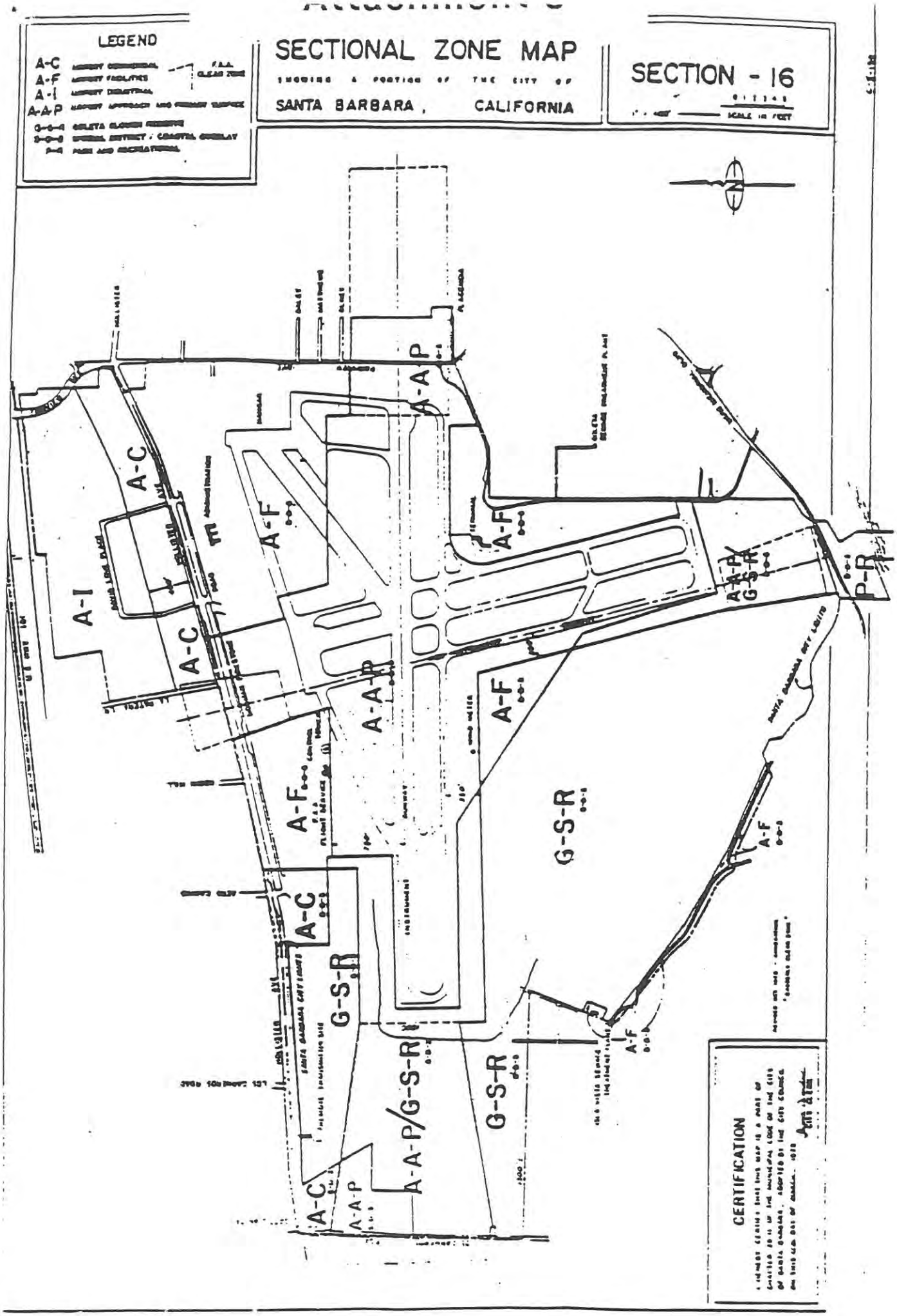
Attachment 5

EXHIBIT 6-5
SUMMARY OF RUNWAY 7-25 ALTERNATIVES

Alt. No.	Runway 7-25 Description	IMPACTS				
		Land Acquisition (Acres)	Passenger Services	Noise	Safety	Environmental
1	Extend 400 feet to west, provide safety areas as proposed in Draft 1990 Master Plan Update.	0 [2]	Eliminates current weight restrictions.	Moderate Reduction	Meets FAA RSA requirements	Requires pavement extension to west, bridging Tecolotito Creek, San Pedro Creek, San Jose Creek and Fairview Avenue.
2	Provide 1,000 feet Safety Area at each end by using existing runway and over-run length.	0	Eliminates commercial jet service. Airport accommodates GA and commuter aircraft only.	Large reduction	Meets FAA RSA requirements	Eliminates need to bridge creeks or expand runway to west into "wetlands" area.
3	Extend to east to provide safety area and takeoff length requirements.	35.0 [1]	Eliminates current takeoff weight restrictions.	Increases noise to the east	Meets FAA RSA requirements	Requires bridging of San Pedro Creek, San Jose Creek and Fairview Avenue.
4	No Project - Status Quo.	0	Continues current weight restrictions. Increased risk of decertification and liability exposure.	Small reduction	Fails to meet FAA RSA requirements	Eliminates need to bridge creeks or extend runway to the west
5	Provide safety areas without 400 foot extension to west.	0	Continues current weight restrictions.	Small reduction	Meets FAA RSA requirements	Requires bridging of San Pedro Creek, San Jose Creek and Fairview Avenue

[1] Land acquisition areas include both easement and fee simple acquisition, and requires removal of approximately 22 buildings.
[2] Airport owns this property.

Source: Draft Master Plan Update, pps. 6-10


LEGEND
A-C
A-F
A-I
A-A-P
SECTIONAL ZONE MAP
SHOWING A PORTION OF THE CITY OF
SANTA BARBARA, CALIFORNIA
SECTION - 16
SCALE IN FEET
A-C
A-I
A-F
A-A-P
G-S-R
A-A-P/G-S-R
P-R
CERTIFICATION

Attachment 7

Table V.K-1

FIRE STATION SERVICE CHARACTERISTICS

Station	Location	Population Served[1]	Personnel[2]	Equipment[3]	Population per Fighter
11	Storke Road, south of Hollister 3,985	19,925	5	P,R,RP,BT	
12	Santa Barbara Airport	3,875	3	P	1,292
13	Hollister, east of Turnpike	12,434	3	P,R,RP	4,145
14	Los Carneros, north of Highway 101	11,719	3	P,RP	3,906
17	UCSB	11,219	3	P,RP	3,739
19	Cathedral Oaks Rd.	12,500	3	P, BT	4,166
		71,672	21		3,584 (av.)

[1]Population as of 1/1/87

[2]Fire station personnel on duty for each shift, plus one chief officer not assigned to a particular station.

[3]P=Pumper, R=Rescue Truck, RP=Reserve Pumper, BT=Brush Truck

Sources: Santa Barbara County RMD, July 1987
Santa Barbara County Fire Department, November 1987

More current data unavailable. These data still remain relevant.
(Santa Barbara County Fire Department, July 1991 and April 24, 1992)

Source: Goleta Community Plan EIR

Appendix B

Mitigation Monitoring Framework

SPECIFIC PLAN
MITIGATION MONITORING FRAMEWORK

By law (Assembly Bill [AB] 3180), agencies must adopt a mitigation monitoring program at the time of project approval for any project that necessitated the preparation of either a Negative Declaration or an Environmental Impact Report (EIR) after January 1, 1989. Such a monitoring program must ensure that every mitigation measure required to reduce a significant impact of the project (as identified in the EIR and as adopted as a condition of approval) is implemented, and that the effectiveness of each mitigation is documented and reported to the CEQA Lead Agency. A report must be prepared for the City that documents the completion of the required mitigation measures, assesses the effectiveness of the mitigation and, if appropriate, identifies recommendations or techniques to improve mitigation for incorporation in future projects.

The Monitoring Program, which eventually will be engineered for the project, must be reviewed and approved by the City prior to approval of the project. Analogous to the City's guidelines for the preparation of EIRs, the Monitoring Program should be devised and completed by an independent third-party consultant in order to ensure objectivity and provide the appropriate level of expertise. The applicants are responsible for ensuring that their construction contractors are educated about the requirements of the Monitoring Program and for implementing it.

The intent of AB 3180 is to guarantee that mitigation and conditions, which have been required as part of a project's approval, are actually implemented. In this manner, it would be ensured that findings that had been made during the approval process are in fact legitimized. A draft mitigation monitoring framework is provided in the following table.

SPECIFIC PLAN
MITIGATION MONITORING PROGRAM

Section and Mitigation Number	*Description*	*Compliance Timing*	*Compliance Method*	*Frequency*	*Sign Off*
3.8-1	During construction, the Airport shall contract with a disposal company that recycles construction and demolition debris.	During construction.	City shall assure.	As needed, during construction.	
3.8-2	During operations, the Airport shall develop and implement a solid waste management plan for individual tenants, to be reviewed and approved by the County Public Works Solid Waste Division. Because the Specific Plan involves different types of land uses, the precise nature of which has yet to be determined, the management plan for each tenant will necessarily be different. The plan shall focus on ongoing waste diversion activities, however, and include the following elements: (a) source separated collection of recyclables, (b) tenant education, (c) reporting requirements, and (d) landscaping that does not require excessive trimming due to plant and tree selection and design.	Prior to occupancy.	City shall assure.	Once for each tenant.	
	The applicant shall include the following dust control measures on all grading and building plans:				
3.9-1	Apply water at least twice daily to dirt roads, graded areas, and dirt stockpiles to prevent excessive dust from leaving the staging area.	During construction.	The City's mitigation monitor designee shall make periodic site visits to ensure compliance.	Ongoing during grading and construction activities.	
3.9-2	Minimize vehicle speeds on dirt or dusty areas.	During construction.	The City's mitigation monitor designee shall make periodic site visits to ensure compliance.	Ongoing during grading and construction activities.	
3.9-3	Disturb the smallest practical amount of area and minimize the disturbance time.	During construction.	The City's mitigation monitor designee shall make periodic site visits to ensure compliance.	Ongoing during grading and construction activities.	

SPECIFIC PLAN
MITIGATION MONITORING PROGRAM

Section and Mitigation Number	*Description*	*Compliance Timing*	*Compliance Method*	*Frequency*	*Sign Off*
3.9-4	After completion of construction activities, treat disturbed soil within the staging area by watering, revegetating, or spreading soil binders to prevent wind erosion of the soil.	During construction.	The City's mitigation monitor designee shall make periodic site visits to ensure compliance.	Ongoing during grading and construction activities.	
3.9-5	Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust emissions.	During construction.	The City's mitigation monitor designee shall make periodic site visits to ensure compliance.	Ongoing during grading and construction activities.	
3.9-6	During building demolition, water application or shrouding shall be used, as necessary, to ensure that dust emissions from this activity do not create a nuisance.	Prior to issuance of grading and building permits.	The City Community Development Department shall review plans and approve to ensure compliance.	Ongoing.	
3.9-7	The contractor shall designate personnel to monitor construction activities and ensure that excessive dust would not occur from construction sites.	Prior to issuance of grading and building permits.	The City Community Development Department shall review plans and approve to ensure compliance.	Ongoing.	
3.9-8	New habitable buildings or additions of 5,000 sq. ft. or more shall be reviewed by an energy specialist and recommendations made to reduce energy usage. The City shall review and incorporate the recommendations as appropriate, prior to issuance of building permits.	Prior to issuance of land use permit.	The City shall approve IBRC recommendations prior to approval of land use permit.	Once for each applicant.	

SPECIFIC PLAN
MITIGATION MONITORING PROGRAM

Section and Mitigation Number	*Description*	*Compliance Timing*	*Compliance Method*	*Frequency*	*Sign Off*
3.9-9	Encourage the use of alternative transportation modes by employees of businesses and other facilities within the Specific Plan area. If and when a Goleta Valley alternative transportation program is developed to reduce traffic and/or air quality impacts which applies to all existing and future businesses in the Valley, provisions shall be incorporated into leases that would require that the program apply to all new businesses in the Specific Plan area. Include a clause in all leases that allows the lease to be reopened if such a program is adopted after the lease is approved so that existing businesses would also participate in the regional program.	Prior to issuance of land use permit.	When a Goleta Valley alternative transportation program is developed, the applicant shall include this measure as part of project lease agreement terms. The City shall review and approve terms prior to approval of land use permit.	Once for each applicant/tenant.	
3.10-1	A Construction Contingency Plan shall be developed addressing methods to control potential migration of contamination discovered during construction as well as safety considerations for on-site personnel and the general public. Details of the plan shall include but not be limited to the following: • Procedures for identification of contaminated soil including an on-site monitor, to observe earthmoving operations, with hazardous waste and contaminated sites experience. • 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.	Prior to issuance of Grading Permits.	HMU shall review Construction Contingency Plan and confirm appropriate methodology for any necessary remedial action.	Once; and as needed for remediation.	

Section and Mitigation Number	*Description*	*Compliance Timing*	*Compliance Method*	*Frequency*	*Sign Off*
	• 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.				
3.10-2	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 the remedial options (i.e., feasibility study), and a detailed plan for implementation of the chosen alternative. These plans would require review and approval by HMU 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.	Following initial actions specified in the Construction Contingency Plan.	Review and approval by HMU and Airport staff.	Once.	

Section and Mitigation Number	*Description*	*Compliance Timing*	*Compliance Method*	*Frequency*	*Sign Off*
3.11-1	A detailed map shall be prepared showing the building layouts and anticipated floor elevations for any proposed development within the Specific Plan Area in addition to pertinent flood safety information from the Flood Insurance Rate Maps. This would include the Regulatory Floodway Boundary and 100-year flood elevations. This would allow administrators to more easily establish finish floor elevations and understand when special building practices or procedures are required. Of particular concern are land uses adjacent to San Pedro Creek and Carneros Creek. In the Regulatory Floodway where reduction in carrying capacity (i.e., conveyance) is prohibited, special building practices or design procedures may be required to reduce flood exposure in these locations. These building practices in the Regulatory Floodway include the following: • Providing flood conveyance equal to that which currently exists. • Locating parking lots and other open space land uses, which are more compatible with higher flood hazard, within the Regulatory Floodway. • Raising the finish floor elevations of new buildings by use of pile foundation, allowing storm water to flow underneath the building.	As part of project application for permits and approvals.	Project designs should be submitted to County Flood Control for review and approval.	Once.	

Section and Mitigation Number	*Description*	*Compliance Timing*	*Compliance Method*	*Frequency*	*Sign Off*
	• If equal conveyance cannot be shown, where feasible and necessary, processing a Letter of Map Revision to realign the Regulatory Floodway will be required.				
3.12-1	A Drainage and Erosion Control Plan is required for each project requiring grading, as a standard operating procedure prior to project approval. These plans would include the following: • Schedule construction to minimize the amount of graded soil exposed at any given time. • Install sedimentation, silt, and grease traps in paved areas as appropriate, to minimize pollution and turbidity in the Goleta Slough. The Plan shall provide for periodic maintenance of these traps beyond the construction period to provide for long-term water quality protection of the Slough. • Clear brush and vegetation only as required to accommodate necessary grading. • To the extent feasible, limit grading to the non-rainy season. If construction during the rainy season is unavoidable, use silt fences, straw bales, and other erosion control measures, as necessary, to control siltation of local drainages during wet periods.	Prior to each project approval.	Plan shall be reviewed and approved by the City.	Once per project review.	

SPECIFIC PLAN
MITIGATION MONITORING PROGRAM

Section and Mitigation Number	*Description*	*Compliance Timing*	*Compliance Method*	*Frequency*	*Sign Off*
3.12-1 (cont)	• Cover stockpiled fill soils. • Seed and plant disturbed areas with native vegetation immediately following construction activities. • Protect (e.g., riprap) any new storm drain outlets as appropriate to prevent scouring at the point of discharge. • Provide dust control be wetting exposed soil surfaces. • Apply any other Best Management Practices appropriate to the project to protect surface water quality. • As with the proposed action, new industrial tenants would be required to provide information regarding any potential discharges (stormwater, industrial processes, or otherwise) that would potentially require an NPDES permit.				
3.13-1	All ground disturbances within the high and moderate Prehistoric and Historic Native American sensitivity zone shall be subject to a Phase 1 archaeological study prior to construction, and those in the low sensitivity zone to a surface Phase 1 survey, performed consistent with the City MEA Cultural Resources Guidelines. Any required subsurface identification testing, significance testing, or mitigation activities shall be elements of a Cultural Resources Management Plan consistent with the City MEA Cultural Resources guidelines for Phase 1, 2, and 3 studies.	Prior to grading permit issuance.	Shall be reviewed and approved by the City.	Once.	

Section and Mitigation Number	*Description*	*Compliance Timing*	*Compliance Method*	*Frequency*	*Sign Off*
3.13-2	Prior to demolition, document Buildings 239, 241, 246, 247, 251, 258, 260, 261, 267, 309, 317, and 349 (drawn, if suitable architectural plans are not available, and photographed) by a qualified architectural historian, consistent with City MEA Cultural Resources section.	Prior to demolition.	The documentation shall be reviewed and approved by the City Historical Landmarks Commission.	Once.	
3.14-1	The Airport shall continue to participate in and support the goals of the Goleta Slough Management Committee (GSMC) and shall support the development and implementation of the Goleta Slough Ecosystem Management Plan. The Airport shall assist the GSMC in finding funding to support the Committee and its activities over the long term. The Airport shall make available any reports on water quality monitoring and other information relating to the City-owned portion of the Goleta Slough. Any projects in the Specific Plan area that result in drainage to the Slough or its tributary creeks shall be referred to the Goleta Slough Management Committee for review and comments.	Ongoing.	Not applicable.	Approximately monthly meetings.	
3.16-1	The Airport shall continue to participate in and support the goals of the Goleta Slough Management Committee (GSMC) and shall support the development and implementation of the Goleta Slough Ecosystem Management Plan. The Airport shall assist the GSMC in finding funding to support the Committee and its activities over the long term. The Airport shall make available any reports on water quality monitoring and other information relating to the City-owned	Ongoing.	Not applicable.	Approximately monthly meetings.	

Section and Mitigation Number	*Description*	*Compliance Timing*	*Compliance Method*	*Frequency*	*Sign Off*
	portion of the Goleta Slough. Any projects in the Specific Plan area that result in drainage to the Slough or its tributary creeks shall be referred to the Goleta Slough Management Committee for review and comments.				
3.16-2	New development shall not occur within 100 feet of Coastal Commission or U.S. Army Corps of Engineers jurisdictional wetlands, as shown on the most currently accepted delineation, without a demonstration that encroachment is necessary for the project, and that wetland functions and values shall not be impaired without mitigation, which may include off-site compensation. Additional project-specific measures may be developed through supplemental environmental review. Any related mitigations should be developed with the input of the Goleta Slough Management Committee and shall be consistent with the Goleta Slough Ecosystem Management Plan.	Ongoing; prior to issuance of land use permits for specific projects.	The land use permit and final grading plans shall show the location of development with respect to creeks and wetlands and identify any necessary mitigations.	Ongoing.	
3.16-3	The Specific Plan shall incorporate a new policy consistent with Local Coastal Plan Policy C-4 but applicable throughout the Specific Plan Area. Protection of wetlands shall be based on the most currently accepted delineation, and shall include a 100-foot setback between any new structures and mapped wetlands, except as may be necessary for human health and safety or protection of the wetlands themselves. The policy shall further stipulate that only compatible land uses	Adopt new policy in conjunction with Specific Plan approval. Otherwise, mitigation is ongoing; prior to issuance of land use permits for specific projects.	The land use permit and final grading plans shall demonstrate consistency with new policy.	Ongoing	

Section and Mitigation Number	*Description*	*Compliance Timing*	*Compliance Method*	*Frequency*	*Sign Off*
	shall be allowed within the 100-foot setback, and that native vegetation shall be planted and maintained within the setback wherever feasible.				
3.20-1	Individual developments within the planning area shall be reviewed upon permit application to tailor a TDM plan for the development. Measures targeting employees shall include provision of bicycle lockers and showers in the new developments, lunchrooms, preferential parking for carpools, free bus passes, etc. TDM plans would be developed by each development pursuant to the existing City/County TDM program. This program is voluntary and future tenants within the Specific Plan area would have the choice to participate or not participate.	Prior to issuance of Certification of Occupancy.	The City Transportation Division shall review and approve TDM Plans and the City's designated mitigation monitor shall ensure compliance.	On-going.	
3.20-2	At Los Carneros Rd. and U.S. 101 southbound ramps, an additional northbound right-turn lane for vehicles headed south on U.S. 101 shall be provided.	Funding provided as a specific project requires the mitigation to be implemented.	Projects developed in the Specific Plan area will contribute a fair-share payment toward the local/regional improvement.	As Specific Plan or Economic Development Alternative projects are initiated.	
3.20-3	At State Route 217 Southbound Ramps/Hollister Avenue, widening of the offramp to provide an additional lane shall be provided. The extension of Kellogg Avenue from its southern terminus to South Fairview Avenue at Fowler Road, along with the provision of an interchange at SR 217, may further improve the level of service at this intersection.	Funding provided as a specific project requires the mitigation to be implemented.	Projects developed in the Specific Plan area will contribute a fair-share payment toward the local/regional improvement.	As Specific Plan or Economic Development Alternative projects are initiated.	
3.20-4	At Los Carneros Road/Hollister Avenue, additional southbound and northbound	Funding provided as a specific project requires	Projects developed in the Specific Plan area will contribute a fair-	As Specific Plan or Economic Development	

Section and Mitigation Number	*Description*	*Compliance Timing*	*Compliance Method*	*Frequency*	*Sign Off*
	left-turn lanes on Los Carneros Road and an additional left-turn lane on westbound Hollister Avenue shall be provided.	the mitigation to be implemented.	share payment toward the local/regional improvement.	Alternative projects are initiated.	
3.20-5	At Fairview Avenue and U.S. 101 Northbound ramps, the following improvements shall be provided: widen the off-ramp and provide an additional lane. The off-ramp approach shall contain one through lane, a shared through + right-turn lane, and one right-turn lane.	Funding provided as a specific project requires the mitigation to be implemented.	Projects developed in the Specific Plan area will contribute a fair-share payment toward the local/regional improvement.	As Specific Plan or Economic Development Alternative projects are initiated.	
3.20-6	At Fairview Avenue and Hollister Avenue, the following improvements shall be provided: the extension of Kellogg Ave. from its southern terminus to South Fairview Ave. adjacent to Fowler Rd., along with provision of a half-diamond interchange (southbound off and northbound on) at SR 217.	Funding provided as a specific project requires the mitigation to be implemented.	Projects developed in the Specific Plan area will contribute a fair-share payment toward the local/regional improvement.	As Specific Plan or Economic Development Alternative projects are initiated.	
3.20-7	The measures listed below are required to reduce short-term traffic during construction of major developments within the Specific Plan Area: • A construction conference shall be scheduled prior to the beginning of construction to discuss measures to reduce potential construction related impacts. Representatives from the City's Public Works Department, Building Division, Planning Division, Airport, and Contractor shall be present. A representative from the County Public Works Department should also be present.	Prior to issuance of grading permits for major improvement projects.	The City shall coordinate a meeting between representatives from the City's Public Works Department, Building Division, Planning Division, the Airport and the Contractor to discuss such measures. Resultant measures shall be monitored by the Airport's mitigation monitor designee by periodic site visits during construction to ensure compliance.	Once per major development.	

SPECIFIC PLAN
MITIGATION MONITORING PROGRAM

Section and Mitigation Number	*Description*	*Compliance Timing*	*Compliance Method*	*Frequency*	*Sign Off*
	• Construction traffic shall be routed to minimize trips through the Fairview Ave./Hollister Ave. 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. • Construction truck 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. • On-site storage shall be provided for construction materials and equipment in a location subject to City approval. • Parking spaces for construction workers shall be provided in a location subject to City approval.				
3.20-8	At SR 217 Northbound Ramps/Hollister Avenue/Ward Drive, the following improvement shall be provided: widen Ward Boulevard to provide an additional left- and right-turn lane.	Funding provided as specific project requires the mitigation to be implemented.	Projects developed in the Specific Plan area will contribute a fair-share payment toward the local/regional improvement.	As Specific Plan or Economic Development Alternative projects are initiated.	

Appendix C

Comments (including the Public Hearing) and Responses

STATE OF CALIFORNIA — BUSINESS, TRANSPORTATION AND HOUSING AGENCY

PETE WILSON, *Governor*

DEPARTMENT OF TRANSPORTATION
AERONAUTICS PROGRAM M.S. #40
1130 K STREET – 4TH FLOOR
P.O. BOX 942873
SACRAMENTO, CA 94273-0001
(916) 322-3090
TDD (916) 654-4014
FAX (916) 327-9093

RECEIVED
AUG 26 1996
CITY OF SANTA BARBARA
AIRPORT DEPARTMENT

RECEIVED
SEP 06 1996
CITY OF SANTA BARBARA
PLANNING DIVISION

August 20, 1996

Ms. Karen Ramsdell
City of Santa Barbara
601 Firestone Road
Goleta, CA 93102

Dear Ms. Ramsdell:

The City of Santa Barbara's Draft EIR/Assessment for the Santa Barbara Municipal Airport Industrial/Commercial Specific Plan; SCH# 93081127

The California Department of Transportation's Aeronautics Program has reviewed the above-referenced document with respect to CEQA. The proposal is to adopt an Airport Commercial/Industrial Specific Plan for 225 acres of airport property north and south of Hollister Avenue. Overall, the document appears to be very thorough, however, we do have the following comments to offer for your consideration. 1-1

On page 2-3, the report refers to Figure 3.2-1 and 3.3-2 for the Object Free Area (OFA) and Controlled Activity Area (CAA). Upon review, however, it appears that Figure 3.2-1 actually depicts the land use designations for areas surrounding the airport and there is no Figure 3.3-2. Since diagrams showing the OFA and CAA would be helpful, this oversight should be corrected in the Final EIR. 1-2

Figure 2-2 should also include an Airport Approach and Primary Surface (A-A-P) for Runway 15R. Although directly under the final approach to Runway 15R, this area is labeled Airport Facilities (A-F). Unless Figure 2-2 is in error, the zoning designation for this area should be amended to reflect A-A-P. 1-3

Thank you for the opportunity to review and comment on this proposal. If you have any questions regarding our comments, please call me at 916/324-1833.

Sincerely,

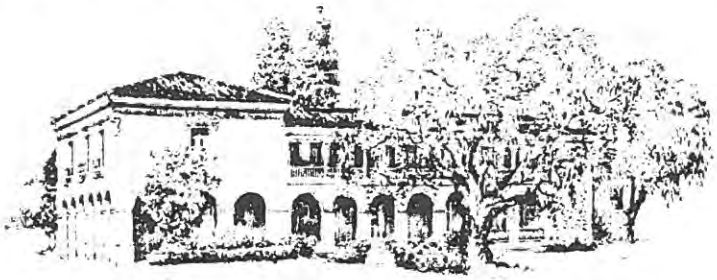
Original signed by
SANDY HESNARD
Environmental Planner

cc: Santa Barbara County ALUC
State Clearinghouse

RESPONSES

1-1.	Comment noted.
1-2.	The Runway Protection Zone (RPZ) is divided into the Object Free Area (OFA) and Controlled Activity Area (CAA). It is shown in Chapter 2.0 of the Final EIR/EA. Also Figure 3.2-3 has been modified to show the RPZ.
1-3.	Figure 2-2 was not corrected, because it reflects the current A-A-P zoning. This zone does not include the whole RPZ. Rezoning under the Specific Plan will correct this zoning.

CITY OF SANTA BARBARA



AIRPORT DIRECTOR

SANTA BARBARA MUNICIPAL AIRPORT
601 FIRESTONE ROAD
GOLETA, CALIFORNIA 93117
(805) 967-7111
FAX (805) 964-1380

August 21, 1996

Jan Hubbell
City of Santa Barbara
Community Development Department
630 Garden Street
Santa Barbara, CA 93103

SUBJECT: Comments on Specific Plan Draft EIR/EA

Dear Ms. Hubbell:

Our comments on the Draft EIR/EA for the Airport Specific Plan are outlined below.

1. Year of Build Out - The report seems to use the years 2010 and 2015 interchangeably in its discussion of the build out of the Specific Plan. For example, pages 1-1 and 2-1 use 2015, page 3-49 references employment increases through 2015, but 2010 is used once on page 3-75 and twice on page 3-77. We understood the build out year to be 2010. Please clarify which year is appropriate to use. **2-1**

2. Human Perception of Noise Changes - Table 3.1-1 on page 3-5 describes typical sound levels and notes that the threshold of hearing is 10 db. In this table and elsewhere in the text it would be helpful to explain that the human ear cannot discern less than about a 2 or 3 db change in noise. **2-2**

3. Bikeway Along Railroad - Figure 2-9 on page 2-16 shows a bikeway along the railroad tracks, and page 3-154 states that "A Class I path would also be provided along the Southern Pacific Railroad within the Specific Plan area north of Hollister Avenue." It is unclear whether this bikeway is actually on City property and therefore would be the Airport's responsibility. The Airport was not aware of any responsibility of constructing this facility. **2-3**

4. Bikeway Along Hollister Avenue - The Goleta Transportation Improvement Plan proposes a Class I bikeway along Hollister Avenue. The Airport has noted in the past that this type of bikeway will be constructed if there is adequate right-of-way (ROW), which is yet to be determined. If there is not enough ROW, a Class II or Class III bikeway will be provided. On page 3-28, the last paragraph states "A proposed Class I trail would parallel the northwestern Airport boundary along Hollister Avenue...." On pages 3-36 and 3-154 the text states that "If enough right-of-way is available, a Class I bikeway may be constructed along the south side of Hollister..." We suggest **2-4**

the phrase used on pages 3-36 and 3-154 be applied throughout, as it more accurately reflects the situation. 2-4

5. Hiking Trail North of Goleta Beach Park - Figure 3.2-6 and page 3-34 note the proposed hiking trail crossing the Goleta Slough on Airport property, just north of Goleta Beach Park. This trail is not proposed as a part of the Specific Plan or Aviation Facilities Plan, and we do not understand how it relates to the Specific Plan. Airport operations and security would need to be considered prior to allowing the County to construct such a trail. We recommend that this clarification be added. 2-5

6. Safety Considerations - Safety issues are discussed page 3-37. We suggest you also address the possibility of electrical interference and smoke that could obstruct navigation, per the Santa Barbara County Airport Land Use Plan and FAR Part 77. 2-6

7. Airport Leases - Section 3.6.2 on page 3-43 discusses relocation of tenants and possible "compensation for property at fair market value." This discussion should be revised, as all Airport leases affected are month-to-month and there is no obligation to compensate a relocated tenant for property. If the Airport needs to buy out a lease, the tenant may be compensated in some form, but not for the land, which is owned by the City. 2-7

8. Specific Plan Phasing and Thresholds

We recommend that the document include a chart that describes the approximate number of square feet to be constructed by phase and by subarea. Tables 3A and 3B in the Specific Plan Addendum would be helpful to reference. 2-8

Additionally, the EIR/EA uses two scenarios to evaluate impacts: short-term (2000) and long-term (2010). While the Specific Plan includes three phases, we understand the logic of using two scenarios for environmental review purposes. However, we have concerns about the "per project" thresholds that are used for solid waste and air quality. We suggest that, at a minimum, the impact assessment should break the build out into the short-term and long-term scenarios. While this will likely not change the total level of impact, it more accurately shows the level of impact at a given time.

9. Solid Waste Impact

On page 3-64, the text states that 313 tons of solid waste are currently generated in the Specific Plan area. Table 3.8-1 on the same page concludes that another 953 tons of waste will be generated with full build out of the Specific Plan. Please confirm these figures, as we do not understand how the project proposes to roughly double the square footage in the Specific Plan area, yet almost triple the amount of solid waste generated. 2-9

Additionally, on page 3-6 the cumulative threshold is initially given as 196 tons per year per project, then the threshold is given as 40 tons per year per project. Please confirm which threshold should be used, and identify its source. **2-10**

10. Air Quality Thresholds of Significance - The last paragraph on page 3-75 states that the impact associated with the Specific Plan is the net change between build out under the No Action Alternative and build out under the proposed Specific Plan. However, the analysis actually compares the existing situation to build out under the Specific Plan and the No Action Alternative (not what is stated on page 3-75). This paragraph should be revised to correctly reflect the method of analysis. **2-11**

11. Flooding Issues

On page 3-95 existing structures that are within the floodway are discussed. The text states that "If major modification or renovation of these structures is required, it will be necessary to upgrade structures into conformance with current flood protection requirements (e.g., raising building floor elevations, building demolition, etc.)." According to Section 22.24.180 of the SBMC, only encroachments, fill or major construction (over 50% of existing market value) would trigger the requirement to conform to the floodway regulations. Please add this clarification. **2-12**

In addition, there are no significant impacts cited for any of the alternatives, yet mitigation measures are listed. Our understanding is that these should be recommendations, since mitigation is only required where there is a significant impact. **2-13**

12. Water Mitigation Measures

On page 3-106, the second mitigation measure requires that grading be avoided in the rainy season. Airport staff has discussed this with City Planning staff on a prior occasion, and agreed that the Airport should employ methods to minimize erosion during the rainy season, but it would not be necessary to completely avoid the rainy season. If all construction were prohibited during the rainy season, the duration of the projects and their associated costs would increase. We recommend that this language be revised. **2-14**

Additionally, on page 3-107, water supply mitigation measures are listed, yet there is no impact and mitigation measures are not required. These measures should be noted as recommendations. Some mitigation measures required for the water quality impacts (p. 3-105) appear to already be covered by other existing requirements and may not be necessary to add here as mitigation measures. For example, we understand that if an erosion plan is already required by ordinance, it should not be listed as a mitigation. **2-15**

Also related to water quality, we recommend noting that the Airport complies with the requirements for the NPDES permit for storm water, including preparing an annual monitoring report and conducting water quality inspections and testing regularly. **2-16**

13. Archaeology and Historic Mitigation Measures

The Airport's Phase I Archaeological Assessment was prepared and accepted by the Historic Landmarks Commission in 1993. This report includes mitigation measures for archaeological resources that are found on Airport property. Mitigation 3.13-1 on page 3-122 is more stringent than the requirements established in the 1993 report. We believe the requirements of the Phase I Report should be used here. For example, the Phase I Report only requires a surface survey in certain portions of the low sensitivity zone, not throughout the low sensitivity zone. This change should also be reflected in the Summary Table. **2-17**

The second mitigation on page 3-122 requires that architectural drawings be prepared prior to building demolition. We suggest this language be clarified to allow for the use of existing architectural drawings that the Airport already has in lieu of creating a new set of plans. This change should also be reflected in the Summary Table. **2-18**

Page 3-113 notes that local historians Jeremy Hass and Justin Ruhge have identified the most likely location for the former San Miguel Chapel in the Specific Plan area. It should be noted that the Airport's Phase I report, noted above, states that the chapel may be located on Airport property, and that ,"It has been hypothesized that the chapel is near or under the intersection of David Love Place and Wallace Becknell Road by Hass (1990-91) and Ruhge (1991) (p.28)." Please also clarify the source documents utilized by these two authors. **2-19**

14. Biotic Communities Impacts

On page 3-128, incremental losses of upland habitat are considered an adverse impact. We do not understand how impacts to the upland habitat in the Specific Plan could be considered an adverse impact. We also question how the build out of the project would increase noxious weeds as new landscaping and maintenance would discourage weed growth. Lastly, we do not understand how increased human activity around the Slough and increased disturbance of Slough wildlife (p. 3-131) could be considered an impact resulting from the Specific Plan. Further justification for these noted impacts should be provided. Given that the Specific Plan area is quite a distance from the Slough, we question whether these would actually be impacts. **2-20** **2-21** **2-22**

Mitigations 3.14-1 (p. 3-131) and 3.16-1 (p. 3-136) require that the Airport "support" the Goleta Slough Ecosystem Management Plan. Please clarify what that entails. **2-23**

15. Wetlands Discussion and Impacts

On page 3-136, a possible inconsistency with Local Coastal Plan Policy C-4 regarding the 100 foot setback is cited. The Specific Plan does not propose any structures within the 100 foot buffer, and so should be found consistent with the policy. Even the No Project Alternative would have to set buildings back from the creek consistent with Policy C-4. We recommend that this discussion be clarified. **2-24**

Mitigation 3.16-2 stipulates that new development shall not occur within 100 feet of wetlands associated with the Slough, including Carneros and San Pedro Creeks. We are concerned that this is overly broad and could include any jurisdictional or other wetland, including isolated vegetation in the middle of a developed area. We suggest that the mitigation refer to the Local Coastal Plan sensitive habitat map. Policy C-4 refers to this map to determine appropriate areas for the buffer. **2-25**

16. Parking Ratios - Table 3.20-9 on page 3-155 shows existing parking requirements by land use as well as recommended parking requirements. We suggest that the requirements be confirmed, and in some cases, revisited. We would also like to know the source of the recommended requirements. Some of the existing requirements appear to be incorrect (specifically, industrial, office and aviation facilities should be 1 space per 500 sq. ft. and warehouse should be considered one space per 1,000 sq. ft.). It appears that the restaurant requirement (1 space per 65 sq. ft.) would need to vary depending on the type of restaurant. One space per 200 sq. ft. for aviation facilities seems very high, depending on how hangar and warehouse space would be defined. **2-26**

17. Transportation Demand Management - We understand that Transportation Demand Management (TDM) programs are no longer allowed in the State, and therefore we question why such programs are included as a mitigation measure. If this is not the case, and it is necessary to include these as mitigation, we recommend that this discussion be clarified. Is the intent that a generic TDM program be prepared and then tailored to fit each new tenant? Who prepares this generic and the tailored TDM programs, and who monitors the compliance? We do not believe it is reasonable to expect Airport staff to monitor and enforce tenants' activities. **2-27**

18. Airport's Fair Share Contribution to Traffic Improvements - The summary table (beginning on page S-4) is quite clear that the Airport should contribute its fair share to traffic improvements in an amount that is proportionate to the traffic impacts caused by the Specific Plan. We support this approach and believe it is appropriate and fair. This concept is explained on page 3-162 under the heading "Mitigation Contributions." We believe the discussion on page 3-162 should precede the **2-28**

discussion of traffic mitigation measures, which begins on page 3-159 so that the reader understands that the Airport will pay its "fair share." As it is now written, the reader might infer that the Airport is solely responsible for all the improvements listed, which is not the case. All development in the Goleta Valley, including the Airport and in some cases UCSB, would participate in the funding. **2-28**

It would also be helpful to note that the proposed improvements are taken from the Goleta Transportation Improvement Plan. **2-29**

Similarly, we are assuming this is a "pay as you go" method (i.e., the fair share contribution to improvements is proportionate to the traffic generated by a particular project as construction occurs) and request that the EIR/EA include a discussion of this approach. **2-30**

19. Specific Traffic Improvements

We would like clarification of the text on page 3-161, describing the Kellogg/SR 217 improvements, and particularly would appreciate a conceptual drawings of these improvements. Our understanding is that the Goleta Old Town Advisory Committee's alternate concept of signalizing this intersection also noted in the text is the preferred option; we would appreciate further discussion of this option and clarification as to the preferred improvement in this area. In terms of the Airport's potential participation, we may be able to contribute to this improvement, to the extent that the roadway meets certain FAA criteria (please see attached letter from Karen Ramsdell, Airport Director, to Dan Gira of the County of Santa Barbara Planning and Development Department, dated August 6, 1996). These FAA criteria should be referenced in the text. **2-31**

We would also like confirmation that the Specific Plan impacts State Route 217 southbound at Hollister Avenue; this intersection seems quite a distance from the Specific Plan area (page 3-160). **2-32**

With regard to alternative forms of transportation, please clarify how the construction of bikeways, shuttles, etc. is quantified in actual trip reduction. **2-33**

20. Construction Impacts for the Economic Development Alternative - No discussion of construction impacts for the Economic Development Alternative is provided on page 3-159. If there are such impacts, the discussion on page 3-155 related to the Specific Plan may be referenced here. **2-34**

21. Runway Protection Zone - Page 5-2 notes that the Specific Plan would result in development being made compatible with the Runway Protection Zone (RPZ) requirements. We assume that this is referring to the fact that there are currently structures within the Specific Plan area that are in the Airport's RPZ. It should be **2-35**

clarified that the Airport's goal is to bring these legal, non-conforming uses into conformance, however some of this property is under long-term lease and future removal and reconstruction of the lessee's business would be over the long-term and subject to lease negotiations. 2-35

22. Reference to the Goleta Slough - On page 3-20 and elsewhere in the document, the Specific Plan is referenced as being located *in* the Goleta Slough. Please clarify that the Specific Plan project area is not located *in*, but *adjacent to* the Slough. 2-36

23. County Schools and Services - Page 3-60 discusses school impact fees. It should be noted that in addition to traffic and school mitigation fees, Airport tenants currently contribute to County services and schools through the possessory interest tax (property tax). As Airport property is upgraded with longer term leases, the amount of property tax assessed also increases. The schools would benefit, as they receive about 61% of property tax collected. The County receives about 21%, special districts receive approximately 12%, and all seven cities in the County receive a total of 6%. Currently, $800,000 annually is collected in property taxes from Airport tenants. 2-37

24. Noise Contours - We understand that 1993 base contours were used to determine current noise exposure levels, shown on Figure 3.1-3 (page 3-13). However, please clarify what the *forecasted* noise levels are, upon implementation of the Specific Plan; are they the same as the existing? 2-38

25. Summary Tables (Tables S1-S3)

The heading "mitigation measures" in Table S-3 should be revised to read "recommended mitigation measures." The impacts are adverse, but not significant, and therefore do not require mitigation. 2-39

Table S-2 on page S-6 lists a Memorandum of Agreement (MOA) under the mitigation measure column for historic, architectural, archaeological and cultural resources. This MOA is not referenced in the text. Further explanation regarding under what circumstances an MOA is appropriate and necessary should be provided both here and in the text in Section 3.13. 2-40

A listing of impacts and mitigation measures for floodplains in Table S-2 does not appear necessary, as the text does not identify any significant impacts to these resources. 2-41

The impact listed for water resources in Table S-2 is not discussed in the text. 2-42

The second impact listed in Table S-2, page S-7, the second impact listed on page S-8, and the first impact listed on page S-9 for ground transportation note that only long 2-43

term impacts from the Specific Plan are anticipated. However, the text notes that there would be both short and long term impacts. Please correct these discrepancies. 2-43

We find no reference in the text to the second impact and corresponding mitigation measure listed in Table S-2 on page S-7 for ground transportation, as well as with the first impact and mitigation measure listed on page S-8 for ground transportation. 2-44

26. Affected Environment - Page 3-42 lists major tenants and associated square feet occupied. We do not understand the importance of this information. If it is important to retain, several corrections should be made. With regard to major tenants leasing 100,000 or more square feet, the Twin Lakes Golf Course and the Girsh property should be added. The reference to a hotel in the list of major tenants leasing between 50,000 - 100,000 square feet should be deleted, as there is no hotel use in the Specific Plan area. Lastly, please clarify which second fixed base operator is referred to here. 2-45

27. Water Supply

The discussion on pages 3-102 and 3-103 should be clarified. All Airport tenants, except those listed as "separate meters" in Table 3.12-1 receive water from the Airport master meter. From this master meter, the Airport also serves the Goleta Sanitary District (2 meters) and the Goleta Beach County Park (1 meter) by separate agreement. Both the District and County reimburse the Airport for their water use, and the annual usage is not counted against the Airport's allocation. It should also be noted that the car dealership and the Goleta West Sanitary District on Airport property are provided water directly from the Goleta Water District. The text and Table 3.12-1 should be revised accordingly. 2-46 2-47

It should also be noted in the table and text on page 3-103 that in 1993, part of the 36.4 acre feet unaccounted for was used by the Goleta Water District for well flushing (19.78 afy) and the Goleta Sanitary District for its construction project (4.8 afy). It may also be beneficial to include the water use figures for 1994 and 1995: 2-48 2-49

2-49

CATEGORY	*1994 AFY*	*1995 AFY*
Submetered	69	75
Unaccounted	54[1]	84[2]
SBA Irrigation Meters	.85	.67
SBA Master Meter	**123**	**160**
Lucas Aviation (1)	4.89	4
Spike's Place (1)	1.4	1.26
Twin Lakes (2)	16.43	17.73
Woolever's (2)	.36	.38
Leonard Gluck (Jeep)	1.21	.78
Goleta W Sant Dist.	<1	<1
Separate Meters	**24.29**	**24.15**
TOTAL - AFY	**147.29**	**184.15**

[1]- Reflects Goleta Water District and Goleta Sanitary District use for reclaimed water at 43.8 afy.
[2] Reflects water used by Goleta Sanitary District and Goleta Water District at 53.57 afy, and water used in flood clean up efforts.

28. Hazardous Materials

Page 3-84 notes that that there are ten locations where no contamination was found and eight locations of unknown contamination. Since this original data was collected, the eight previously unknown contamination sites have been either determined uncontaminated or have been remediated. Please revise the text, Table 3.10-2 and Figure 3.10-1 accordingly (a marked up Figure 3.10-1 and a marked up Table 3.10-2 are attached to this letter). Additionally, Table 3.10-2 should list the 25,000 and 50,000 gallon tanks that were removed from underneath the PacTuCo building by the City Public Works Department in 1984, and the six tanks abandoned at the Southern California Edison building. 2-50 2-51

Page 3-89 notes that it is not currently known what tenants might use hazardous materials or in what quantities. This is not the case. A complete survey has been done of all the tenants, including a door to door inspection that generated a list of the tenants that have quantities over the threshold limits and that have business plans. Please revise the text accordingly. 2-52

Thank you for the opportunity to review and provide comments on this document.

Sincerely,

John Clark, Chair
Airport Commission

The Airport Commission, an advisory body for the City of Santa Barbara, has submitted comments as part of their advisory role. The Airport Commission's comments must be included and responded to as part of the EIR under provisions of CEQA and the CEQA guidelines.

2-1 The buildout year is 2010. The discussions and tables describing employment and population projections have been revised so that they are consistent.

2-2. A discussion of the relationship between sound levels and human hearing has been added to section 3.1, under Description of Resource. Since this discussion comes before Table 3.1-1, it was not repeated.

2-3. According to the Goleta Transportation Improvement Plan (GTIP), the bikeway along the railroad tracks would be constructed within the existing right-of-way of the freeway and/or the Southern Pacific Railroad. The Airport would not be responsible for this improvement because it is not located on Airport property and it is not required to mitigate impacts generated by the Specific Plan.

2-4. Improvements to Aero Camino/Firestone would accommodate the bike path on Firestone Road if right-of-way is available. It may not be possible to widen Firestone Road for two reasons. First, it is not possible to widen Firestone Road on the south side because of the required Runway Safety Area at the north end of Runway 15/33 and the service road is also required north of the Runway Safety Area. Second, between Firestone Road and Hollister Avenue, is a drainage area that includes jurisdictional wetlands. These are proposed to be preserved in order to provide biofiltration of run-off before such run-off enters the Goleta Slough. It is becoming more apparent that the existing Class II bike lane on Hollister Avenue will be maintained instead of being relocated adjacent to Firestone Road.

2-5. The Goleta Community Plan describes future hiking trails. These trails were included as part of a general discussion of existing and proposed land uses surrounding the Airport. The text has been revised and now indicates that Airport operations and security would have to be considered prior to constructing such a trail.

2-6. A discussion as proposed in the comment has been added to the text.

2-7. The text has been changed to clarify the fact that no relocations of businesses or residences (i.e., from private land) would be required. Tenants who currently occupy city-owned property that would be demolished in the Specific Plan Area are on month-to-month leases and would have to move prior to demolition.

2-8. The table that has been recommended identifies the approximate number of square feet to be constructed by phase and by subarea. The table

(Table 3) is taken from the Specific Plan (see next page). The EIR/EA is based on the assumption that the Specific Plan could be fully implemented within 5 years or take as long as 15+ years to be completely realized.

While respecting the Airport's concerns, the analysis of solid waste impacts was performed correctly. The short-term and long-term scenarios referred to in the comment are appropriate for a transportation analysis, which must contend with projected increases in traffic, as well as planned transportation improvements. However, while not all impacts to solid waste will be realized at the same time, the solid waste thresholds used by the City and County are intended to identify the ultimate impact of an entire project, rather than increments of a project (the Specific Plan as a whole is considered a single project for purposes of CEQA and NEPA analysis). The Airport is correct in stating that the overall level of impact would not change even if the assessment were broken into two scenarios. Moreover, a cursory evaluation indicates that impacts would likely remain significant for both the short-term and long-term phases. Although precise impacts would vary according to the specific mix of uses included in each phase, assuming an impact in direct proportion to the volume of square footage involved results in the short-term scenario generating approximately 420 tons of solid waste after mitigation, and the long-term scenario generating approximately 550 tons after mitigation. Thus, impacts would remain well above the threshold of significance for each phase.

The air quality analysis treated construction impacts as short-term and operational impacts as long term. Long-term impacts were assessed at the time of full development of the Specific Plan, in the year 2010, to identify likely worst-case air quality impacts from the Plan. Similar to the situation with solid waste, the potential air quality impacts would still be significant for each phase if the phases of the plan were assessed separately.

2-9. The figures have been reconfirmed. They were obtained by reviewing a list of buildings to be demolished that included both the number of square feet and the uses. An individual generation rate was applied to each building based on its use. The estimated volume is based not only on square footage, but on the use of the building, which may account for some of the disparity between the existing and proposed scenarios. Additionally, a number of buildings are not occupied, and do not currently generate solid waste. These include buildings 239, 240, 241, 260, and a portion of 117, which total approximately 16,000 square feet.

Draft Airport Specific Plan

Table 3. Square Footage Available and Expected Need

Net Square Footage Available for New Buildings

Demolition since adoption of Charter Section 1508 =	15,000 sf
Average of 1 Small Addition (3,000 sf) per Year (x 15 yrs.)[1] =	+45,000 sf
Estimate of sf available for vacant land under Measure E =	+100,000 sf
Subtotal available =	160,000 sf
Demolition planned in SP area [2] =	+172,000 sf
Total Square Footage Available =	332,000 sf

Net Square Footage Expected to be Needed for New Buildings[3]
(Note: The sf are approximations and may vary although the total will not exceed 332,000 sf.)

Subarea 1	+100,000 sf
Subarea 2	+102,000 sf
Subarea 3	+110,000 sf
Subarea 4	+20,000 sf
Total Square Footage Needed/SP Area =	332,000 sf

Notes:

1. There are 62 "parcels" on Airport property. Charter Section 1508 allows up to one Small Addition of 3,000 sf per parcel with an existing structure as of November 1989 and restricts square footage to no more than 30,000 sf/year in the Small Additions Category. Therefore, an average of one Small Addition per year is assumed over the 15 years of the Specific Plan. Theoretically, 186,000 additional sf are possible under the Small Additions Category (62 x 3,000 sf).
2. A detailed discussion and breakdown of buildings to be removed within the Specific Plan area is provided in Chapter VII.
3. Feasibility analysis only — estimations of square footage allocations to subareas only (see note above).

Source: EDAW 1995.

2-10. Page 3-63 of the Draft EIR/EA identifies significance thresholds for both project specific impacts (196 tons) and cumulative impacts. For the latter, the text states that a volume of 196 tons would be considered a significant cumulative impact, but that an increase of 40 tons per year would be considered an adverse impact. The impact analysis relied on these project-specific and cumulative thresholds where appropriate. The source is cited in the text as "Santa Barbara County 1995," which is the County's Environmental Thresholds and Guidelines Manual. This reference was inadvertently left out of section 9.0, References and Persons Contacted, but it has been added to the Final EIR/EA.

2-11. The text has been revised to more accurately describe the approach of the air quality analysis.

2-12. The text has been modified to include clarification as to the definition of a major modification or renovation. It now includes the phrase "cost exceeding 50 percent of existing market value."

2-13. The first paragraph of the environmental consequences section states that development of the areas located within the Regulatory Floodway that are not designated as open space could potentially impact flood conveyance. This would be a potentially significant impact. The text has been modified to clarify this point.

2-14. The Santa Barbara Municipal Code 22.24.180 in regards to "Floodways" identifies that "no encroachments, including fill, new construction, substantial improvements, and other development are permitted (in a floodway) unless a registered professional engineer or architect certifies that the development will not result in any increase in flood levels during the occurrence of the base flood discharge." For construction in areas outside the floodway, the text of the Final EIR/EA has been modified to require grading in the non-rainy season "to the extent feasible." This puts the onus on the reviewing agency (in this case, the City) to determine the feasibility of completing grading activities in the non-rainy season.

2-15. No additional mitigation to those measures already implemented by the Airport are required. The text has been modified to clarify this.

2-16. A detailed explanation of the Airport's compliance with the NPDES permit has already been provided in the subsection titled Stormwater Runoff.

2-17. The Airport Phase 1 Archaeological Assessment (1993, page 32) "highly recommended" that any projects within areas mapped as sensitive to cultural resources be made after the completion of a Phase 1 survey and/or limited testing program. This requirement would not be necessary if a review of prior studies shows that the area had been previously investigated. The Assessment requires at least a surface

survey in all previously uninvestigated sensitivity zones, including the low sensitivity zone. Mitigation Measure 3.13-1 has been revised to maximize consistency with wording of identification procedures and methods in the City-adopted 1993 Archaeological Assessment.

2-18. Mitigation Measure 3.13-2 has been revised to allow the use of existing architectural plans, if capable of satisfying HABS/HAER Standards, for recordation of structures considered eligible for City Structure of Merit designation.

2-19. The location of the San Miguel Chapel as attributed to Hass and Ruhge and described in section 3.13 is consistent with information provided in the adopted City 1993 Archaeological Assessment. These historians' published sources cited in the Assessment have been added to the EIR/EA. Ruhge cites an 1886 account by Father J.J. O'Keefe that describes ruins of a church near the Daniel Hill adobe at 35 La Patera Lane. He also describes a 1928 aerial photograph of Goleta that shows a rectangular shape with dimensions similar to that described by O'Keefe in a field near the Hill adobe, located at what is approximately the corner of David Love Place and Becknell Road. Ruhge acknowledges that this evidence is not definitive, but considers it the best available for estimating the Chapel's location. The Chapel location is within the high sensitivity zone associated with prehistoric site SBA-59. Any development within the reputed Chapel location would require archaeological procedures to evaluate the presence of archaeological site SBA-59 remains, in addition to the potential for identifying Chapel materials.

2-20. The loss of upland habitat is adverse to biological resources because it represents a reduction in habitat for native and naturalized plants and animals. Losses of upland habitat may or may not be significant, depending on context and magnitude. As recognized in the Local Coastal Plan (LCP), the Goleta Slough is an Environmentally Sensitive Habitat (ESH) that includes salt marsh, seasonal fresh water, and upland habitats (LCP p. 2-1). The importance of upland habitats to the health and survival of wetlands of the Slough Ecosystem is also recognized in the LCP (p. 3-9). Hence, within this context, losses of upland habitat could become significant where the structure and function of adjacent wetlands in the Slough are adversely affected. Under CEQA (Appendix G), losses of upland habitat may be significant if there are *substantial* effects on rare or endangered species or their habitats, on wildlife migration, or on habitat for wildlife and plants.

2-21. The text has been modified. Because there would be more hard surfaces and landscaping in the Specific Planning Area, noxious weeds in the area would be reduced.

2-22. The Specific Plan, in combination with other *cumulative* projects in and around the Goleta Valley, would increase the number of people and

levels of human activity around the Slough, leading to increased disturbance of wildlife, for example at Goleta Beach or adjacent to bicycle and foot paths. This would be an indirect impact.

2-23. The text has been clarified to indicate more specifically the functions that the Airport would support.

2-24. The Specific Plan is not in conflict with LCP Policy C-4; the discussion has been revised accordingly in the text. LCP Policy C-4 does not automatically protect all wetlands in the Specific Plan area, however. The Specific Plan does not disallow structures within 100 feet of wetlands, and the proposed land use designations do not preclude such development. Therefore, it is appropriate to recognize and mitigate the potential indirect impacts of development in close proximity to wetlands.

2-25. The mitigation measure is flexible by design to allow development in buffer areas where impacts on wetlands are insignificant, such as in the middle of developed land. The measure incorporates and updates LCP Policy C-4.

2-26. The Specific Plan shows several central parking areas where adjacent buildings can share the proposed lots. According to Chapter 29.90 of the City Zoning Ordinance, one parking space is required for each 200 square feet of gross floor area within the A-C Zone and one parking space is required for each 500 square feet of gross floor area within the A-I and A-F Zones. Application of these standards could, however, result in excess parking supplies – given the uses envisioned within the planning area – and thus the Specific Plan includes Policies P1 and P2.

Due to the mix of land use types envisioned for the planning area, the total number of parking spaces required may be less than the sum of the demand for the individual uses and the opportunity for neighboring uses to share adjacent parking supplies exists. This concept, known as "shared parking," reflects the opportunity to use the same pool of parking created when the parking demands of neighboring uses have different peaking characteristics. For example, a theater and office can share parking resources, since theater parking demands typically peak during evening periods while the office parking demands peak during the 8:00 A.M. to 5:00 P.M. working day. The text of the EIR/EA has been modified to indicate that parking requirements will more closely reflect those for the rest of the City. Table 3.20-9 of the Draft EIR/EA has been updated accordingly.

Thus, Policies P1 and P2 should be closely adhered to as the Specific Plan lands uses are finalized and developed in the future. This would result in the appropriate number of parking spaces being supplied for the combined land uses within the planning area.

2-27. While it is true that TDM programs can no longer be legally imposed on businesses, they can be required to mitigate identified impacts. TDM programs for developments within the Specific Plan would reduce traffic at the site and therefore reduce the level of traffic impacts off-site. This measure was listed as a mitigation to accomplish this end result, although no traffic reductions were assumed in the impact analysis. Individual developments within the planning area shall be reviewed upon permit application to tailor a TDM plan for the development. Measures targeting employees shall include provision of bicycle lockers and showers in the new developments, lunchrooms, preferential parking for carpools, free bus passes, etc. TDM plans would be developed by each development pursuant to the existing City/County TDM program. This program is voluntary and future tenants within the Specific Plan area would have the choice to participate or not participate.

2-28. The text has been modified to respond to the comment.

The impact analysis presented identified several potentially significant traffic and parking impacts associated with development of the Specific Plan. Substantial transportation-related improvements will be required to accommodate future cumulative land-use growth within the Goleta Valley. The text discusses improvements to mitigate these impacts to a level of insignificance. It is noted that several of these measures have been identified in the Goleta Transportation Improvement Plan (GTIP).

Although the Airport is located within City limits, the land uses developed within the Specific Plan will impact intersections located in the County and will, therefore, be required to contribute a fair-share payment toward the local/regional improvements required to accommodate future traffic growth. City and County staff have met on several occasions to discuss the details of such a fair-share funding agreement. At the time of this writing, however, no specific funding mechanism has been defined and/or established.

2-29. The text has been modified to reference the GTIP.

2-30. The City and County will continue to negotiate the details of a fair-share funding agreement.

2-31. The Kellogg/SR 217 improvement cited in the EIR/EA is taken directly from the County's approved GTIP. Although other options are currently being considered as part of the Goleta Old Town Plan, the traffic analysis for the Old Town Plan has not been completed and the improvements are speculative. Further, the EIR being completed for the Old Town Plan will review several different roadway options that may enhance access via SR 217. The traffic analysis for the Old Town Plan is currently underway and that EIR will serve as a reference for the Specific Plan EIR when complete.

In regard to federal (FAA) participation in the funding of transportation improvements, the amount of participation depends on the percentage of airport use of that transportation project.

2-32. Development of the Airport Specific Plan would increase the V/C ratio of the intersection by 0.01, which is considered a significant impact.

2-33. No reduction in trip generation because of alternative transportation modes or for the TDM has been assumed in the analysis. The traffic impact analysis was based on trip generation rates taken from national averages, which inherently include alternative modes such as bike and bus trips. The mode splits for the Goleta area listed in the 1990 journey to work census data show that the most significant commuter mode is the automobile - about 86 percent. The next most popular mode of transportation is walking at 5.8 percent, then public transportation (bus) at 4.0 percent, and finally bicycling at 3.6 percent.

2-34. As with the proposed plan, construction traffic associated with development of the Economic Development Alternative could result in significant short-term traffic, circulation and parking impacts (e.g., reconstruction of roadways, demolition and reconstruction buildings, etc.).

2-35. Chapter 5.0 of the Final EIR/EA has been modified to respond to this comment.

2-36. The recommended correction has been made.

2-37. This information has been added to the referenced section.

2-38. As stated on page 3-17 of the Draft EIR/EA, potential noise impacts could result (with the Specific Plan) from construction and demolition activities, increases in traffic on local roadways, and the operation of commercial and industrial enterprises. Aircraft operations would not be affected. This means that the noise contours would also not be affected by the Specific Plan.

2-39. The modification recommended has been made.

2-40. The reference to a MOA in the summary has been deleted.

2-41. The text has been modified for clarity stating that a potential impact to flood conveyance "could result in significant flooding impacts."

2-42. The text has been modified to include a discussion of these potential water quality impacts.

2-43. In response to the comment, the Short-Term impact for the proposed action has been added on Table S-2.

2-44. Impacts and mitigations for roadway impacts have been deleted from the text because the County has not established CEQA thresholds for roadways. (Potential roadway inconsistencies with the Goleta Community Plan are discussed in section 4.2.2, beginning on page 4-21 of the Final EIR/EA).

2-45. The names of tenants have been deleted from the text. Discussion of the types of uses or businesses operated by the tenants has been retained.

2-46. The text has been modified to add clarity. However, additional research by Airport Administration staff (November 1996) has determined that water used by the Goleta Beach County Park is not counted separately from the allocation to the Santa Barbara Airport.

2-47. The water source and usage data for the car dealer (Santa Barbara Chrysler) has been added to Table 3.12-1. According to Jim Merlo of the Goleta Water District (October 1996), the Goleta West Sanitary District had a meter on Airport property up until very recently (approx. 1 month) that was served through the master meter.

2-48. The text has been modified to include further detail as to the partial usage of water usage described as unaccounted for in Table 3.12-1.

2-49. This additional information has been included in Table 3.12-1 and the text revised to reflect new totals and averages for the water years 1990 to 1995. It should be noted that the water use figures for 1994 and 1995 reflect a use of 43.8 AF and 53.6 AF by the Goleta Water District for reclaimed water. Additionally, the 1995 figures include water used in flood clean-up efforts.

2-50. The text, Table 3.10-2, and Figure 3.10-1 have been revised to reflect this new information.

2-51. The text has been revised and this additional information has been added to Table 3.10-2 and Figure 3.10-1.

2-52. The text has been revised to include additional baseline information provided by the Airport Administration. In addition, both existing and future tenants are required to meet provisions of local, state, and federal law regulating both hazardous materials and hazardous waste.

Anita L. Liski
Planning Commission Secretary
City of Santa Barbara
Community Planing Division

August 28,1996

RECEIVED
AUG 30 1996
CITY OF SANTA BARBARA
PLANNING DIVISION

Nita,

Sorry I didn't recognize you. As you could tell I was completely out of my element. I am use to writing and reviewing reports, not justifying them in to the public.

I am not pro anything, but I oppose the destruction of this unique south facing coastal area. 3

This area has been dominated by developers ever since I moved here 35 years ago. These developers controlled the entire County, City and even the News Press.

I even believe these developers instigated the Goleta water moratorium to stop Goleta from developing to use it as a source of money for there City businesses.

This was O.K. because the City was not destroying this area. Now things have changed. While the City was stopping the Southern areas from developing, the County Supervisors were using the south tax money to develop the North. Now there are 5 northern Supervisors, 5 northern cities and the Developers do not need the City any more.

Developers must be dominating the SB city council: Samarkand, Ralph, $7mil for Airport, $1mil to get business to move from Goleta, $40mil loss to Orange Co., on and on. It is all about money and the people do not matter.

Nita, I don't know who is controlling the data but, the City is responsible for the contents. If there is a legal problem, the Developers and the County are not going to pay, so the people of this coastal area will pay.

I find it difficult to believe that the City Council is so money hungry and short sighted. The passage of this ER and granting the Developers a 50 years lease, will destroy this area and there very existence.

Question for Legal Dept.? What if Port Hueneme becomes an International Airport, the County declares there is no longer a need for the SB airport and moves the airport to Santa Maria. Will the City still control what use to be an airport, or will it revert back to the County because it is no longer an airport? 3-

Based on 20 years of technical experience at Santa Barbara Research Center the following, until proven wrong, is my evaluation of the Daft.

The County has falsified Land Use maps, suppressed and modified data. 3-

The City, lead environmental agency, is using this data in an effort to get this draft passed. Once passed the Developers will use the City to circumvent State and Federal environmental and clean water laws.

R.D. Kirchner

R D Kirchner

6227 Covington Way
Goleta, CA 93117

The following information is taken directly from the Draft, and it is what my evaluation is based on. "-word for word -".

1.0 >> Purpose

(pg 1) "This EIR/EA (Commercial/Industrial) has been prepared (by the City of Santa Barbara) to meet the requirements of--CEQA of 1970 and NEPA of 1969 -." 3-4

**Question > Are the 1969 & 70 the latest requirements?

(pg 1) This environmental impact- "--lack of specific development plans and schedules, as individual projects proceed from the plan, they will require an environmental review that is focused on site-specific issues." 3-5

(pg 1) " The Lead Agency under the CEQA is the City of Santa Barbara."

(pg 1) The environmental impact- "--For individual projects with site-specific impacts that can be mitigated without preparation of an EIR, this EIR/EA will meet the needs for environmental review."

*Comments]] There are no specifications for project. The City , wrote, review , and can mitigated all there future selected business. 3-6

**Question > Once this Draft is passed, all business that the City feels are mitigating, will be excludes from filling a State, or Federal ER?

1.0 PURPOSE AND NEED

(pg 1-1) The overall purpose--""--improve revenue generation-- add new square footage of commercial, industry, and/or aviation-related uses through the year 2015 in a manner that is consistent with the City and Counties goals and policies." 3-7

**Question > To improve the City and Counties revenues has the City violated there Federal Trust Deed, to maintain an airport?

**Question > By placing a 40 acre Commercial/Industrial Park directly under aircraft using runway 15R/L, has the City jeopardized the safety of the airport? 3-8

(pg 1-1) "Area in the northern portion of the Specific Plan area should be reserved for a total of 38 to 40 acres of industrial use (including light/heavy industry, warehouse, R & D , and incubator space for new emerging industries). "

(Draft Nov. 95, pg 5) 13.-Household hazardous waste, 14.-Recycle business. 3-9

**Question > Are these goals, to improve revenue, consistent with Federal Environmental laws?

3.0 NOISE: ER states "Noise impacts to be insignificant" !!! 3-10

(pg 3.1) "Major sources of noise in the airport area include Aircraft,rail-road, and vehicular traffic on 101, Hollister, Fairview, and Ward Memorial.

>> Aircraft INM Data

(pg 3-6) Aircraft Noise Level Measurement. --" conducted for a two-weeks period-- July 9 to 22, 1994 --".

*Comments]] Data was obtained in July when morning fog, associated with the summer marine layer, will offer the maximum atmospheric noise reduction.

**Question > Why is the data not corrected for this attenuation?

(pg 3-7) Table E-2 -- Comparison of quarterly data in Table E-2 to the July 9 to 22, 1994 " were similar". 3-11

*Comments]] Similar is not equal, and every change means a reduction in accuracy.

**Question > Does the noise data represent a true value that would be measured over the entire year?

>> Aircraft INM 65db contours 3-12

(pg 3-3) Integrated Noise Model (INM). --"Version (computer program) 4.11 was released in 12/96 --- updated version of the INM (5.0) is in used today-(but the ER states that using 5.0)- would result in contours being virtually identical."

*Comments]] Virtually identical is like similar but they are not equal.

**Question > What is the difference in the two program noise contours?

(pg 3-11) Figure 3.1-3 ---" The contours have been smoothed slightly in some areas to remove obvious irregularities caused by the INM plotting program." 3-13

*Comments]] Bad data will cause this problem.

**Question > Which areas have been doctored in the INM plot?

(pg 3-11) " Baseline Aircraft CNEL Contour Map Validation. "After allocating of annual average operations data to generalized flight tracks shown in (Fig 3.1-2) (A), the INM was used to calculate CNEL values at each of the aircraft noise monitor sites (B)." 3-14

*Comments]] (A) (Fig 3.1-2) does not depict the real flight pattern of present aircraft. Two engine and jet aircraft that use the runway require a longer approach, and light aircraft traffic extend well to the north of 101. 3-15

*Comments]] (B) There are NO MONITORS (Fig 3.1-3) to the north. This noise data represents 180 degrees of the noise contour plot. 3-16

(9/17/93 Initial Study (1.)) "Aircraft operations (i.e., take-off and landings) are expected to increase from 189,000 in 1990 to 341,000 in 2005.---".

*Comments]] Increased traffic not factored into calculations.

*Comments]] Fig 3.1-3 The Aircraft INM Noise contours are seriously flawed and do not represent actual noise contours. The INM program generated noise contour for 1996 by using attenuated data of 93, an old computed program, no increased traffic noise factor, and no monitor to the north, let alone what the noise will be in 2015. 3-17

**Question > Have these contours have been distorted in an effort to get this draft passed?

**Question > Does the City Environmental Agency feel that this Noise Contour map accurately represent noise for the year 2015?

Noise Contours and Land Use Designations.

* Place Fig 3.1-3 (CNEL Contours) on top of Fig3.1-4 (Land Use Designations). 3-18

●● Observe that Ward Memorial Blvd. has been moved approx. 0.1 miles to the east, Patterson Ave approx. 0.2 miles, and Cathedral Oaks Road meanders where it pleases.

*Comments]] Comments cannot be printed, but observe that Rancho Goleta Mobile Park has been moved from under the 65db Max contour. 3-19

**Question > Is the FAA aware that this has been done?

**Question > Does the City know Fig3.1-4 has been altered? 3-20

**Question > Could the use of this document be classified as fraud? 3-21

>> Ambient Noise - Rancho Goleta

(pg 3-7, Table 3.1-2, July 9-22,1994) Ambient noise for Ranch Goleta Trailer Park is 63.3dB. 3-22

*Comments]] July it is the time UCSB is on vacation which reduces the road traffic on Ward Memorial.

*Comments]] Data was obtained in July when morning fog, associated with the summer marine layer, will offer the maximum atmospheric noise reduction 3-23

**Question > What is the avg. noise- Sept. to April? 3-24

**Question > Would this ER be in jeopardy if the noise measurements in Table 3.1-2 were wrong ? 3-25

>> Ambient Noise - Area North of Airport

*Comments]] Area North of Airport is not mentioned as a potential problem area, and the ER Draft does not address this noise at all. 3-26

*Comments]] There are no sound barrier between Calle Real and ambient noise generated by Highway 101, Train traffic, and the proposed Commercial/Industrial development this ER supposedly represents. 3-27

(Initial Study ENV93-0137) Impact Discussion "Because construction will be spread over a 10 to 15 year period, and because there are not any "sensitive receptors" in the vicinity of the Airport, construction related noises is not considered to be significant." - 3-28

**Question > What is a sensitive receptor?

*Comments]] This ER forces Ambient noise at Calle Real, directly north of the airport noise, to be estimated. 3-29

Add the following:

(1) 70 db @ 174 ft center 101 (pg E-10, Table E-7). Estimated with vehicle speed @ 55mph and with 1993 traffic.

**Question > What will be the noise in 2015?

(2) 65 db @ 275 ft center of track (pg 3-12). Estimated using 2 passenger trains (now four) 6 freight trains (now ??)

**Question > What will be the train traffic be in 2015?

(3) xxdb air traffic (no data for this noise)

(4) xxdb Amtrack Depot station (Excluded by County legal dept)

(5) xxdb Amtrack maintenance station (Excluded by County legal dept)

(6) xxdb Construction (Excluded by City initial study)

**Question > Will*(1) will exceed City and County standards? 3-30

**Question > This ER uses data with no monitor to the north. Does the City feel there is no ambient noise there?. 3-31

**Question > What is the total ambient noise north of the airport? 3-32

**Question > How can noise be estimated when businesses are unspecified? 3-33

**Question > Will the increased noise, of these unspecified businesses, exceed the Counties step noise standard? 3-34

**Question > Would the actual noise values, of the area north of the airport, effect the passage of the Draft ER? 3-35

**Question > What happens if it is proven, that the City/County Environmental Agencies, have failed to enforce existing CA and Fed. laws. 3-36

3.2 LAND USE >> Safety >> Potential Amtrack Depot station.

(pg 3-21)"Approximately 78% of all civilian aircraft accidents happen within Safety Area 1 through 3" 3-37

(pg 3-21) The PRZ--"The Approach Zone is an extension of the PRZ. (and) Concentration of people or use with potential fire hazard are not general allowed. " (PRZ is Safety Area 1)

(pg 3-29, Fig 3.2-3) Safety Area 2 is over the sight of the potential Amtrack station

(pg 3-26, Table 3.2-1 pg1/2) --- Compatibility >> 2 (Approach Zone) >> NO to many things including, "Other public and quasi-public services".

(pg 3-9, Fig 3.1-2) Generalized civilian aircraft Flight Tracks.
Civilian aircraft approach the north/south runway from the east or west direction in the center of Safety zone 2.

(11/95 Draft //-5) Actual location of Station

(11/95 Draft //-7 (2)) Land use prohibited in the RPZ are: residences and places of public assembly (churches,schools, hospitals, office buildings, shopping centers and other uses with similar concentrations of persons typify places of public assembly).

*Comments]] The Depot is directly in the middle of north/south Safety Zone 2, and every civilian aircraft that lands or takes-off will fly over it.

*Comments]] Original Draft, and the November 1995 Draft, have completely ignored the danger of a potential aircraft accident. This accident would involve diesel engines loaded with fuel, a train station and train full of people.

**Question > Has the City violated the Federal Trust by jeopardizing airport operations, and inviting an environment disaster where people could be injured or killed? 3-38

**Question > Is the City, or the County, responsible if there is an accident. 3-39

**Question > Has this location been approved by the FAA? 3-40

3.2 LAND USE >>environmental>>Potential Amtrack Maintenance station. 3-41

<> The County Legal Department has stated that the Potential Amtrack Maintenance station will require no CA. Noise ER because it is located on a main line.

*Comments]] This Station appears to be a joint effort by the City Developers and County Supervisors.

*Comments]] The ER does not indicate that arrangements have been made with the Goleta Sanitation Agency for water used in Amtrack station.

**Question > Has the City and County excluded the polluted water, from washing 20 to 25 passenger cars, that is going into Goleta Slough Ecological System from a Federal ER? 3-42

**Question > Will the City or the County be responsible for the pollution?

*Comments]] The Potential Amtrack maintenance station will operate all night, approx 300 yards, from Lake Los Carneros. 3-43

**Question > Will the Maintenance station light, noise, and air pollution from testing the diesel engines, destroy this wild bird sanctuary? 3-43

**Question > Will the Potential Amtrack Maintenance station be exempt from a Federal Fish and Wildlife Service ER. 3-44

**Question > Will the City or the County be responsible? 3-45

3.8 SOLID WASTE >> 3-46

(pg 3-62) The Tajigusa-- "An ER (County) is in progress for expansion of the (Tajiguas Landfill) facility: it **may be** completed in late 1996, although a definite timeline has not been established."

(pg 3-62) Significance Criteria "NEPA has **no specifics** significant criteria relating to solid waste disposal"

**Question > Who sets the standards?

(pg 3-64 Table 3.8-1) Specific Plan (140,000 sq. ft. is 3.2 acre) Industrial development 364 Tons, is more than the existing 313 tons. 3-47

*Comments]] 140,000 sq ft is 3.2 acres of total 40 acres. (40÷3.2=12.5) 3-48

*Comments]] There will be (12.5 * 364=4550) 4550 tons of solid waste when the City develops all 40 acres.

*Comments]] This Draft ER is to project development to 2015 as stated on pg1-1.

**Question > What does the City plan to do with 4550 tons of solid waste in the year 2015.

3.9 AIR QUALITY >>

(pg 3-74) Controlling Agency "CA Air Resources board (ARB) has in turn delegated this responsibility to the Local and regional air quality management districts. The APCD (Santa Barbara Air Pollution Control Board) has the authority to regulate stationary sources of air pollution in Santa Barbara County." 3-49

(pg 3-69) Data Sources "Ambient air quality data to define background pollutant were obtained from monitoring reports generated by the (County) APCD"

(pg3-66) Air quality- "--standards represent the maximum allowable atmospheric concentration of various pollutants that may occur and still protect public health and welfare, with a reasonable margin of safety.

(pg 3-75) "Both City and County use the following APCD air quality significant thresholds'--'proposed long-term, operational (1) 25 pounds per day of ROG or NOx during operational activities,"

**Question > Does the City and County, regulate, take data, and set the standards for local air quality?

(pg 3-66) "Similarly , there are no known major sources of sulfates, hydrogen sulfide, or vinyl chlorides associated with the Specific Plan." 3-50

(pg 3-70) The ARD- "--CA. Air Quality--. Presently, Santa Barbara County is in nonattainment (EXCEEDED) for 'O'3 and PM10 , and in attainable for 'NO'2, 'SO"2, CO, sulfates, hydrogen sulfides, and lead."

**Question > How can the ER state "attainable" when they have no data.

**Question > Is there no data because the ER has unspecific businesses, even though the area will process hazardous waste?

(Draft Nov/95 Draft, pg A-4) 13. Household hazardous waste facility, subject to issuance of a Conditional Use Permit. 3-51

**Question > Who issues this Conditional Use Permit?

**Question > How long is this permit for?

**Question > Who will determine if there is a pollution problem?

(pg 3-75, 5 lined down) " However, areas in nonattainment for PM 10 , Sulfides, lead, hydrogen sulfide, or visible are not expressly required to develop an attainment plan under the CA. Clean Air Act. 3-52

*Comments]] The City is going to lease to businesses involved in recycle, process, or manufacture products which will pollute with these toxins?

**Question > Has this ER avoided these pollutants because they are not expressly required by CA. Clean Air Act laws, even though they can generate hazardous conditions?

(Draft Nov/95 Draft, pg A-4) 13. Recycle business, 15. d. Metal 3-53

(Draft Nov/95 Draft, pg A-5) 5. Auto- 6.Motorcycle- 7. Printing- 8 photo developing- 10. Copying 12. Dry cleaning establishment- 20. (open ended catch all) Others determined by Planning Commission.

**Question > Does this ER not address the problem because it is not expressly required by CA. Clean Air Act laws.

**Question > Will there be Lead processed in the Household Hazardous waste facility (auto batteries, old paint etc)? 3-54

Area Pollution. 3-55

(pg 3-66) " The area affected by project emission sources would generally include the southwest portion of the Goleta Valley, between the Pacific Ocean and the Santa Ynez Mountains"

(pg 3-69) The prevailing wind "-daytime sea breezes--southeast to southwest along southern SB county coast. Light northeasterly land breeze usually occur at night at the Airport."

(pg 3-69) The prevailing wind "-High pollutants impacts can occur during these conditions (colder month), when pollutants transported offshore at night combine with local emissions onshore the following morning with the onset of the sea breeze."

*Comments]] Pollutions generated, at, and around the airport will pollute the entire southern facing coast area. The pollutants will be over the ocean during the night, and return the next day to pick up more. The pollution is trapped between the mountains and ocean, until it condenses to acid rain.

**Question > Based on projected figures in this ER, how many more times will the City of Santa Barbara exceed the ozone limit in the year 2015 due to weather conditions?

(pg 3-70) The ARB- "--Pollutants in an area are often designated as unclassified when there is insufficient data--" 3-56

**Question > Because the County failed to obtain the data does that void the existence of the pollutants?

(pg 3-75) " Similar to the Federal system, the CCAA requirements and compliance dates for reaching attainment are based upon the severity of the nonattainment classifications." 3-57

**Question > How does the severity of the nonattainment classifications effect this ER?

(pg 3-71, Fig 3.9-1) Location of the Monitoring Stations that is in direct line of prevailing winds. - Goleta 0.75 miles north-north east - 3-58

**Question > Why is there no monitor south of the airport where pollutions will be carried all day?

(pg 3-72 &3, Fig 3.9-2 pg1 &2) Max Pollutant Data 1992 to 1994 3-59

* Source: 1993-1995 ABR >> ER Draft of 7/96.

**Question > Where is 1995 data?

**Question > At what hour was OZONE data taken? 3-60

**Question > Why is there no Carbon Monoxide Data for UCSB & El Cap. 3-61

**Question > Why is there no Sulfur Dioxide Data for UCSB & Weas Car. 3-62

**Question > Why is there no PM 10 for Goleta. 3-63

*Comments]] Air Polluting PM 10 are large pollution particles. The prevailing winds would carry them directly over the Goleta Air Monitoring Station. 3-64

**Question > How many times has the Goleta Air Monitoring Station exceeded the CA. PM 10 Max Air Pollution.

**Question > Would the increase of nonattainment for PM 10 at Goleta Station effect the passing of this ER? 3-65

*Comments]] Air Polluting PM10 data for the Goleta, along with other pertinent data is missing from this ER. 3-66

**Question > Has the County removed the missing data data?

**Question > Does the City know this data has been removed? *Comments]] 3-67

If the County can arbitrary remove data, and the City can use the remaining data, just how reliable is this ER. 3-68

(pg 3-75) Baseline Emissions -"The most recent emission inventory complied for Santa Barbara County is 1990. The inventory was obtained from the 1994 CAP (SB Clean Air Plan) and is presented in Table 3.9-3 3-69

**Question > Has the County inventory expanded or contracted since 1990?

**Question > Is the Baseline Table 3.9-3 is for the WHOLE County? 3-70

**Question > What is the status of the County 94 Air Plan that the table was calculated from? 3-71

(pg 4-29) Clean Air Plan (CAP) 1994---" request for redesignation from a nonattainment area to maintenance area for "O'3 3-72

*Comments]] The CAP has been sent to ABR (pg 3-74, ABR has turned responsibility to local authorities "CITY" which wrote this ER), and once approved, will be incorporated into the State Implement Plan (SIP) and forward to EPA (who is EPA, National which is the FAA, or the writer of this ER?). The EPA has until April 1996 to approve the CAP.

**Question > July Draft does not indicate this CAP has been passed. Is this ER proceeding without a Clean Air Plan? 3-73

*Comments]] New Press 8/19/96 " " It is clear we will be unable to demonstrate attainment of current federal standards," by Nov. 15, as envisioned in the APCD's 1994 attainment plan," 3-74

*Comments]] New Press 8/19/96 " the EPA (which EPA) was sued on July 8 by Santa Barbara -based Environmental Defense Center--"

*Comments]] New Press 8/19/96 "Part of the suite will challenge as inadequate and understated the APCD data produced by the computer modeling to determine how many tons of air pollution are generate from various sources in an air basin."

*Comments]] 4.3.1(pg4-29) (last sentence) also(3-79) "Therefor, vehicle emissions associated with the Specific Plan would be consistent with the CAP."

**Question > Please explain this statement?

(pg 3-76) Baseline Emissions Table 3.9-3 3-75

Miscellaneous Processes>> 34,000 Tons/Year of ROG or 3/5 of total >>and 41,209 Tons/Year of PM10 or 41/43 of total.

**Question > What generated these pollutants?

**Question > Would the unspecified Hazardous waste and recycling business generate the same or more pollutants? 3-76

(pg 3-77) Table 3.9-4 Specific Plan 160,000 sq ft. 3-77

(pg 3-79) Table 3.9-6 Economic Plan 240,000 sq ft.

**Question > Were these tables labeled to make it appears that the Economic, with larger sq. ft. area, would generate less pollutions?

**Question > If not explain why?

(pg 3-77) *Operations*>> !! "- estimates using the same assumptions and metholodologies as to calculate Specific Plan (Table 3.9-4).-- additional building space are shown in Table 3.9-6" !! 3-78

*Comments]] Add both numbers and you will get some number based there assumptions of vehicle traffic for the Economic (nice move).

(pg 3-77) Assumption>> Pollution from vehicles travel only "---based on 6 miles at 55, 2 miles at 25,--" 8 miles.

**Question > Where do the vehicle traffic disappear to after traveling 8 miles?

*Comments]] If this traffic does not disappear then the listed pollutants will be double. 3-79

*Comments]] My assumption for the year 2015

> Excluding Miscellaneous Pollutions from unspecified hazardous sources > Specific Plan is 160,000 sq. ft. or about 1/10 of total area, therefor 10 *2 = 20 times listed vehicle pollutions on Table 3.9-4 will occur by the year 2015.

>> ROG will be 840 lb./day approx 33 times safe level.

>> NOx will be 3400 lb./day approx 139 time the safe level.

**Question > Are my calculations correct? If not explain why.

OZONE >> 3-80

(pg 3-66) " Ozone is a secondary pollutant formed in the atmosphere by photochemical reaction of previously emitted pollutants called precursors.--- mainly ROGs and NOx . "

(pg 3-66)"-maximum effect of precursor emissions on ozone levels usually occur several hours after they are emitted and therefor many miles from the source." 3-80

(pg 3-66)"The region of influence for ozone may extend much farther downwind than for inert pollutants"

(pg 3-66) "-- maximum effect--occurs several hours after they are emitted and therefore many miles from the source."

**Question > Using the published ozone estimated numbers for the Specific Plan, how many more days will the City of Santa Barbara exceed the CA. max. level?

(pg 3-70) Ozone concentrates--94--CAAQS for 'O'3 was exceeded on 23 days at various locations within the County" 3-81

(pg 3-73, Table 3.9-2) SB-West Car, Exceeded State Standards, Number of days in 94 was 8.9% *365= 32.4 days.

**Question > Why is there a difference of 7 days, pg 3-70 & 73?

ER >> Water usage >>No significant impact. 3-82

(3-104) ● "-exceeding 90 % of 240 AFY (Acre Feet Year) (i.e.,216AYF)" - ● "-would substantially affect remaining groundwater supplies-"

*Comments]] Disregard the ER total usage figures, because it was calculated with numbers that exclude the unaccounted water.

Table G-2 >> Existing AFY is 127AFY and new demand is 26AFY (Specific Plan) for a total of 163 AFY

*Comments]] For Economic Plan add 9.6AFY or total of 172.6AYF

(3-78) < Construction> 3.9-1 " Apply water at least twice daily to dirt roads, graded roads,and dirt stockpiles to prevent excess dust from leaving the staging areas."

(3-79) < Construction> 3.9-4, "staging area by water" , 3.9-5 "water application or shielding", 3.9-6 " During Building demolition, water applications--"

**Question > How much water is used for landscaping and construction? **Question > Has the limit of 216 been exceeded? 3-83

*Comments]] Specific Plan is 176,000 sq.. ft., 1/10 of the final 40 acres 3-84

*Comments]] (table G-2) Specific Plan 26.4 AYF

Comments]] Using the above the calculate for the total 40 acres the water demands, just for I/C business, will be (10 26.4) or 264 AYF. This is 48AYF more than the present allotment for the entire Airport.

**Question > Where will the water come from for the future expansion?

ER >> CA Clean Water ACT 3-85

(3-84) Defense Dept study of previous military property for potential presence of hazardous, toxic, ordinance, or explosive waste.

(3-84) 22 tanks were removed.

(3-84) "Investigation of the subsurface at tanks removal locations identified four locations where contamination was found, 10 locations where no contamination was found, and eight locations of unknown contamination (**analytical results still pending**)."

*Comments]] The City has controlled the airport property for over 35 years, is the Lead Environment Agency, this ER has been planed for over 3 years, and yet the results for the 8 underground storage tanks are still pending to see if they contain hazards material. 3-85

**Question > How many studied have been done on these tanks? **Question > Do any of the previous study indicated what hazardous materials were stored in these tanks? 3-86

(pg 3-97)- "industrial storm water **discharged to surface** waters directly or indirectly, through municipal storm sewers. -- require a permit, with the **exemption of during construction**". 3-87

**Question > Does this mean that the City cannot be held accountable for destroying the ecosystem of Goleta Slough, and the underground water supply associated with the airport property, once construction has started?

<> This ER completely ignores Sanitation. 3-88

*Comments]] There are unspecified Business processing Household Hazardous waste, and recycling business dealing with all types of materials.
The process will involve water in some way.

**Question > Has the Goleta Sanitation been informed that there will be business discharging hazardous waste into there system?

*Comments on this ER]] If private industry was to present a document like this to a government agency, they would never get a chance to present another. 3-89

**Question > How can an ER, supposedly designed to protect the general public from pollutants, that lack the details necessary to evaluate a problem, projected the damage to the environment to the year 2015?

3-1. Comment noted.

3-2. Santa Barbara Municipal Airport is owned and operated by the City of Santa Barbara, not the County of Santa Barbara. Santa Maria Public Airport is owned and operated by the Santa Barbara Public Airport District. Speculation on possible future aviation reuse of Point Mugu Naval Weapons Station and its potential impact on Santa Barbara Municipal Airport is beyond the scope of this EIR/EA.

3-3. Comment noted. The commentor has not provided any information supporting the claim of improper actions by Santa Barbara County officials.

3-4. CEQA became law in 1970 and NEPA in 1969. Since that time there have been amendments, as well as guidelines and case law, that have interpreted and provided guidance and precedence for EIR, EIS, and EA documents. All of these have been used to the extent that they apply to this EIR/EA.

3-5. As each proposed project is identified in the future, it will have to be reviewed under CEQA. Potential environmental impacts will be assessed as part of an environmental assessment or initial study. If there are potentially new significant impacts associated with the development that have not been identified in this CEQA compliant-EIR and cannot clearly be mitigated through environmental review, another, supplemental or subsequent, EIR with public review and comments would have to be prepared. This would have to occur before a decision as to whether or not the proposed project could proceed, and if so, under what conditions. Those actions that are subject to federal approval will be subject to NEPA review in a similar manner.

3-6. See response to Comment 3-5.

3-7. The City has maintained their Federal Trust Deed responsibilities by including revenue supporting activities on Airport land. Properties on all City-owned Airport land are required to be rented at market rates, which they are. These revenues only support the Airport's operations and maintenance activities. The only contribution that the Airport makes to the City's General Fund is for services the City supplies at the Airport (police, fire, legal assistance, public works, and planning).

3-8. The existing Airport Land Use Plan (ALUP) requires that any development occurring within one mile of a runway is restricted (height and uses) by various FAA regulations and local land use conditions, including the Airport Land Use Plan, which identifies appropriate land uses in the Airport vicinity. These regulations and land use conditions have been established to provide safety for both passengers using aircraft and the public adjacent to airports. In other words, the proposed development complies with laws, regulations, and land use policy to

ensure public safety. It should be noted that there is development within the area that predates these requirements and is considered to be legally nonconforming or "grandfathered." Public safety is addressed in section 3.2, Land Use.

3-9. The FAA, as lead federal agency, will make the appropriate determinations and findings concerning consistency with environmental regulations after the Final EIR/EA has been published. In addition, household hazardous waste recycling businesses would be required to comply with state and federal laws for such uses and would be regulated at the state level by the Department of Toxic Substances Control. The types of wastes that can be accepted are latex paint, used oil, antifreeze, spent lead-acid batteries, and small household batteries in accordance with all provisions of California Health and Safety Code Section 25201(c).

3-10. Noise measurement data were collected during the 2-week period of July 9-22, 1994 at Sites A-D and during a *9-month* period ending in July of 1994 at Sites 1 and 2. Propagation of sound is *maximized* by cool, moist conditions. This statement is well supported by the acoustical literature.

3-11. Noise measurement data were *not* used to prepare noise exposure contours for the Airport. A computer model called the Integrated Noise Model (or INM) was used for that purpose. Noise measurement data were used to validate the accuracy of the INM by comparing noise levels *predicted* by the INM to those *measured* by the City and the consultant. A discussion of how predicted and measured values compared is included on page 3-11 of the Draft EIR/EA. The conclusion is that the noise measurement data collected by the City during the period of July 9-22 were similar to data collected at the same locations by the City during the previous 9 months. This does not affect the accuracy of the noise exposure contours prepared for the Airport.

3-12. Integrated Noise Model (INM) Version 5 was not available at the time aircraft noise exposure information was developed for this study. However, the consultant was directly involved with the testing of Version 5 and has prepared contours using both Versions 5 and 4.11 for the same airport conditions to evaluate their differences. In fact, the consultant recently presented a paper to the Institute of Noise Control Engineering on this subject. Under the same conditions of airfield temperatures and elevation, and assuming relatively flat terrain, there are no differences in the two versions of the INM except that Version 5 produces a slightly smoother looking contour output.

3-13. The noise exposure contours included in the EIR/EA were smoothed in the same manner as would occur with INM Version 5.

3-14. A stated on pages 3-10 and 3-11 of the EIR/EA, the *generalized* aircraft flight tracks shown on Figure 3.1-2 represent areas with the greatest concentrations of aircraft overflights. Aircraft do not always follow these

tracks. The generalized flight tracks were developed during consultation with FAA Air Traffic Control personnel at the Airport. Since aircraft noise exposure must be analyzed in terms of *annual average* conditions for a document such as the EIR/EA, the use of generalized flight tracks has not affected the validity of the analysis. The noise model requires that annualized data be used.

3-15. See response to Comment 3-11. A noise monitoring site north of the Airport was not needed for the purposes of the EIR/EA.

3-16. Noise exposure contours presented in the EIR/EA are for existing conditions using 1993 operations at the Airport. These contours accurately represent *existing* noise exposure around the airport and have not been represented any other way. More information on noise impacts potentially caused by future changes to Airport operations will be included in the Aviation Facilities Plan EIR/EIS.

3-17. See responses to Comments 3-11 through 3-16.

3-18. The figures in the EIR/EA are approximate and not exact. The two figures cited have been reviewed and modified to more closely resemble each other.

3-19 and 3-20. Land uses have not been moved to avoid inclusion by Airport noise exposure contours. Conversely, Airport noise exposure contours have not been altered to avoid certain land uses. The contours show the actual modeled conditions.

3-21. The City and FAA have fully implemented their respective responsibilities regarding CEQA and NEPA in regards to this EIR/EA.

3-22. Comment noted.

3-23. See response to Comment 3-10.

3-24 and 3-25. Annual average aircraft noise exposure for existing conditions is accurately represented by the noise exposure contours on Figure 3.1-3 of the EIR/EA. Only if there were a substantial increase in noise would it be necessary to do a supplemental or subsequent EIR.

3-26 and 3-27. Aircraft and non-aircraft noise levels in the area north of the Airport were adequately addressed by the EIR/EA. Pages 3-11 and 3-12 (also Table E-6 in Appendix E) contain discussions concerning noise from aircraft, major roadways (including Highway 101), and the railroad.

3-28. Section 3.1.2 of the Draft and Final EIR/EA provide a discussion of noise standards applicable to the EIR/EA, including definitions by the County and City of noise-sensitive receptors.

3-29. Noise levels from traffic and railroad sources were calculated using widely-accepted analytical methods and the best sources of information available to the preparers of the EIR/EA at the time the noise analysis was completed.

3-30. See response to Comment 3-28.

3-31 and 3-32. See responses to Comments 3-26, 3-27, and 3-29.

3-33 and 3-34. Section 3.1.2 of the Draft and Final EIR/EA provides a discussion of how potential noise impacts from unspecified businesses were addressed by the EIR/EA. Please note that any development in this area would be subject to applicable performance and development standards at the time a specific use is proposed for construction. This would preclude excessive noise impacts as defined by the City. Most general noise would be from traffic which was forecast based on allowed uses. Most operational noise would be reduced to acceptable levels due to distance from sensitive receptors.

3-35. See responses to Comments 3-26, 3-27, and 3-29.

3-36. If it is "proven" a city, county, or the federal government did not "enforce" an existing law, then they would be obligated to modify their procedures and/or decisions and comply with the laws.

3-37. As indicated in Table 3.2-1, safety guidelines for land use compatibility have been established as part of the Airport Land Use Plan. These guidelines show railroad facilities to be compatible uses in Safety Area 2. Please note that the proposed Amtrak Depot is not part of the Airport's Specific Plan. It is under Santa Barbara County jurisdiction.

3-38. As indicated in Table 3.2-1, safety guidelines for land use compatibility have been established as part of the Airport Land Use Plan. These guidelines show railroad facilities to be compatible uses in Safety Area 2.

3-39. Speculation on responsibility for an accident without any specific information concerning the circumstances of a particular incident is beyond the scope of this EIR/EA.

3-40. The site of the Amtrak Depot falls outside the boundaries of the Specific Plan area and therefore is outside the jurisdiction of the City and the FAA. Questions relating to review and approval of this project should be addressed to Santa Barbara County, California Department of Transportation, or Amtrak.

3-41. Evaluation of impacts associated with the proposed Amtrak station is beyond the scope of this analysis. It is in the County's jurisdiction.

3-42. See response to Comment 3-41.

3-43 through 3-45. No significant noise impacts are associated with the Specific Plan. The Amtrak station would be separated from Lake Los Carneros by Highway 101 and Calle Real and it would not be visible from the park. It would be negligible as a source of potential disturbance to wildlife at the park. This aspect of the Specific Plan does not trigger any additional city, county, or federal requirements related to fish and wildlife. The Amtrak Station would be subject to review and approval by Santa Barbara County (see also response to Comment 3-40).

3-46. The significance criteria that are used in the City of Santa Barbara and Santa Barbara County are presented in the County's Environmental Thresholds and Guidelines Manual prepared by the Planning and Development Department. For NEPA purposes, the Federal Aviation Administration (FAA) sets the thresholds. For solid waste, this is discussed in Section 3.1.2 of the Draft and Final EIR/EA.

3-47. Comment noted. No revisions to the text are required.

3-48. This EIR/EA focuses only on impacts of the Specific Plan development. Impacts to solid waste resulting from this project are assessed in section 3.8 and indicate that a net increase of 662 tons after recycling measures are implemented. Solid waste will be transported either directly to Tajiguas Landfill or to the County Transfer Station, as required by the County.

3-49. The federal government and the state of California have established ambient air quality standards to protect public health. California's standards are more protective of public health than the federal standards. The Santa Barbara County Air Pollution Control District (APCD) is the agency responsible for regulating stationary sources (businesses and industry) of air pollution in Santa Barbara County. Examples of businesses that emit air pollution include gasoline stations, auto body shops, dry cleaners, oil and gas facilities, and water treatment plants. The APCD regulates these and other businesses by issuing permits and adopting rules, as required by state and federal air pollution control laws. The City of Santa Barbara has adopted air quality thresholds developed by the County of Santa Barbara to determine the significance of air quality impacts for CEQA purposes.

3-50. Past and present air quality monitoring by the APCD, in conjunction with an assessment of past and present air pollution sources in the region has provided the California Air Resources Board (ARB) with enough information to determine that the County attains the standards for all regulated pollutants except O_3 and PM_{10}.

There is no visibility data because the ARB does not require this parameter to be monitored.

3-51. A Conditional Use Permit (CUP) is issued by the City of Santa Barbara Planning Commission and is subject to environmental review. Conditions may be imposed that set the length the CUP is valid. Such facilities are also regulated by Santa Barbara County and the California Environmental Quality Act.

3-52. Review the first paragraph of page 3-66 of the Draft EIR/EA for an explanation of why pollutants were considered/not considered in the air quality analysis. See also the response to comment 3-54 below.

3-53. See response to Comment 3-52.

3-54. The Specific Plan is a programmatic document. No specific developments that may follow after adoption of the Specific Plan are known at this time. Therefore it is presently unknown whether a household hazardous waste facility would be located in the area. The facility would have to obtain a permit from the City and from the Cal-EPA Department of Toxic Substances Control to operate. The facility would only accept certain types of hazardous materials and then only for transport to an authorized recycling facility or to a permitted hazardous waste collection facility. The types of wastes that can be accepted are latex paint, used oil, antifreeze, spent lead-acid batteries and small household batteries.

3-55. Future ozone standard exceedances are difficult to predict because ozone is not emitted directly; it is formed when the ozone precursors, reactive organic compounds (ROC) and nitrogen oxides (NO_x) react in the presence of sunlight. Ozone is a regional pollutant; ozone concentrations throughout the county do not always correspond with the location of sources of the ozone precursors ROC and NO_x. Photochemical models are generally regional in nature, and are not technically feasible for analyzing project-specific or even city-wide ozone impacts. As stated in the California Air Resources Board (CARB) *Photochemical Modeling Technical Guidance Document* (April 1992), there are technical concerns that predicted ozone responses to relatively small ozone precursor emissions changes are of the same magnitude as the errors inherent in the model. The results are not meaningful because the uncertainty in the predicted ozone impacts may be large compared to the impacts themselves. As a result of the technical limitations of regional ozone models, the APCD does not model project-specific ozone impacts.

3-56. See response to Comment 3-50.

3-57. A more stringent nonattainment classification would indirectly produce more requirements for the regulation of air pollution sources through the APCD permitting process. Changes in the nonattainment classification would also change the threshold levels that trigger a conformity analysis under section 176(c) of the 1990 CAA.

3-58. The APCD has not located an air quality monitoring station south of the Airport, due to a lack of substantial emission sources in that area.

3-59. Air quality data for 1995 was released by the APCD in draft form in September 1996. These data have been included in the Final EIR/EA.

3-60. Ozone is usually monitored continuously throughout the day. The data reported in Table 3.9-2 are maximum values recorded at each station during an entire year. Maximum O_3 levels usually occur during the afternoon hours.

3-61. Carbon monoxide is usually monitored near substantial sources of CO, such as large congested roadways. Since this situation does not exist at UCSB and El Capitan, the APCD probably chooses not to monitor CO at these sites, due to the high cost of maintaining air quality monitoring stations.

3-62. See response to Comment 3-61.

3-63. The APCD does not monitor PM_{10} at the Goleta site, since this location does not meet EPA requirements for PM_{10} monitoring. PM_{10} data recorded at this site would therefore be invalid, based on EPA criteria.

3-64. See response to Comment 3-63.

3-65. Probably not. The entire County, including Goleta, is in nonattainment of the state PM_{10} standard.

3-66. See response to Comment 3-63. It is unclear from the comment what pertinent data is missing.

3-67. See response to Comment 3-66.

3-68. See response to Comment 3-66.

3-69. The 1996 emissions inventory in the *1994 CAP* predicts that emissions of ROG and NO_x will decrease slightly countywide from 1990 levels.

3-70. The emissions inventory in Table 3.9-3 is for the entire County.

3-71. The 1994 Clean Air Plan was adopted by the Air Pollution Control District Board and submitted by the CARB to the U.S. Environmental Protection Agency (EPA) as part of the State Implementation Plan (SIP). However, exceedances of the federal ozone standard recorded in Santa Barbara County in 1996, taken together with the exceedances recorded in 1994 and 1995, have resulted in the County being considered to have failed to meet the statutory deadline (by 1996) as required for a "moderate" nonattainment area. EPA recently approved the SIP for California without the Santa Barbara County CAP. In October 1996, the

APCD withdrew the Attainment Demonstration portion of the CAP from consideration by EPA and is working with the EPA and CARB to comply with the federal Clean Air Act. It is our understanding that the EPA will approve all other portions of the CAP (i.e., emission inventory, Rate-of-Progression revisions, and control measures). Notwithstanding EPA's determination, the APCD believes the CAP is a valid mechanism for expeditiously attaining the federal and state ozone standards because there are certain significant emission reduction measures relied on by the CAP that are yet to be fully implemented. Therefore, the APCD considers the CAP a valid air quality plan for determining project consistency.

3-72. EPA is the U.S. Environmental Protection Agency, the federal agency responsible for attaining and maintaining the national ambient air quality standards, among other responsibilities.

3-73. See response to Comment 3-71. This EIR/EA will proceed, even though the status of the *1994 CAP* is unclear. However, the *1994 CAP* has been approved by the Santa Barbara County Air Pollution Control Board and the ARB.

3-74. See the responses to Comments 3-55, -71, and -73. The square footage of buildings proposed in the Specific Plan is included in the 3,000,000 square feet of non-residential construction allowed in the City until the year 2009 as part of Charter Section 1508 (adopted by Measure E in 1989). This square footage, along with the projected population generated by its construction, was included in *Forecast 94*, prepared by the Santa Barbara County Association of Governments. The growth projected in *Forecast 94* was the basis for determining future emissions in the *1994 CAP*. Therefore, vehicle emissions associated with the Specific Plan would be consistent with the growth in vehicle emissions predicted in the *1994 CAP*. This discussion is included in the Final EIR/EA.

3-75. Miscellaneous processes include activities such as construction and demolition, farming operations, unplanned fires, pesticide applications, and municipal waste disposal.

3-76. The proposed hazardous waste and recycling businesses would theoretically produce a small fraction of the emissions referenced in the comment.

3-77. Table 3.9-6 represents emissions that would occur from the incremental portion of the Economic Development Alternative (EDA) (80,000 square feet). Emissions from the Specific Plan and this alternative has been summed together and presented in the Final EIR/EA as total emissions associated with the EDA.

3-78. The vehicle trip length used in the air quality analysis was chosen to simulate an average driving distance for all vehicles that access the project site from origins throughput the County.

3-79. See response to Comment 3-78.

3-80. See response to Comment 3-55.

3-81. The data in Table 3.9-2 referred to in the comment is for PM_{10} and not O_3. The commentor is comparing exceedances of two different pollutants.

3-82. Water usage on tenant properties that are metered directly by the Goleta Water District do not count against the 240 AFY supply available to the Airport through the Joint Powers Overlap Agreement. Unaccounted water is the water that has been utilized and accounted for through the master meter but is not associated with or measured by a sub-meter, so the exact use of the water cannot be determined. The analysis assumes that all additional water usage from the Specific Plan build-out will be provided through the Airport master meter. The properties with separate GWD meters do not need to be included in the calculation of future master meter supply (i.e. the Airport's 240 AFY allocation).

3-83. Construction water use is typically not included in the long-term supply analysis because it is a short-term, temporary impact that would not occur at the same time as the operational water demand of the project. Future water use for landscaping is included in the water generation factors used by the City and will be a negligible amount compared to the total water use and allocation available to the Airport.

3-84. Any "future expansion" would have to be evaluated as part of the environmental review process prior to approval. This analysis evaluates the water supply impacts associated with build-out of the Specific Plan only.

3-85. The text has been updated with current information.

3-86. The studies conducted are described in the text. Materials stored in the tanks are listed in Table 3.10-1. More detailed site-specific information can be obtained at the Santa Barbara County Environmental Health Services Department.

3-87. Individual construction projects within the Specific Plan area would be subject to a separate CEQA environmental review and permitting process that would serve to protect the Goleta Slough during construction. For construction areas greater than 5 acres in size, an NPDES permit for construction would also have to be obtained.

3-88. Specific details of potential business development within the Specific Plan area would be dealt with on a case-by-case basis. If water is discharged from any given business (e.g., as in the "recycling business" example) this would constitute a point-source and require an NPDES permit from the RWQCB.

3-89. The environmental impacts for development of the Specific Plan area are assessed at a programmatic level in this EIR/EA because of the general nature of the Specific Plan. When individual projects are proposed in the Specific Plan area, individual environmental evaluations will occur. For individual projects with site-specific impacts that can be mitigated without preparation of an EIR, this EIR/EA will meet the needs for environmental review and disclosure. Other projects may require that a CEQA Initial Study and additional environmental documentation be completed. Where there are additional site-specific issues, the specific analysis will focus on those issues not covered in this EIR/EA.

Santa Barbara County
Air Pollution Control District

RECEIVED
AUG 30 1996
CITY OF SANTA BARBARA
PLANNING DIVISION

August 29, 1996

Janice M. Hubbell, Project Planner
City of Santa Barbara
Planning Division
P.O. Box 1990
Santa Barbara, California 93102

RE: **Santa Barbara Municipal Airport Industrial/Commercial Specific Plan**: Draft Environmental Impact Report/ Environmental Assessment, July, 1996.

Dear Ms. Hubbell,

The Santa Barbara County Air Pollution Control District (APCD) appreciates the opportunity to comment on the Air Quality sections of the Draft EIR/EA for the above referenced project.

In general, the APCD concurs with the classification of the project's impacts as significant. 4-1
However, we do not agree that there are no feasible mitigation measures to ameliorate traffic-related air quality impacts. Although some mitigations cannot be quantified, CEQA requires that all feasible measures be applied to reduce significant impacts. Feasible off-site mitigation measures, such as clean-fuel shuttle buses may be considered. If your agency is interested in pursuing feasible off-site mitigation with the applicant, the project-specific air quality impacts from associated traffic must be more accurately estimated in the EIR using reasonable worst-case assumptions. The APCD will assist in calculating the emission reduction and facilitate the mitigation program. 4-2

SPECIFIC COMMENTS

1. Page 2-3. The references to Figures 3.2-1 and 3.3-2 illustrating the OFA and CAA appear to be incorrect. The correct figure may be Figure 3.2-3. 4-3

2. Page 3-74, Federal Statutes and Regulations, 3rd paragraph. The document states that the EPA has until April, 1996 to approve the CAP. In May, 1996, three violations of the federal ozone standard were recorded in Santa Barbara County. Taken together with the exceedances recorded in 1994 and 1995, the County may be considered to have failed to attain the federal ozone standard as required for a "moderate" nonattainment area. Since the ozone standard cannot be attained by the statutory deadlines (by 1996) the County may be reclassified to the next highest nonattainment category namely, "serious" under the federal Clean Air Act. A "serious" classification requires more stringent regulatory and planning requirements. Because of the violation of the federal ozone standard in the last three years, it is unclear at this time what action the EPA will take on the SIP (and the 1994 CAP). 4-4

Douglas W. Allard Air Pollution Control Officer
26 Castilian Drive B-23, Goleta, CA 93117 Fax: 805-961-8801 Phone: 805-961-8800

3. Page 3-74, Federal Statutes and Regulations, 4th paragraph. Pursuant to 40CFR51.851, the APCD promulgated Rule 702 - General Conformity. The conformity determination must be assessed in accordance with this rule. **4-5**

4. Page 3-75, Santa Barbara County Regulations, 1st paragraph. Please note that APCD Rule 303 does not specify 12 persons as "considerable number of persons". The APCD as a policy will respond to all air pollution complaints. However, a discharge of air pollution is considered by the APCD to be a significant public nuisance if five or more complaints are received from different individuals/households within 24 hours or 10 such complaints are received within a period of 10 days. **4-6**

5. Page 3-75, Santa Barbara County Regulations, 2nd paragraph. Please note that the air quality significance thresholds used by the County and the City are not "APCD thresholds". They were adopted by the County Board of Supervisors in 1994. In October, 1995 the APCD, as an independent agency adopted another set of thresholds as part of our *Environmental Review Guidelines*. **4-7**

6. Page 3-76, Significance Criteria, last sentence. The document states that all other impacts (other than those listed) would be considered insignificant. Please note that the thresholds of significance are guidelines which supplement the criteria provided in the state CEQA Guidelines for determining significance. **4-8**

7. Page 3-77, Operation, 2nd paragraph. The document states that the traffic fleet mix would include 10 percent heavy-duty trucks based on EMFAC7F default values (shown on page H-1, Table 1). Urbemis5 provides a different default fleet mix that is based on the state-wide average. What is the basis for the fleet mix used in the EIR/EA? The document states that the net increase in traffic is estimated to be 6,552 ADT. Page J-8 of Appendix J shows a net increase of 2,622 ADT. Please explain the discrepancy **4-9**

8. Page 3-80, discussion on General Conformity. APCD Rule 702 requires all direct and indirect emissions which are not exempt or presumed to conform to be included when determining whether the action is subject to a conformity analysis. The DEIR apparently only includes "emissions of significance" in its analysis. Unless the insignificant emissions are either exempt or presumed to conform, they need to be included. Additionally, in order for the project to be exempt from a conformity analysis, the DEIR also needs to demonstrate that project emissions of NO_x and ROC are not regionally significant - i.e. they are less than 10% of the 1996 emissions inventory in the Clean Air Plan. **4-10**

9. Page 4-29, Section 4.3.1, 3rd paragraph. There is no evidence provided to support the assumption that the increase in employee and customer traffic associated with the project is part of the population growth expected in the 1994 CAP. Consequently the conclusion that the project is consistent with the CAP is conjecture. **4-11**

We look forward to receiving the final EIR/EA. If you have questions, please feel free to contact me at 961-8812.

Sincerely,

Ron Tan
Senior Air Quality Scientist
Technology and Environmental Assessment

cc: Project File (SB Airport Specific Plan)
TEA Chron File

H:\GROUP\PCA\WP\pcaCORR\SBAIRSP.EIR

4-1. Comment noted.

4-2. The Final EIR/EA has been revised to include the following mitigation measure:

> Encourage the use of alternative transportation modes by employees of businesses and other facilities within the Specific Plan area. If and when a Goleta Valley alternative transportation program is developed to reduce traffic and/or air quality impacts that applies to all existing and future businesses in the valley, provisions shall be incorporated into leases that would require that the program apply to all new businesses in the Specific Plan area. Include a clause in all leases that allows the lease to be reopened if such a program is adopted after the lease is approved so that existing businesses would also participate in the regional program.

4-3. The Final EIR/EA has been modified to refer to Figures 2-3 and 3.2-3.

4-4. The Final EIR/EA has been modified to include the language stated in the comment.

4-5. A discussion of APCD Rule 702 has been included in the Santa Barbara County Regulations portion of section 3.9.1 of the Final EIR/EA. A conformity determination was conducted in the Draft EIR/EA that is consistent with APCD Rule 702. This analysis also references compliance with APCD Rule 702 in the Final EIR/EA.

4-6. The discussion of APCD Rule 303 in the Final EIR/EA has been revised accordingly.

4-7. The Final EIR/EA identifies the APCD thresholds adopted in October 1995.

4-8. Comment noted.

4-9. The fleet mix chosen for the air quality analysis was based on the proposed land use of the project, generally light industry and commercial uses. Therefore, the fleet mix (or vehicle types) was assumed to be mainly commuter vehicles and to a lesser extent, delivery trucks. The same *vehicle class distribution* used for the South-Central Coast air basin in URBEMIS5 for each vehicle type was adopted for the analysis. The net increase in ADT associated with the Specific Plan is 6,552. Page J-8 of Appendix J identified the net increase in ADT associated with the Aviation Plan, which would be 2,622.

4-10. See response to Comment 4-5. The only federal actions associated with the Specific Plan would be the relocation of the U.S. Forest Service aerial fire bomber to another site at the Airport, and possibly, the placement of the T-hangars. Emissions associated with this activity would be well below the

thresholds that trigger a conformity analysis for both section 176(c) of the 1990 CAA and APCD Rule 702 (100 tons per year of VOC or NO_x). The conformity determination presented in the Draft EIR/EA considered emissions from both *total* construction and operation of the Specific Plan. This worst-case analysis also showed that the Specific Plan would not trigger a conformity analysis and that the project would comply with section 176 (c) of the 1990 CAA. The conformity determination presented in this Final EIR/EA demonstrates that emissions from the Specific Plan are regionally insignificant.

4-11. See the responses to Comments 3-55, -71, and -73. The square footage of buildings proposed in the Specific Plan is included in the 3,000,000 square feet of non-residential construction allowed in the City until the year 2009 as part of Charter Section 1508 (adopted by Measure E in 1989). This square footage, along with the projected population generated by its construction, was included in *Forecast 94*, prepared by the Santa Barbara County Association of Governments. The growth projected in *Forecast 94* was the basis for determining future emissions in the *1994 CAP*. Therefore, vehicle emissions associated with the Specific Plan would be consistent with the growth in vehicle emissions predicted in the *1994 CAP*. This discussion is included in the Final EIR/EA.

SANTA BARBARA URBAN CREEKS COUNCIL

Santa Barbara Office: 5771 Leeds Lane, Goleta , CA 93117 (805)964-3105
State Organization: 1250 Addison Street, #107C Berkeley, CA 94702 (510)848-2219

RECEIVED

SEP 03 1996

CITY OF SANTA BARBARA
PLANNING DIVISION

August 29, 1996

City of Santa Barbara
Planning Division
Attn: Jan Hubbell, Project Planner
P.O. Box 1990
Santa Barbara 93102-1990

RE: SANTA BARBARA MUNICIPAL AIRPORT INDUSTRIAL/COMMERCIAL SPECIFIC PLAN DRAFT ENVIRONMENTAL IMPACT REPORT/ASSESSMENT; URBAN CREEKS COUNCIL COMMENTS

Dear Jan:

The Santa Barbara Urban Creeks Council has reviewed the Draft EIR/Assessment for the Santa Barbara Municipal Airport Specific Plan, and we submit the following comments for the City's consideration.

1. AIR QUALITY

The significant impact of 42.1 pounds per day of ROG and 174.1 pounds per day of No(x) can not be mitigated. These figures exceed county significance thresholds. Please relate what the impact will be in terms of health impacts to humans, as well as wildlife, in the affected area. Specifically, what will be the real medical costs and the physical irritation and suffering to the young, the elderly, and those with sensitive lungs? How will the increased smog affect agriculture and local native plant populations? Is the Slough exceptionally vulnerable to air pollution due to its proximity to the added source of this specific plan? The UCC represents 3,000 south coast families that care about their health, the air they breathe and the health of local wildlife and habitats. This document would best serve the public by discussing and analyzing these issues. There are no Overriding Considerations more important than the health and well-being of the public, including our natural resources. Therefore, without modification of the specific plan to reduce the pollutants generated to less than 25 pounds per day, then this plan is not supportable. A scaled back alternative that accomplishes this and avoids public impacts must be included in the EIR. 5-1 5-2

2. WATER RESOURCES

Build out of the proposed specific plan would result in significant impacts of non-point source pollution entering the creeks and drainages, and being funnelled into the Slough. Fertilizers, pesticides, oil, carbon, particulate matter, grease, rubber, automotive fluids, leaking tanks, litter, and other sources of water pollution will increase as landscaping, traffic and commerce associated with the specific plan take place. These significant impacts cannot be mitigated with drainage and erosion control plans. 5-3

The City should commit to replacing all or some culverts with swales planted densely with high uptake native vegetation. This will assist in filtering out some of the non-point source pollution. The DEIR/A states that all drainage from the specific plan will be directed via culverts into creeks. It would be more intelligent to direct all runoff through a system of open, vegetated swales or small channels. 5-4

This would accomplish several goals. It would filter pollutants, reduce peak discharges and runoff rates, increase groundwater recharge and help to suppress salt water intrusion, create habitat corridors that could serve as mitigation for this specific plan or other projects. This approach to water quality control, technically referred to as biofilters, has been used in golf course designs including the local Glen Annie Golf Course, and was recently included in a Santa Barbara County Negative Declaration for the Bermant Pine Avenue Office, Warehouse and Parking Lot Expansion project in Old Town Goleta. Incorporating biofilters into the specific plan design could potentially reduce the water quality impacts to insignificant, however the funnelling effect of the lower watershed directs all pollutants into the highly sensitive Slough. For this reason, an additional measure must be taken.

Regular monthly cleaning of all lots and streets in the specific plan area must occur in order to remove litter, particulate matter, and hydrocarbons from the areas prior to rain events. Furthermore, in order to prevent the migration of landscaping chemicals into the creeks and Slough ecosystem, detailed landscaping plans must be required from each tenant or from the City itself to ensure that uses of fertilizers and pesticides are low or nonexistent. Numerous oil recycling pick up locations should be included in the specific plan to discourage oil dumping, and "no dumping" signs must be placed around the area. Within the specific plan area, herbicide use should be strictly limited to removal of non-native weeds. 5-5

The discussion on page 3-104 and 3-105 regarding water quality impacts and mitigation measures should be expanded to discuss specific non-point source pollutants and what impacts they might have on the creeks and the Slough. In order to mitigate the impacts to water quality, which UCC perceives as significant, the City must include the installation, maintenance and monitoring of bio-filters and oil traps. 5-6

The discussion of water quality mitigation measures should also include a restriction on grading during October through the end of April. 5-7

Water Quality cumulative impacts are significant because of the anticipated extensive covering of the Slough watershed near the Specific Plan area. Projects near Hollister Avenue, Storke Road, Los Carneros Road and the University all will contribute pollutants to the Slough, where they will accumulate. Due to the significant impacts, mitigation measures must be expanded for the Specific Plan. 5-8

3. BIOTIC COMMUNITIES

In the second full paragraph of the second column on page 3-124, references are made to degraded riparian and marsh habitats. These areas are ideal for restoration. The City should establish a plan to restore such areas within the Specific Plan area, and it should work with non-profits and other interested parties in the restoration of these areas. 5-9

In the last paragraph on page 3-127, references to ditches along Hollister Avenue are made. These ditches now have healthy stands of sand bar and arroyo willows. Please update the DEIR. These ditches do contain federal wetlands because they are submerged for weeks on end, they have saturated wetland soils, and wetland obligate plants. Additional sections of these ditches should be restored by removal on non-native plants and proper planting. 5-10

On page 3-128, in the second column under impacts, UCC strongly disagrees with the conclusion that no significant impact to the Slough would result form the Specific Plan. Increased pollutant runoff, human activities, and the lost opportunity of restoring riparian and marsh habitats are significant, and must be better mitigated. 5-11

Figure 3.14-2 on page 3-129 leaves out riparian habitat on San Pedro Creek north and south of Hollister, and on the ditches parallel to, and south of, Hollister. 5-12

The cumulative biological impacts are significant because inadequate runoff and pollution controls have been placed on the Post Office, Raytheon, Castillian, Los Carneros and the Specific Plan Projects. 5-13

4. ENDANGERED AND THREATENED SPECIES

Page 3-132 lists the three taxa addressed by this section in the DEIR. This section improperly fails to mention the occurrence of steelhead trout (*Oncorhynchus mykiss*) in the Goleta Slough and San Pedro Creek. One deceased, thirty inch gravid female steelhead was found in San Pedro Creek in 1995. This specimen was preserved by UCSB's Museum of Systematics and Ecology and Vertebrate Museum. Additionally, I observed juvenile steelhead in San Pedro Creek in 1992. Steelhead also use estuary environments, and would be expected in the Slough during smolting season as well as migrating season, and perhaps year-round. 5-14

Steelhead were Proposed for Listing by the National Marine Fisheries Service this summer after a court ruled the agency had failed to meet a one year timeline required by the Endangered Species Act. This species is literally barely surviving in this region, yet has managed to successfully utilize San Pedro Creek for migration and spawning. Other south coast creeks still have steelhead, but none within the Specific Plan area. 5-15

Steelhead are extremely vulnerable to land uses, including drainage modifications, and grading leading to sedimentation. This project has the potential to affect steelhead in either a beneficial or detrimental way. If the project includes removal of potential steelhead migration barriers, like the one on San Pedro Creek near the railroad tracks, and restoration of the San Pedro, Las Vegas, and Carneros Creek riparian corridors within the Specific Plan Area, then it will prove beneficial. If it fails to address the issue, then conditions for steelhead will continue to decline. The Specific Plan must actively pursue restoration of the vital corridors to ensure long term health of the Slough Ecosystem. This must be done regardless of the EIR's significance finding for impacts to Biotic Communities. 5-16

The last paragraph on page 3-135, under IMPACTS, states that creeks are designated open space. The creeks should be set aside in a Conservation/Restoration Easement to ensure long term protection and enhancement. UCC believes that impacts to creeks are potentially significant, due to polluted runoff. The measures listed above in this letter under Water Quality should be implemented to reduce this impact. 5-17

On page 3-136, a 100-foot setback is discussed, but encroachment into this area would be allowed. Who defines when the setback is not "practicable?" Policy C-4 of the City's Coastal Plan requires a 100-foot setback maintained in a natural condition along the periphery of wetland communities, see page 4-15 of DEIR. Development within 100 feet of both sides of riparian corridors is inconsistent 5-18

with this policy. That encroachment eliminates an opportunity to restore the corridor in the future. This opportunity cost is a real impact. To mitigate it, the 100-foot setback must be enforced, placed into a Conservation/Restoration Easement, and eventually restored. The City has the foresight and knowledge to see that the tributaries to the Slough must be restored and enhanced in order to protect and restore the Slough. 5-18

5. RESTORATION OF AIRPORT DRIVE IN THEATER LOT / SAN PEDRO CREEK AND ALTERNATIVES

The west bank of San Pedro Creek north of Hollister Avenue, and the old Drive In Theater Lot should be restored to a natural condition. A nature center could be established, and the area should be restored with appropriate native plants. The Center, and the restoration, could persist on grants and volunteers. 5-19

This EIR fails to adequately analyze Alternatives. Only three Alternatives, one being no project, one being the preferred project, and one being slightly more impacting than the preferred project, is inadequate for an EIR such as this. An alterative scaling down the preferred Alternative and incorporating more habitat restoration should be included in the next draft EIR for the Specific Plan. This fourth alternative, the Restoration Alternative, would make the EIR complete, and accomplish the goals of protecting and restoring the Goleta Slough, and boosting the economic vigor of the City's commercial and industrial land. 5-20

Thank you for your attention to our comments.

Sincerely,

Brian G. Trautwein

Brian G. Trautwein, Director
Santa Barbara Urban Creeks Council

5-1. Air quality impacts from the Specific Plan would be mitigated to the extent feasible, as stated in the response to Comment 4-2. However, emissions would remain above significant levels. The overwhelming majority of project emissions would occur from vehicular traffic, such as commuters and delivery trucks (see Tables 3.9-4 and -5 of the Draft EIR/EA). Emissions from these sources would be spread over a large portion of the South Coast of Santa Barbara and not be concentrated at any one location. Therefore, impacts from project vehicular sources to people, vegetation, or wildlife at any one location would not produce significant health impacts. Substantial stationary emission sources associated with development of the Specific Plan would be regulated through the APCD permitting process and would require stringent emission controls. Impacts to people, vegetation, or wildlife at any one location from these sources would generally be minimal, but could be an occasional nuisance, depending on the strength of the source and the proximity of the individual to the source. Given the level of emissions that presently occur in the region, the relatively small increase in emissions from the project that would occur at the Specific Plan area would not adversely affect the Goleta Slough. For example, emissions estimated for aircraft and vehicular traffic at Santa Barbara Airport in 1993 were 174 tons of ROG, 172 tons of NO_x, and 1805 tons of CO. Emissions associated with vehicular traffic and energy consumption from the Specific Plan in the entire South Coast region would be 8 tons of ROG, 32 tons of NO_x, and 99 tons of CO. However, emissions adjacent to the Slough within the Specific Plan project site would be much less than these values, since most of the vehicular emissions would occur away from the site.

5-2. Regarding Reduced Size Alternatives, the proposed Specific Plan and Economic Development Alternatives have three unavoidable significant impacts associated with them (on solid waste, transportation, and air quality). Because of the regional nature of these impacts, they would not be avoidable at almost any other location in the City or surrounding County area. In any case, the significance thresholds for the three resources presently exceeding the thresholds were analyzed in order to define a fully mitigated alternative. These three alternatives were defined in the Draft EIR/EA for this project and are discussed below.

Reduced Size Alternative A. To reduce impacts to less than significant for solid waste, it is necessary to modify the project so that it generates no more than 196 tons per year after reduction and recycling efforts. Rather than 160,000 or 240,000 square feet of new building space, only 57,500 square feet of new space could be provided (36 percent and 24 percent of the square footage of the two alternatives discussed in the EIR/EA) in order to stay under the solid waste unavoidable significance threshold (with waste reduction and recycling efforts).

Reduced Size Alternative B. The EIR/EA identifies a long-term unavoidable significant impact on ground transportation for the Specific Plan at the intersection of Hollister Avenue and Fairview Avenue. To reduce this impact to insignificance, only 81,600 square feet of new space could be provided (51 percent and 34 percent, respectively, of the Specific Plan and Economic Development Alternatives). This amount of build-out assumes the mitigation of extending Kellogg Avenue from its southern terminus to South Fairview Avenue adjacent to James Fowler Road, along with provision of a half-diamond interchange (southbound off and northbound on at SR 217) or other similar configuration.

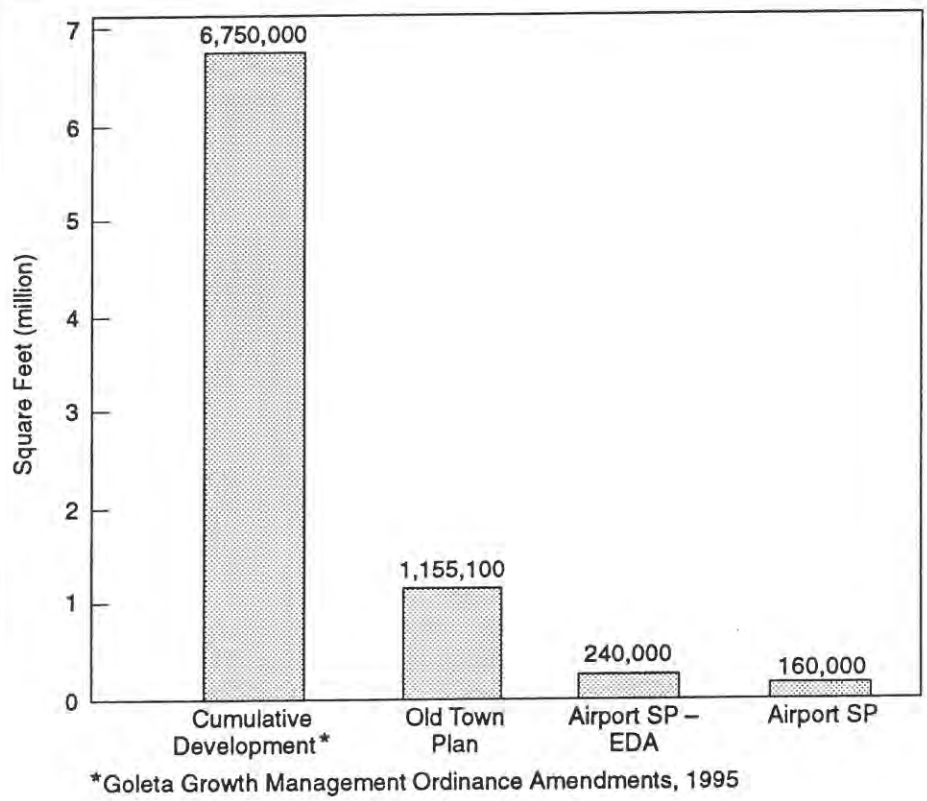
Reduced Size Alternative C. To reduce air quality impacts to insignificance with mitigations, only 22,990 square feet of new space can be added in the Specific Plan area (14 percent and 10 percent of the Specific Plan and Economic Development Alternative square footage, respectively). The County threshold would allow no more than 25 pounds per day of NO_x and ROG. Therefore, to eliminate any unavoidable significant impacts, the proposed Specific Plan would have to be reduced to allow no more than 22,990 square feet of new development.

Conclusion. The decrease in square footage necessary to reduce these unavoidable impacts to acceptable levels would not meet the applicant's objectives because the revenues generated by these alternatives would be insufficient to meet projected Airport capital, operation and maintenance costs. The primary goals and policies for the Airport property established by City Council in 1990 included a policy to "provide modern and safe airport facilities for aviation users of all types." This policy includes the provision of a terminal that is adequate to meet present and projected future needs, adequate parking to meet those needs, and improvements to airfield operations that promote safe and efficient operation of the Airport. Another important goal established in 1990 requires that the Airport continue "to be a vital economic contributor to the community by maintaining the airport's economic self-sufficiency through effective use of its existing resources." One policy of this goal calls for the development of a Specific Plan for the commercial/industrial area of the Airport in order to plan for and promote orderly development of this area. Development in this area of the Airport is also a cornerstone of the Economic Development Plan and Implementation Program adopted by the City in 1995. This Plan calls for Airport development that will assist in the long-term stabilization of the South Coast economy. Reduced square footage alternatives will not allow creation of an industrial/office "campus" that is attractive to developers and future tenants who would bring higher paying jobs to the South Coast and would help needed revenues for the Airport.

While the Federal Aviation Administration will likely fund 90 percent of the cost of constructing the runway and runway safety area extensions, the City will be required to finance much of the costs of the Airline Terminal expansion and additional parking for Airport users. It will be necessary to

finance these improvements through revenue bonds and, while some of these costs can be recovered through user fees for the airfield and terminal, it will be necessary to finance these improvements through increased revenues from leases in the Specific Plan area.

The attached chart shows that the contribution of new development as proposed in the Specific Plan is very small compared to that proposed for the adjoining areas.



Additional Development in the Goleta Area

5-3. Comments noted. This EIR/EA does not concur with your conclusions that non-point pollution sources would result in significant unmitigated impacts to the creeks and drainages.

5-4. Detailed drainage plans have not been produced for the Specific Plan area. The conveyance of storm water within this area would be directed predominantly south through storm sewers. Silt and grease/oil traps will intercept stormwater before it moves from the Specific Plan area. Culverts would pass these waters beneath Hollister Avenue to the open swale or channel on the south side of the road. Due to the identification of wetland vegetation within this channel, this will remain as an open drainage channel, providing for biofiltration of surface runoff prior to entering the Goleta Slough.

5-5. It is not necessary to require monthly cleaning of all parking lots and streets or review landscape plans for potential fertilizer or pesticide use in order to reduce water quality impacts to less than significant levels. The enforceability of such operational conditions is limited. In addition, Mitigation Measure 3.12-1 requires the installation of sedimentation, silt, and grease traps in paved areas and protection of any new storm drain outlets as appropriate to prevent scouring at the point of discharge. Also, Best Management Practices are required in order to further reduce water quality impacts. It is not necessary to include numerous oil recycling pickup stations in the Specific Plan area. The Community Environmental Council has a recycling center in the area that may remain for the foreseeable future. If it is relocated, it is likely to remain nearby. There are also other oil recycling drop-off stations in the surrounding area.

5-6. The text has been modified to include a discussion of non-point source pollution and potential impacts. Oil and grease traps are already included as one of the requirements of a Drainage and Erosion Control Plan. The Airport will remain in conformance with NPDES requirements with any additional development. The mitigation has been modified to include long-term maintenance of these control structures. Also, see response to Comment 5-4 above.

5-7. The City's grading ordinance restricts grading between November 1 and April 15 unless effective and specific erosion control measures approved by the DLUC are in place. The grading that will be required and potential sedimentation impacts identified can be effectively mitigated to insignificance with the provision of controls such identified in Section 3.12.2. The area is relatively flat and there will be a 100-foot buffer from local drainages, which will assist in mitigating siltation impacts if construction is required during wet periods.

5-8. The environmental impacts for development of the Specific Plan area are assessed at a programmatic level in this EIR/EA because of the general nature of the Specific Plan. When individual projects are proposed in the area, individual CEQA environmental evaluations will occur. For individual projects with site-specific impacts that can be mitigated without preparation of an EIR, this EIR/EA will meet the needs for environmental review. Where there are additional site-specific issues, the specific analysis will focus on those issues not covered in this EIR/EA. Controls will be placed on each project within the Goleta Slough watershed area as part of the environmental review process, similar to those specified for the Specific Plan Area (e.g., silt and grease trap installation), that will serve to mitigate the potential cumulative impacts of covering small portions of the watershed area.

5-9. Please refer to Chapter 2.0 of the document for background on the development of the Specific Plan. While the restoration of degraded riparian and marsh habitats is not part of the Specific Plan, the Plan and

the EIR/EA recognize the value of existing wetlands and riparian habitats, and development is not proposed within them. The Specific Plan proposes development within previously developed, or at least highly disturbed areas, which is ideal from a biological perspective. Opportunities for habitat restoration remain within the riparian corridors of the Specific Plan area, which are designated as Open Space. The City is open to discussion with the Urban Creeks Council and other entities regarding specific proposals for volunteer restoration efforts. If the Urban Creeks Council wishes the City to include policies in the Specific Plan to encourage restoration or expansion, that should be done during the upcoming hearings on the Specific Plan.

5-10. The text has been revised. Discussion in the Draft EIR/EA was based on Woodward-Clyde Consultants (1995) evaluation, which was subsequently revised and now shows the areas in question as jurisdictional wetlands. Recognizing that flood control is the primary purpose of these ditches, the City is open to discussion with the Urban Creeks Council or other entities regarding voluntary wetland planting or landscaping along these ditches.

5-11. Development within existing highly disturbed or previously developed areas would not by itself significantly affect biological resources because of the low value of the sites that would be developed and the relatively small contributions of the Specific Plan to problems of pollutant runoff and human disturbance of the Slough. Lost opportunities do not constitute impacts under CEQA/NEPA unless some right or precedent has been previously established, and this is not the case in the Specific Plan area.

5-12. Figure 3.14-2 has been revised to show areas of wetland that were omitted in the original Woodward-Clyde (1995) assessment.

5-13. Comment noted. See mitigation for potential cumulative impact.

5-14. The Draft EIR/EA was completed prior to the proposed listing of the steelhead trout. The Final EIR/EA discussion has been updated and expanded accordingly. Any aquatic species could be impacted if water quality was significantly degraded from actions under the proposed Specific Plan. That is not the case. See page 3-132 of the Final EIR/EA for additional discussion.

5-15. Comment noted. Information has been updated in the text of the Final EIR/EA.

5-16. See response to Comment 5-9. Within the current NEPA/CEQA review, the Specific Plan's impacts do not justify an ambitious stream restoration program as mitigation.

5-17. The open space designation is considered sufficient. If future restoration

is to be proposed, Conservation/Restoration easements may not be appropriate because of the artificial alignments and channelization of the creeks, their surrounding by commercial-industrial development and transportation corridors, and the overlapping County Flood Control easements, which involve periodic desilting or clearing for flood control purposes. Also, LCP policies south of Hollister Avenue provide protection and a mitigation measure is proposed to extend similar protection to the north side. The City is required to show consistency with these policies prior to project approvals.

5-18. The mitigation identified in the EIR/EA is adequate to avoid significant impacts on wetland resources. To exclude all types of development from within 100 feet of all types of wetlands would be in excess of what is necessary for impact mitigation; it is not a prerequisite for future habitat restoration. The "opportunity cost" cited in the comment is an intangible effect that is not an impact under NEPA or CEQA, but it may be appropriate to discuss this during public hearings on Specific Plan adoption.

5-19. The proposal cited in the comment is not justified as mitigation or as an appropriate land use for this area near Fairview and Hollister. Use of the term restoration in connection with the proposal may be incorrect because when the Airport was developed, the creek was placed in an artificial channel that diverted it about ¼ mile eastward through what had previously been grassland and/or agricultural land (refer to Ferren and Thomas 1985).

5-20. The alternatives were adequately evaluated in accordance with CEQ Section 1502.14 and FAA Order 5050.4A, *Airport Environmental Handbook.* See also the response to Comment 5-2 and changes to Chapter 5.0 for the discussion of three other alternatives that reduce the development intensity below significant thresholds. No new alternative has been added in response to this comment. The Specific Plan proposes an additional 160,000 square feet of development and the Economic Development Alternative proposes 240,000 square feet (or 1/2 more). It is anticipated that the No-Action Alternative would result in the at least same 160,000 additional square feet of development as proposed under the Specific Plan

Restoration as suggested by the comment can occur under any development intensity alternative.

RECEIVED

SEP 03 1996

CITY OF SANTA BARBARA
PLANNING DIVISION

September 2, 1996

City of Santa Barbara
Community Development
630 Garden Street
Santa Barbara, CA 93101

Attn: Janice Hubbell

Re: Draft-EIR--S.B. Municipal Airport Plan

As a County resident affected by the airport's activities, I would like to note several concerns after two short reviews of the EIR at the local library:

In section 3.1 Noise...I could only find reference to vehicle emissions with no mention of the pollution from the airplanes or the support vehicles. 6-1

In section E-1...As someone who has lived close to the Georgetown/Seagull sites for 22 years, I can testify that the existing system is ineffective, and I wasn't aware that there is noise monitoring equipment. Phone calls are ineffective in gaining any information or resolving fears or concerns. 6-2

If runway 7-25 is extended, it should only be for safety reasons. Did your EIR present statistics on the decibels involved with larger planes? 6-3

Of course, I understand the City's interest in using the airport property more effectively to generate income and believe it makes sense. We will not agree on the need to build a new terminal three times the size of the existing one. Every time we fly and every time we have guests, we enjoy the simple atmosphere...world travelers delight in the smallness--the difference between our facility and the airports of big cities. City officials recognize that Santa Barbarans (and Goletans) value the smallness of this city and intend to keep it that way. We don't need bigger planes to bring in more people. Granted, the ladies restroom could be enlarged, but the rest of the existing terminal is more than satisfactory. 6-4

I regret there isn't more substantive, statistical detail to present to you here, but it is very difficult to read, copy notes and coordinate details with a library reference document. I hope to acquire a personal copy to share with my neighbors as your studies continue. Thank you. 6-5

K. R. Gebhardt

Kathleen Gebhardt
7650 Newport Drive
Goleta, CA 93117

6-1. Aircraft emissions are not included in this EIR/EA because implementation of the Specific Plan will not affect aircraft operations at the Airport. Changes to the Airline Terminal and parking, runways, and other related changes that could affect aviation noise are assessed in a separate Aviation Facilities Plan Draft EIR/EIS that will be published in early 1997.

6-2. The Santa Barbara Municipal Airport maintains two permanent noise monitoring devices that record information. You can call the Santa Barbara Municipal Airport's Administration office at (805) 967-7111, extension 205, to make an appointment to review the noise levels and discuss your concerns regarding noise.

6-3. See response to Comment 6-1.

6-4. See response to Comment 6-1.

6-5. After the comment letter was received, the City provided the commentor with a copy of the Draft EIR/EA. See response to Comment 6-1.

COUNTY OF SANTA BARBARA
PUBLIC WORKS DEPARTMENT
123 East Anapamu Street
Santa Barbara, California 93101
805/568-3000 FAX 805/568-3019

PHILLIP M. DEMERY
Director

September 4, 1996

Ms. Jan Hubbell, AICP
City of Santa Barbara
Planning Department
630 Garden Street
Santa Barbara, CA 93101

Subject: Santa Barbara Municipal Airport Specific Plan Draft EIR/EA

Dear Jan,

The Transportation Division has reviewed the above referenced document and commented below. Please address our comments in the final document.

• Page 3-141, *Data Sources*; The traffic data used for this report is from 1993. Since that time we have published two additional traffic count reports for 1994 and 1995. For your convenience, I have attached our latest 1995 version for your use on this project. Please incorporate this information in the final document. 7-1

• Page 3-162, *Mitigation Contributions*: You may wish to include some more specific information regarding mitigation payments, as discussed in our February and August meetings. It is our understanding that the Peak Hour Trip fee in effect at the time of project approval will be matched with a list of projects to be agreed upon by the City and County. 7-2

• Page 3-162, *Construction Mitigation Measures*: Pertinent construction conferences should include representatives of the County Public Works Department. 7-3

For all mitigation measures, provisions should be made for revisions based on the outcome of the Goleta Old Town Revitalization Plan, significant developments within County jurisdiction and updated cost estimates and model runs. In particular, we are aware that the traffic model data used for your Draft EIR/EA is based on outdated land use data. Associated Transportation Engineers recently updated the Goleta Traffic Model with current information. 7-4

• Page 4-23, *Long Term Consistency, Los Carneros Road*: This increase in project related traffic exceeds the Goleta Community Plan Roadway Standards (Page 158 item B) criteria for a 2-lane Primary arterial and should be so worded. 7-5

• Appendix J; Please have the traffic consultant prepare Circular 212 level of service worksheets for the intersections being analyzed for impact assessment purposes. The in-house worksheets prepared by the consultant are difficult to interpret and do not show signal phasing and other steps outlined in the Transportation Research Board's Circular 212 Planning methodology. 7-6

Thank you for the opportunity to comment on your Draft EIR/EA. We look forward to meeting with you shortly to resolve the mitigation payment and traffic model data issues. Please call Mr. Court Eilertson at 805/568-3308 if you have any questions.

Sincerely,

for

Christopher P. Gabriel, P.E.
Traffic Section Manager

CPG/CSE/kmd

Enc.

c: M. Schleich/PW
B. Stewart/PW
D. Gira/P&D
E. Gevertz/P&D
S. Schell/ATE
Traffic Section File No. B410.10.14

[G:\GROUP\TRAFFIC\WW\AIRPORT.CSE]

7-1. Existing levels of service are based on counts collected in 1993-1994 and were current at the time that the project's process started. While it is true that new counts have been collected since that time, the resulting levels of service are similar. In fact, as shown in the following table, volume-to-capacity ratios have gotten better in most cases. Thus, the traffic analysis and the findings presented in the EIR/EA are valid, and the analysis is viewed as a reasonable worst-case scenario.

Table A
Existing P.M Peak Hour Levels of Service

Intersection	V/C RATIO/LOS	
	Specific Plan EIR	*More Current Data*
Los Carneros Rd/U.S. 101 NB Ramps	0.54/A	0.52/A
Los Carneros Rd/U.S. 101 SB Ramps	0.75/C	0.73/C
Los Carneros Rd/Los Carneros Way[a]	NA/B	No New Data
Los Carneros Rd/Hollister Ave	0.61/B	0.57/A
Fairview Ave/U.S. 101 NB Ramps	0.67/B	0.72/C
Fairview Ave/U.S. 101 SB Ramps	0.89/D	0.82/D
Fairview Ave/Hollister Ave	0.82/D	0.80/C
S.R. 217 SB Ramps/Hollister Avenue	0.85/D	0.76/C
S.R. 217 NB Ramps/Hollister Avenue	0.71/C	0.60/A
Moffet Rd/Fowler Rd[a]	NA/B	No New Data

Note: a. V/C ratio not applicable. LOS based on average vehicle delay.

7-2. The City and County are still negotiating the details of a fair-share funding agreement.

7-3. In response to this comment, text of the construction mitigation measures have been modified as follows:

A construction conference shall be scheduled prior to the beginning of construction to discuss measures to reduce potential construction related impacts. Representatives from the City's Public Works Department, Building Division, Planning Division, and the Airport and Contractor shall be present. Representatives from the County's Public Works Department should also be present.

7-4. The model for the Specific Plan analysis was the most current available at the time the EIR traffic analysis was completed. Furthermore, the results of the older model are comparable to the new model that was updated in the summer of 1996. As shown in the following table, level of service forecasts from the updated model are for the most part *better* than the model used for the Specific Plan analysis. Thus, the traffic analysis and the findings presented in the EIR are valid, and the analysis is viewed as

a reasonable worst-case scenario. In fact, several of the impacts identified in the EIR would be reduced to a level of insignificance if the newer model volumes are used.

Table B
Long-Term P.M Peak Hour Levels of Service

Intersection	V/C RATIO/LOS	
	Specific Plan Model	*Updated Model*
Los Carneros Rd/U.S. 101 NB Ramps	0.67/B	0.73/C
Los Carneros Rd/U.S. 101 SB Ramps	1.06/F	1.00/E
Los Carneros Rd/Hollister Ave	1.03/F	0.79/C
Fairview Ave/U.S. 101 NB Ramps	0.87/D	0.76/C
Fairview Ave/U.S. 101 SB Ramps[a]	0.84/D	0.61/B
Fairview Ave/Hollister Ave	1.06/F	0.78/C
S.R. 217 SB Ramps/Hollister Avenue	1.07/F	0.92/E
S.R. 217 NB Ramps/Hollister Avenue	0.86/D	0.72/C

Note: a. LOS with planned improvements.

7-5. The text on page 4-23 of the Draft EIR/EA for Los Carneros Road states that the project's addition is potentially inconsistent with the Goleta Community Plan roadway standards.

7-6. Pursuant to City and County policies, levels of service for the signalized intersections were calculated using the planning method outlined in Transportation Research Board (TRB) Circular #212. Signal phasing is not required to complete the analysis. Rather, the number of phases is required to determine an intersection's theoretical capacity. This "in-house" worksheet is similar to worksheets used by other jurisdictions, and has been used almost exclusively for traffic analyses completed for County projects. The traffic consultant completing these studies will meet with County staff to explain the worksheets if desired.

RECEIVED

SEP 03 1996

CITY OF SANTA BARBARA
PLANNING DIVISION

ENVIRONMENTAL DEFENSE CENTER

September 3, 1996

City of Santa Barbara
Planning Division
Attn: Jan Hubbell, Project Planner
P.O. Box 1990
Santa Barbara, CA 93102-1990

RE: Draft EIR/EA, Santa Barbara Municipal Airport Industrial/Commercial Specific Plan

Dear Ms. Hubbell:

Please accept the following comments regarding the above-referenced EIR/EA on behalf of the Environmental Defense Center.

Purpose and Need

p. 1-1: The discussion of the Specific Plan's Purpose and Need identifies the objective of "provid[ing] a long-range plan for development in the area." This section further notes that "[t]here are presently very few policies for this area to guide future development." As a general observation, the Specific Plan appears to do little to remedy this lack of planning guidance. Instead, the stated goal is to add 160,000 to 240,000 square feet of new development to the non-aviation portion of the Airport "in a manner that is consistent with City and County goals and policies." The Specific Plan thus appears merely to ratify and intensify existing land use practices within the Specific Plan Area. 8-1

An initial objective of the Specific Plan should be to provide for new development in a manner that minimizes sprawl. This objective is imperative in light of the Specific Plan area's adjacency to the urban core of Old Town Goleta, the subject of recent revitalization efforts by the County of Santa Barbara. The EIR/EA, however, fails to evaluate the Specific Plan in the context other planning efforts for Goleta's urban core. This lack of coordination tends to exacerbate the air quality, circulation, aesthetic, and open space impacts of the Specific Plan. The Specific Plan's contemplation of an active recreation facility featuring typical components of suburban sprawl is particularly offensive in this regard. Instead, the Specific Plan should provide for recreational uses consistent with the pedestrian mall character of the revitalized Goleta Old Town. This concept could be integrated with the expanded theater complex and with a restored natural open space area at the confluence of Las Vegas and San Pedro Creeks. At a minimum, the purpose and need statement should specify the objective of coordination with other planning efforts, including Santa Barbara County's Goleta Old Town process. 8-2

Air Quality

p. 3-70: The discussion of baseline air quality (and project impacts) omits discussion of unusually high ozone concentrations at the 500-1500 meter elevation causing disproportional human exposure to Riviera residents. In particular, the draft EIR/EA fails 8-3

906 GARDEN STREET, SUITE 2, SANTA BARBARA, CA 93101

to address the "reservoir" of concentrated ozone which stratifies at the 500 to 1500 meter elevation. Concentrations of ozone at this elevation typically are considerably higher than at sea level and the ground surface in the coastal plain. (Personal conversation (Marc Chytilo), SBCAPCD; CARB) Altitudinal stratification and concentration of ozone may be discerned by comparing low elevation regional monitoring station data with higher elevation monitoring station data. 8-3

The significance of this phenomena to the City is acute. City residents in the Riviera neighborhoods and the County's mountain communities are routinely and unknowingly exposed to elevated levels of ozone pollution with direct deleterious effects on human health. This issue is not considered or addressed in the SBCAPCD's 1994 AQMP/CAP and must be considered new information necessitating specific analysis in this environmental review document. Additionally, the 1994 AQMP/CAP is legally inadequate and technically defective for its failure and inability to predict and address violations of the federal ozone national ambient air quality standard observed in Santa Barbara County in Spring 1996.

The proposed City project will directly and significantly exacerbate this problem. Any increase in ozone precursors causes a significant impact, notwithstanding the SBCAPCD's "thresholds." This impact is borne directly and disproportionately by City residents and visitors residing, working, or recreating at the 500-1500 meter elevation levels.

The City thus bears a unique burden of addressing this issue in the first instance and ensuring adequate protection of the health and well-being of City residents. The EIR/EA, as currently drafted, ignores this issue and is defective.

The EIR/EA further states that the County is considered a "moderate" nonattainment area for ozone. Spring 1996 ozone exceedences, however, will trigger "serious" designation in May 1997. While the EIR/EA makes passing reference to the three violations of the federal ozone ambient air quality standard and 11 exceedences of the California ambient air quality standard for ozone in the Spring of 1996 (from January to June, 1996), it fails to evaluate the implications of these exceedences for redesignation. Reliance upon ancient air quality data (1992-1994) when more recent and accurate data is available violates a central canon of CEQA. The EIR/EA must be revised to reflect recent information. 8-4

The Clean Air Act mandates a "bump-up" in classification for areas such as Santa Barbara County which have failed to meet the deadline for attainment (e.g., 1996 for moderate areas). These changed conditions alter the fundamental impact analysis, including the conformity review. The 1994 CAP attainment demonstration is fundamentally flawed in that the modeling of the existing inventory and suite of control measures underestimated ambient ozone concentrations.

p. 3-76: The EIR/EA relies upon the APCD's false conclusion that temporary construction emissions cannot be significant. This conclusion is flawed due to its failure to assess cumulative impacts. The EIR/EA must include a discussion of the cumulative impact of numerous "temporary" construction impacts associated with the Specific Plan. 8-5

p. 3-77: The EIR/EA defers consideration of air quality impacts associated with specific sources in the Specific Plan area based on future regulation of these sources by APCD permitting. While these sources may individually fall below APCD's threshold, the 8-6

EIR/EA provides the only opportunity to evaluate and mitigate the aggregate air quality impacts of foreseeable development within the Specific Plan area. The EIR/EA must therefore incorporate specific mitigation measures to offset the aggregate air quality impact of individual sources. 8-6

The aggregate air quality impact of sources within the Specific Plan area must also be evaluated in the federal conformity determination section (pp. 3-79 to 3-81). In effect, the draft EIR/EA piecemeals the expected impacts by avoiding discussion of the aggregate new stationary source impacts anticipated upon implementation of the Specific Plan. 8-7

The EIR/EA discusses a go-cart facility as a component of the "family entertainment center" that may be accommodated within the Specific Plan area. The discrete air quality (and noise) impacts associated with such an intensive concentration of internal combustion engines should be evaluated in the EIR/EA. The draft EIR/EA provides insufficient information regarding these impacts to serve as a Program EIR for future development. 8-8

p. 3-81: Residual significant air quality impacts from vehicle emissions associated with implementation of the Specific Plan are identified, including exceedence of APCD's daily threshold of 25 pounds per day for ROG and NO_X. This impact, however, is not unavoidable. Rather, feasible mitigation exists in the form of full offset of such emissions. The EIR/EA must incorporate specific mitigation measures to offset the identified residual impacts. 8-9

Wetlands

p. 3-133: The analysis of wetland impacts omits discussion of the potential public trust character of filled tidelands. The historic Goleta Slough, a navigable waterbody at the time of statehood, may have covered a significant portion of the Specific Plan area, including sites north of Hollister Avenue. Undeveloped sites that consist of filled portions of Goleta Slough may be subject to a public trust easement. The mere fact that such a parcel is presently filled does not necessarily indicate that the state's public trust easement is terminated (see Marks v. Whitney, 6 Cal.3d 251, 261 (1971)). The proper inquiry involves whether the state has legislatively or judicially terminated the public trust character of the property. The EIR/EA should discuss consultation with the State Lands Commission regarding the public trust character of sites within the Specific Plan area. 8-10

Circulation

p. 3-146: The EIR/EA does not appear to evaluate the existing intersection conditions within the Specific Plan area (i.e. the intersections on Hollister between Los Carneros and Fairview). This precludes meaningful analysis of Specific Plan circulation impacts within this area (p. 3-153). The EIR/EA must include an evaluation of intersection circulation impacts within the Specific Plan area. 8-11

Policy Consistency

p. 4-1: The EIR/EA identifies numerous areas of potential policy inconsistency associated with the Specific Plan. As described above, some of these policy inconsistencies are associated with impacts (e.g., air quality) that may be avoided or 8-12

mitigated. The EIR/EA should include an evaluation of alternatives that eliminate these policy inconsistencies while still meeting the stated project purpose and need. 8-12

Thank you for your consideration of these comments. Should you have any questions, please do not hesitate to contact this office.

Sincerely,

John T. Buse
Staff Attorney
Environmental Defense Center

8-1. The Draft Santa Barbara Municipal Airport Industrial/Specific Plan includes a variety of policies that address how 160,000 to 240,000 square feet of additional space will be developed. The Vision Policies from the Specific Plan are quoted on pages 2-1 and 2-2 of the EIR/EA. Copies of the Draft Specific Plan are available at the City's Community Development Department.

8-2. The Specific Planning process did include extensive coordination with the adjoining jurisdictions and the public. Three community workshops were held in the evenings in the Goleta area (see Chapter 6.0 of the Draft and Final EIR/EA). The City published an information booklet, "the Airport Guide," in the *Santa Barbara News Press* regarding the Specific Plan and how the public could receive information and affect the process. Four follow-up newsletters were provided to individuals who had expressed an interest in the process. The City requested and was provided a list of approved and proposed projects in the County by the Santa Barbara County Planning and Development Department. There were no specifics about the Goleta Old Town plan in that list for the cumulative impact analysis for the Specific Plan EIR/EA. In fact, the Draft Goleta Old Town Plan was issued after the Draft Specific Plan EIR/EA was published for comment. In addition, the Airport Director is a member of the Goleta Old Town Advisory Committee. The Santa Barbara Municipal Airport Administration Department hosted the Goleta Slough Management Committee monthly meetings for coordination of projects adjacent to the Goleta Slough area. These meetings have included representation from the Santa Barbara County Planning and Development Department, the University of California at Santa Barbara, the Santa Barbara Urban Creeks Council, the California Coastal Commission, the California Department of Fish and Game, the Goleta Sanitary District, and other resource agencies and interested parties. These meetings have been occurring since 1991. It is a forum to coordinate upcoming projects in the region, particularly those that have the potential to affect the Goleta Slough.

The City does not concur with your opinion that the proposed Specific Plan contributes to "urban sprawl." The term urban sprawl means that development is extending from an urban area into an undeveloped region. That is not the case with implementation of the Specific Plan. There is already significant urban development both east and west of the Specific Plan area. There are proposed development projects both east and west of the Specific Plan area that would intensify development. The Specific Plan contributes to infill between two developed areas (see response to Comment 5-2 for a figure that shows the contribution of the Specific Plan's or Economic Development Alternative adoption compared with what the County is considering for the surrounding areas).

This issue will be discussed more as the Specific Plan goes through public hearings before it is finalized.

The City does not agree with your opinion that the Specific Plan was not coordinated with Santa Barbara County. If there had been a proposed plan for the Goleta Old Town area when the Specific Plan EIR/EA was drafted, our cumulative impact analysis would have included it. The City and County have been meeting for over a year to establish an equitable program for traffic mitigation.

8-3. The APCD provides the following response to comment 8-3:

> EDC is correct in noting that O_3 concentrations at elevations of 500 to 1,500 meters may be higher than ground level concentrations. However, the populated portion of the Riviera is less than 300 meters above mean sea level (MSL). It should be noted that there is a PSD monitoring station at Las Flores Canyon which is at 190 meters above MSL. While it cannot be confirmed (without monitoring) that the Las Flores Canyon is fully representative of the air quality on the Riviera, the values at Las Flores Canyon are indicative of other elevated sites since O_3 is a regional pollutant. Consequently, the APCD feels that these planning efforts take into account the occurrence of upper level O_3 concentrations.
>
> The commentor is also correct in noting that the violations of the federal O_3 standard recorded in Santa Barbara County taken together with the exceedances recorded in 1994 and 1995, may result in the county being considered to have failed to attain the federal O_3 standard as required for a "moderate" nonattainment area. Since the O_3 standard cannot be attained by the statutory deadlines (by 1996), the County may be reclassified to the next highest nonattainment category, namely "serious," under the federal Clean Air Act. A "serious" classification requires more stringent regulatory and planning requirements. However, the APCD is still working with the EPA and CARB as they determine the implications of the recent O_3 standard exceedances on the SIP approval process.

The phenomenon of O_3 stratification in the atmosphere, with relatively high concentrations observed at the base of the regional subsidence inversion (generally from 1,000 to 3,000 feet above ground level during the warmer months of the year when O_3 is most prevalent) is not new information. Please see Lea (1968), Edinger, et al. (1972), Blumenthal, et al. (1974), and Kauper and Neimann (1975) for documentation of the earliest research on this subject. Ozone is one of the most important air quality issues in Santa Barbara County.

Consequently, guidelines have been set by the County and used by the City in this EIR/EA to evaluate whether proposed emissions would significantly impact existing O_3 levels for CEQA purposes (25 pounds per day for ROG or NO_x).

See response to Comment 4-2. The Final EIR/EA includes feasible measures to reduce the impact of project emissions on ambient O_3 levels.

8-4. See responses to Comments 3-71 and 4-4. As stated by the APCD in their comment letter, it is unclear what action the EPA will take on the Santa Barbara County portion of the SIP. The Final EIR/EA has been updated to describe the current status of the CAP and the attainment designation of Santa Barbara County. See response to Comment 3-59. Air quality data for 1994 and 1995 have been included in the Final EIR/EA.

The project will be evaluated under the present pollutant designation status, until officially changed by the EPA. However, project emissions would still remain below the 50 tons per year threshold of VOC or NO_x that triggers a conformity analysis for a "serious" O_3 nonattainment area (annual project emissions would be 8 tons of ROG and 32 tons of NO_x). Therefore, project emissions would comply with section 176 (c) of the 1990 CAA, even with the more stringent "serious" O_3 nonattainment designation.

8-5. As stated on page 3-76 and Table S-2 of the Draft EIR/EA, fugitive dust emissions from construction activities would be considered significant, but mitigated to insignificance, with APCD dust control measures outlined in the Draft EIR/EA. On April 19, 1994, the County Board of Supervisors eliminated construction combustive emission thresholds for the determination of significance under CEQA, based on the logic that these emissions are insignificant when compared to emissions from the County as a whole. Since the City adopts County thresholds by reference, this logic applies to the determination of significance for air quality impacts in the DEIR/EA. This information has been added to the air quality section of the Final EIR/EA.

8-6. Although development of the Specific Plan is foreseeable, the types of stationary air pollutant sources (and potential mitigation measures) associated with the Specific Plan are theoretical at this time. This EIR/EA review process of the Specific Plan does not provide the only opportunity to evaluate proposed emission sources, since CEQA review will be required for the development of individual projects associated with the Specific Plan. This is when mitigation measures for future stationary emission sources, if any, will be identified. Additionally, all emissions from the development of the Specific Plan will ultimately be included in the APCD attainment process.

8-7. Please see the responses to Comments 4-5,4-10, and 8-6.

8-8. See response to Comment 8-6.

8-9. See responses to Comments 4-2 and 8-6. The Final EIR/EA has been revised to include feasible measures that would reduce air quality impacts associated with the Specific Plan.

8-10. The initial premise of the assertion is correct—all navigable waterbodies at the time of California statehood are subject to a continuing public "trust" easement for the purposes of public "commerce, navigation and fisheries". Moreover, it is also correct that any tidal land, once subject to the tidelands public trust easement, does not lose that status simply because it is later filled and developed. However, in the case of Santa Barbara, the state of California has legislatively determined how the Tidelands Trust areas may be utilized. Thus, even assuming that the Tideland Trust doctrine applies to the Airport Specific Plan areas (a proposition for which there does not seem to be any evidence), nothing proposed in the Airport Specific Plan appears to be inconsistent with the state legislative determination of how Santa Barbara should manage the Tidelands Trust areas.

The "Tidelands Trust" with respect to the City of Santa Barbara was initially established by Chapter 78 of the Statutes of California of 1925, amended in 1937 by Chapter 13 of the Statutes of 1937 and finally amended substantially by Chapter 193 of the Statutes of 1975, all of which are uncodified state statutes. By virtue of these statutes, title to the tideland areas (as established by the vague legal description contained within the 1937 statute) was conveyed in trust to the City of Santa Barbara.

This legislation, particularly the 1975 amendment, enumerated a broad list of permissible land use categories for the Santa Barbara Tideland areas and made it clear the appropriateness of such land uses was at the discretion of the City. In addition, the 1975 statute required the State Lands Commission to survey, monument and record the complete extent of the granted Tidelands. To the best of the City's knowledge, such a survey has never actually been prepared. As a result, the full extent of the Tideland Trust areas within the City, particularly those with respect to the Airport (if any), remains somewhat uncertain.

In any event, the 1975 Tideland Trust statute expressly authorizes the City to use its discretion to lease Tideland areas for use in a broad range of land-use categories, particularly with respect to aviation-related uses. For example, Section 1(a)(2) provides that the City may use the Tideland areas "For all commercial and industrial use and purposes. . ." and Section 1(a)(3) provides that the City may use the Tidelands Trust areas "for the establishment, improvement and conduct of airport and heliport or aviation facilities, including but not limited to, approach, takeoff and clear zones in connection with airport runways, and for the construction, reconstruction, repair, maintenance, and operation of terminal buildings,

runways, roadways, aprons, taxiways, parking area, and all other works, buildings, facilities, utilities, structures, and appliances incidental, necessary or convenient for the promotion and accommodation of air commerce and air navigation."

8-11. Because traffic flow on urban street networks is most restricted at intersections, a detailed traffic analysis must examine the operating conditions of critical intersections during peak travel periods. The critical intersections located in the vicinity of the Airport were determined by both City and County staffs. The analysis includes on-site vehicular circulation, including the intersections of Griggs Road, Firestone Road, Aero Camino Road, and roadways located north of Hollister Avenue.

8-12. The EIR/EA identifies a proposed action's potential consistencies and inconsistencies with various policies. These issues are discussed and decided by decisionmakers during public hearings only after the EIR/EA is certified. Alternatives are included that reduce significant impacts to insignificant as required by CEQA. CEQA does not regulate analysis of alternatives in order to resolve potential policy inconsistencies.

County of Santa Barbara
Planning and Development
John Patton, Director

September 3, 1996

RECEIVED

SEP 09 1996

CITY OF SANTA BARBARA
PLANNING DIVISION

Ms. Janice Hubbell, Senior Planner
City Planning Division
Community Planning Department
P.O. Box 1990
Santa Barbara, CA 93102-1990

RE: Airport Specific Plan Draft EIR/EA

Dear Jan:

Thank you for sending the County a copy of the Airport Specific Plan EIR. The specific plan provides an opportunity for the County and the City to work together in developing a mutually beneficial project for Goleta and the City of Santa Barbara including an economically viable and livable Goleta Old Town and an improved airport which will benefit the entire area. Examples of mutually beneficial projects include plans for the South Fairview Avenue beautification, an electric shuttle system, and the South Kellogg direct extension to the Airport. We have reviewed the draft EIR/EA and have several concerns. We therefore offer the following comments in the spirit of cooperation and look forward to resolving these issues with you. **9-1**

The Airport and adjoining specific plan area is a City "island" in the unincorporated area. Under current law, it would not be permitted to be annexed to the City. Further, the specific plan area north of Hollister is not aviation-related, except in the indirect sence of providing revenues to supplement airport operations. As such, it is necessary to recognize the importance of a "good-neighbor" policy pertaining to the neighboring unincorporated area. We recognize that the plan could have proposed a different scenario that would have maximized airport revenues at greater cost to the surrounding area. The City is to be commended for rejecting this approach. Never the less, we believe additional changes in the EIR/EA and the plan are necessary for sound coordinated planning. **9-2**

Adjacent to the Airport is the Goleta Old Town which is struggling to survive. The Airport, the tenants of the City's specific plan area, and unincorporated area residences and businesses rely upon the surrounding public infrastructure including Hollister Avenue, Fairview Avenue, and Los Carneros Road which are principally maintained by the County. **9-3**

Recognizing the blighted condition of Old Town, the Goleta Community Plan recommended and the County has since initiated a revitalization plan for the area. We are concerned that several components of the City's specific plan would substantially reduce the ability to revitalize Old Town Goleta. Specifically, a multi-plex theatre within the specific plan area could effectively eliminate the potential for such a theatre in the Old Town, which is planned to be an "anchor" **9-4**

123 East Anapamu Street · Santa Barbara CA · 93101-2058
Phone: (805) 568-2000 Fax: (805) 568-2030

of the revitalization effort. Furthermore, the addition of more than 7,400 average daily trips in this congested area could preclude the possibility of narrowing Hollister Avenue, widen its sidewalks and install bicycle lanes and landscaping that would establish Hollister as the economic center of activity for the Old Town. The EIR/EA should therefore discuss those components of the project that would significantly impact the economic viability of Old Town Goleta and worsen its blighted condition. 9-4

The project should include mitigation measures that effectively reduce impacts to less than significant levels such as funding of the Hollister Avenue electric shuttle, road improvement projects, and others. 9-5 The document should also include a reduced-project alternative that reduces the significance of impacts in the areas of circulation, socioeconomics, air quality and others. 9-6

We would be pleased to meet with you and other City officials to identify a specific plan project that would meet the City's objectives of an economically independent municipal airport, while not impairing the County's ability to create a revitalized and sustainable Old Town Goleta and to provide for the transportation of goods and services. 9-7

In order to assist you with preparation of the final EIR/EA, we have attached specific comments on the EIR/EA which we believe will substantially improve the adequacy of the document and fulfill the City's obligations under CEQA and NEPA. Please do not hesitate to call me, Dan Gira or Elihu Gevirtz if you would like to discuss these issues further. We look forward to working with you.

Sincerely,

John Patton
Director

comp\wp\agency\agency\sbairpr\specific\drafteir.let

ATTACHMENT 1

Planning & Development Comments on the Airport Specific Plan Draft EIR/EA
September 3, 1996

Project Description

We understand that the proposed project consists of: 1) adding between 160,000 and 240,000 square feet of industrial/commercial, aviation-related and commercial recreation uses north and south of Hollister Avenue between Fairview Avenue and La Patera, 2) demolishing and replacing up to 172,000 square feet of existing building space, 3) adding 55 new hangars, 4) public infrastructure improvements, and 5) zoning ordinance amendments to accomplish the above project list.

Circulation

1. We recently sent you the most recent Goleta traffic study done by ATE. The data in this report should be helpful in evaluating project impacts. Please use the new data in this study to update EIR's analysis. **9-8**

   Although the EIR provides an analysis of impacts to specific intersections, the EIR does not analyze impacts to roadways. Hollister, Fairview (north and south of Hollister), and Los Carneros are of particular concern. The County generally evaluates impacts to roadways based on several criteria. These include: 1) design features related to safety, and 2) exceedence of the roadway's designated County Circulation Element capacity (either current operations, with the project, or cumulative). The Specific Plan's impact of 3,633 to 4,478 ADT in the short-term and 5,847 to 7,450 ADT in the long-term is expected to generate significant impacts to several local roadways including Hollister Avenue between Fairview and State Route 217, Fairview both north and south of Hollister, and Los Carneros between Hollister and U.S. 101. **9-9**

   Traffic increases along Hollister are of particular concern as they may hamper the County's ability to revitalize Old Town Goleta. As a part of the revitalization project, the County Planning Commission has initiated a plan which could change Hollister Avenue to a two lane road with widened sidewalks, bicycle lanes and landscaping, and a parking structure in the old town area. The addition of the Specific Plan-generated ADTs to Hollister Avenue should be considered in the EIR's impact and mitigation analysis. Please include an evaluation of these impacts and appropriate mitigation measures in the Final EIR/EA. **9-10**

2. Existing Levels of Service for Fairview/Hollister and SR217 South Bound Ramps/Hollister are presently LOS D (.85). Please reevaluate and modify Table 3.20-2 and accompanying analysis. Is it possible that the LOS measurement at Fairview/Hollister was taken at a time when trips through the intersection were unusually low (ie: detoured trips around rather than through the intersection during construction of the Measure D project)? **9-11**

3. The Level of Service forecasts for Fairview/U.S. 101 south bound ramps on Page 3-151 assume completion of construction of replacing the Fairview bridge over US 101 and the railroad tracks with a new bridge including an additional southbound left turn lane, two right turn lanes on northbound Fairview, and a through lane. Completion of this $5.8 million project is not likely to occur in the short-term. Please modify the assumptions, tables and analysis to reflect that this project has not been fully funded and construction is not expected to occur until at least 2005. Based upon this information it is likely that the Specific Plan would significantly impact the Fairview/U.S. 101 South Bound intersection. Please modify Table 3.20-6 accordingly. **9-12**

This table should also be modified to accurately reflect short-term baseline conditions at Fairview/Hollister. While LOS will improve once the current construction project is completed, it is unlikely to have an LOS B even in the short-term. **9-13**

4. Pages 3-153 and -154 describe on-site vehicular circulation improvements. **9-14**

   2. Improvements at Aero Camino/Firestone should accommodate the proposed bike path on Firestone.
   4. Relocation of Firestone Road to the south may provide additional room for a Class I or III bike path on Firestone.
   5. Installation of signals at Hollister/Griggs could effect LOS on Hollister and at Fairview/Hollister. Please evaluate these potential impacts.
   6. The Bicycle Circulation discussion should include plans for bicycle circulation north of Hollister and provision of right-of-way and possible construction of a bicyle/pedestrian bridge at La Patera across the railroad tracks and US 101 to the County park on the north side of the highway.

5. Short-term impacts without the Economic Development Alternative discussed on page 3-156 should be reevaluated in light of Fairview/U.S. 101SB, Fairview/Hollister, SR 217 SB/Hollister, and roadways as discussed previously in this letter. The text on page 3-156 omits the short-term significant impact to SR 217SB/Hollister as identified in Table 3.20-6 on page 3-151. Mitigation measures also need to be identified. **9-15**

6. The No-Action Alternative analysis on page 3-159 should quantify and provide the reasoning behind the statement that "traffic volumes would only be slightly less" under this alternative. **9-16**

7. The TDM mitigation measure on page 3.20-1 should be revised to include provisions of bicycle facilities north of Hollister as described above in this letter, as well as transit and pedestrian facilities. **9-17**

8. It is interesting to note on page 3-160 that TDM programs have been shown to reduce traffic volumes by as much as 15 percent. **9-18**

9. Intersection Mitigation Measure 3.20-2 on page 3-160 should reflect both a significant short-term and long-term impact to Los Carneros/US 101SB. The mitigation measure **9-19**

should be revised to reflect who is responsible for funding and implementation of this project. **9-19**

10. It is helpful to know that the improvement cited in Intersection Mitigation Measure 3.20-3 on page 3-160 is proposed in the GTIP. However this mitigation measure (and all other mitigation measures) should clearly state whether these improvements are required, and if so which agency will fund and implement the project. This should be achieved by including a statement such as the following. *"In order to reduce this impact to an insignificant level, the following road improvement project shall be funded by _____ and implemented by _____ prior to construction of the Specific Plan projects".* **9-20**

The $158,000 estimated cost of widening the SR217 off-ramp is probably too low. Please discuss a possible revised cost estimate with County Public Works Engineering staff. **9-21**

The half-diamond interchange is prohibitively expensive ($20 million) and is therefore not the preferred GTIP alternative. The Final EIR/EA should delete this as a potential project. **9-22**

A more feasible alternative is a southbound offramp combined with the South Kellogg extension. This is identified in the GTIP as able to improve LOS at Fairview/Hollister and Hollister/217SB for a cost of $3.27 million, although even this number may be reduced as low as $2.0 million. The preferred alternative however is to transform SR 217 to an expressway with at-grade intersections at Ekwill and South Kellogg. Two additional east-west roadways would be constructed as part of the Revitalization project, thus diverting a substantial number of trips off of Hollister Avenue. The project's feasibility is currently being examined. Because this would significantly improve circulation in Goleta including improving levels of service at Fairview/Hollister and SR217SB/Hollister, the City's participation in the project should be considered as a potential mitigation measure. **9-23**

11. Long-Term Mitigation Measures on page 3-160: Deletion of the TDM sub-heading or addition of an intersection sub-heading would clarify the discussion. **9-24**

12. Long-Term Mitigation Measures 3.20-2 and -3 on page 3-160 are identical to the short-term mitigation measures. Alternate mitigation measures should be identified. **9-25**

13. Long-Term Mitigation Measure 3.20-4 should identify who is responsible for funding and implementation of the project. Construction of the Phelps Road extension is highly unlikely due to University objections. Therefore other methods such as increased transit will be needed to further improve Los Carneros/Hollister. **9-26**

14. Long-Term Mitigation Measure 3.20-5 should identify who is responsible for funding and implementation. The $20 million SR217 diamond interchange is not feasible. (See above.) Please identify the feasible mitigation measure described above. **9-27**

15. Long-term mitigation measures are also required for Fairview/US101SB and SR217NB/Hollister. Please identify such measures and responsible parties. **9-28**

16. Construction Mitigation Measures on page 3-162 should include consultation with the County Public Works Department. **9-29**

17. The Residual Impacts discussion is incomplete. The discussion should reevaluate projected LOS of Fairview/Hollister. Other significant residual impacts should be identified such as Fairview/US101SB, Los Carneros/Hollister, etc. This discussion should consider the timing of the proposed improvements (mitigation measures) and timing of Specific Plan construction. **9-30**

18. In general, all mitigation measures should identify timing so that construction of high-trip generating aspects of the project are not constructed until improvements at specific intersections and lengths of roadways are completed. **9-31**

19. Long-term mitigation measures under the Economic Development Alternative should also incorporate the comments on mitigation measures above. **9-32**

20. Residual Impacts of the Economic Development Alternative on page 3-165 should incorporate the above comments. The final sentence in this Residual Impacts paragraph should be deleted because it is a discussion of project-specific, not cumulative impacts. All residual project-specific impacts should be identified here. Please revise. **9-33**

21. Residual Significat Impacts on page 3-168 should also identify all significant residual impacts, not just Fairview/Hollister. Furthermore, please conduct additional analysis regarding the effectiveness of improving LOS at this intersection by changing SR 217 to a surface street with two at-grade intersections and Ekwill and South Kellogg extending west to Fairview. Please include the findings of this analysis here and any other appropriate location. **9-34**

Alternatives Analysis

22. The alternatives analysis does not adequately fulfill CEQA requirements. Besides the proposed project, only the no-action and an increased intensity version of the project (project plus 80,000 sf of high tech-research facilities) were considered. CEQA requires provision of a reasonable range of alternatives including a reduced project which could lessen some of the identified impacts, and alternative sites for the non-airport related uses (e.g., for the family entertainment center, cinema complex, and automobile dealership). The Old Town should be considered as an alternative site for a cinema complex as this has been initiated as part of the County's Revitalization Plan for Goleta. **9-35**

    CEQA Guidelines require that the discussion of alternatives focus on those alternatives capable of eliminating significant adverse environmental effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

However, page 5-1 states that a reduced intensity project alternative was not considered because it does not meet the objectives of the applicant for this project. The Draft EIR/EA states on the same page, that a reduced project of 81,600 square feet of new space together with two road improvement projects as mitigation could reduce impacts to Hollister/Fairview to a less than significant level. However, this reduced project is not provided as an alternative nor is it evaluated in the Draft EIR/EA. 9-35

Furthermore, while a reduced project of 22,990 square feet of new development is identified as necessary to reduce air quality impacts to a less than significant level, no discussion is provided about feasible mitigation measures such as funding annual operation of the electric shuttle system in Goleta or funding of other offsite air quality improvements similar to mitigations agreed to by the Air Pollution Control District and several of the major oil companies operating on the south coast. Such potential mitigation measures could have been identified in the context of an alternatives analysis that included a low-build or reduced-intensity alternative. 9-36

An alternate project that reduces the severity of socioeconomic impacts should also be identified. This alternative should include elimination of the multi-plex theatre from the project and contribution of funding and/or implementation of specific road improvement projects that would effectively mitigate significant impacts to local intersections and directly related socio-economic impacts to less than significant levels. 9-37

An alternate project may be identified as the environmentally superior alternative following further analysis in the Final EIR. 9-38

Cumulative Impacts

23. The cumulative analysis assumes the Los Carneros site would be developed with 235 residential units and does not include the approved industrial component of the project. While this reflects the residential (but not industrial) portion of the adopted designation for the site. the EIR should also include the shopping center (459,450 sf) and the industrial portion in the cumulative analysis, because the shopping center application for that site was submitted over a year ago. Please revise the cumulative impact data and analysis. 9-39

Marketing Analysis

24. The EIR/EA continually references the conclusions of the marketing analysis done for the project, but does not include the analysis in a technical appendix. Please make this report readily available to the public as it carries enormous weight in the EIR/EA. 9-40

Socioeconomic Impacts

25. The conclusion in the EIR that there are no potentially significant socioeconomic impacts should be modified. The EIR does not include any discussion of the Goleta Old Town revitalization efforts. The section on socioeconomics only addresses employment, population, housing and schools, and does not address any indirect physical changes which could occur (e.g., further deterioration of Goleta Old Town) due to the Specific Plan. As discussed above, traffic generated by the Airport Specific Plan could significantly 9-41

impact Hollister Avenue so that changing this street to two lanes with wider sidewalks, landscaping and bike lanes could become infeasible. This project is at the core of the revitalization effort. Without it this effort may fail. 9-41

Similarly, inclusion of a greatly expanded theatre complex within the Specific Plan area would draw away the currently remaining foot traffic in Old Town, and render economic revitalization of the Old Town infeasible. This economic impact would result in continued deterioration and physical blight which is a significant and unavoidable (Class I) physical effect. Please revise the document accordingly.

26. Page 3-44 states, "It is assumed that the phasing of new commercial development in the Specific Plan Area would generally be consistent with the phasing of new industrial and Airport facility development that it is meant to support. The impacts to off-Airport businesses in the area would thus be minimal....It is therefore unlikely that the amount of commercial development proposed, a net increase of less than 45,000 square feet, would have an adverse effect on businesses in the Goleta area". This analysis is faulty for the following reasons: 9-42

a. The mitigation does not require phasing. Therefore it cannot be assumed.

b. The impact analysis only considers potential impacts of a net increase of less than 45,000 square feet of commercial uses. The impact analysis should also address the impacts of demolishing and reconstructing approximately 58,000 additional sf of commercial space, since the new commercial space is likely to attract a different type of commercial tenant. The EIR needs to address the socioeconomic impacts (direct, indirect and cumulative) of adding 102,000 sf of new commercial area and of the new commercial recreation uses.

c. Page 3-43 is internally inconsistent. On the one hand it states that the project would not require the relocation of any residences or businesses, and on the other it states that the Airport would not renew leases on facilities occupied by approximately 50 Airport tenants. Furthermore the EIR states that tenants would incur moving costs.

Biological Impacts

27. Page 3-131 states that the project's impacts on biotic communities (including increased disturbance to the Goleta Slough's wildlife, increased urban runoff and increased abundance of non-native plants and animals) are potentially significant but mitigable. However, the sole mitigation listed is continued participation and support by the Airport of the Goleta Slough Ecosystem Management Plan. Page 3-131 then concludes that this mitigation measure reduces the potentially significant impacts to a less than significant level. This mitigation measure is inadequate because there is no quantifiable improvement to the Slough that would occur as a result. The Sunsdtrom case clearly stated that a plan (or participation in a plan) does not adequately mitigate a significant impact. Specific mitigating actions and responsible parties must be identified. 9-43

28. The chapter on Biotic Resources does not address the County's Biological Resource Thresholds. Please evaluate the project's impacts according to these criteria. **9-44**

29. Please quantify habitat loss, as requested in USFWS' letter contained in Appendix I. **9-45**

30. Wetland mitigation on page 3-136 should include specific criteria for requested modification of the 100 foot buffer. **9-46**

Air Quality

31. The EIR should identify mitigation measures for air quality during construction. Please work with APCD to identify appropriate measures. **9-47**

Safety

32. The airport safety analysis contained in the land use section of the EIR does not adequately address safety issues. The existing setting section should be supplemented. The impact analysis indicates that proposed building heights considered the height limits in the City Zoning Ordinance and that "the proposed facilities were specifically developed with consideration for Airport operations." These statements provide no analysis of potential impacts of the development contemplated in the Specific Plan. A quantified analysis needs to be provided in the Final EIR, including the height of existing and proposed structures, and the distance of these structures to the end of the runway. As Mayor Miller stated in the City's letter in response to the Camino Real NOP, "the safety impacts that could result from large concentrations of people (more than 25 people per acre), especially children, in the Approach Zone must be discussed in the EIR." (A copy of the letter is attached for reference.) This analysis should also be conducted for the proposed Specific Plan. **9-48**

Furthermore, height restrictions and the proposed height modification should be evaluated in light of potential safety impacts. The potential for electrical interference with navigational signals and for smoke or other visual impairments resulting from the project should also be discussed. **9-49**

Plans and Policies Consistency Analysis

34. The analysis of the County's LCP policies is incomplete. There are a number of other County LCP policies that would apply to this project. The analysis should include all applicable policies. **9-50**

Consistency with the wetland policies is uncertain given the above comments on the EIR's biological impact analysis. **9-51**

The Goleta Community Plan identifies the creeks in the area that feed into Goleta Slough as Environmentally Sensitive Habitat. As such, any replanting or creek restoration efforts should include the planting of appropriate locally native riparian species. The Community Plan mandates creek restoration as a part of major projects that would otherwise impact these resources. To ensure consistency with Policy CIRC-GV-12 of the Community Plan **9-52**

(see attachment), project construction should be designed to avoid any runoff of sediment or pollutants. Grease and silt traps should be included in the engineered design of the improvements to prevent pollutants from entering San Pedro Creek and the Goleta Slough. Mitigations should include creek restoration projects of all of the creeks within the Specific Plan area including San Pedro, Las Vegas and Carneros. 9-52

Consistency with Goleta Community Plan (GCP) policy LU-GV-2 does not appear to be accurate given the identified Class I traffic impacts. 9-53

The Draft EIR/EA notes that the project will generate an estimated 104 to 125 elementary school students, although which schools would be effected is unknown. The document's analysis of GCP policy SCH-GV-1 is not consistent with the County's treatment of school facilities. Other options besides standard fees, including reduction of the scope and phasing of the project, and/or provision of Goleta Union School District with needed capital improvements could be used to achieve consistency with the policy. 9-54

The project may not be consistent with the Circulation Element intersection and roadway standards. Please define "baseline" in Table 4.2-2. The Circulation Element Standards require that the intersection operations used in the evaluation reflect either 10-year buildout assumed in the GCP or the approved project scenario. If "baseline" is current operation of the intersections, this analysis is not correct. Please revise. 9-55

Attachment 2

Economic Effects - The City has prepared a study of the economic effects of "big box" retail on the South Coast economy (both in the City and in Goleta). The results of this study should be reviewed and incorporated into your study as appropriate. In addition, it would be appropriate to assess the effects of the project on other entertainment businesses (i.e., Cinema Twin, Fairview Twin). Discussion of the economic effects of a project of this magnitude needs to assess the economic effects on the South Coast area, not just Goleta Valley.

4.11 Public Facilities: Schools - The Impact discussion should include an analysis of the number of school age children generated by new employees that could occur as a result of the nonresidential aspects of the project.

4.13 Fire Protection - How will the construction of this project affect fire service to other parts of its service area? If there is a fire at this site, will the station be able to respond in a timely manner to other parts of its service area?

4.17 Hazardous Materials/Risk of Upset - Airport Safety must be discussed in this section; the table should be marked "Known Significant" under Item f. It should be noted that the entire project site is in the Airport Approach Zone as defined by the ALUP, not just the 300 foot wide strip through the middle of the site. The analysis should be based on this fact. Please note that Runway 7 is the instrument runway and, in addition to its normal usage by commercial and other aircraft, is used during poor weather for landing. The discussion of EIR Scope under Land Use should be included in this section and should be expanded to include the proposed extension of Runway 7/25 by the City. One of the alternatives that will be included in the Aviation Facilities Plan EIR/EIS will be a 400 to 800 foot westerly extension of the runway. This will result in a substantial portion of the Camino Real project site being within one mile of the end of the runway. The safety impacts that could result from allowing large concentrations of people (more than 25 people per acre), especially children, in the Approach Zone must be discussed in the EIR. In addition, the lighting expert who will be assessing light and glare impacts for the Visual Resources section must evaluate the lighting as it relates to potential hazards to aircraft and Airport operations. Height restrictions and the proposed height modification should be discussed. The potential for electrical interference with navigational signals and for smoke or other visual impairments resulting from the project should also be discussed. Finally, the Airport Hazard Study prepared for the applicant should be subject to peer review as part of the EIR.

6.0 Project Specific and Cumulative Impact Summary: Hazardous Materials/Risk of Upset - Please add Airport Safety to this section as discussed above.

Again, thank you for the opportunity to comment. Copies of the Draft and Final EIR should be directed to Project Planner Jan Hubbell, Environmental Analyst Debra Andaloro and Airport Planner Allison Cook. If you have any questions regarding these comments, please contact Jan Hubbell at 564-5470.

Sincerely,

Harriet Miller

Harriet Miller
Mayor

J:..JH:AIR:REL-PROJ:CR-NOPCC.LTR

9-1 The City also appreciates the County's constructive suggestions and cooperation to coordinate projects in the region. The City looks forward to further cooperation. See response to Comment 8-2. In addition to ongoing interactions between the County and City identified as a response to Comment 8-2, the City and County have met several times over the last 6 months to mutually resolve transportation impacts/mitigations associated with the City's Specific Plan and County projects.

9-2. Comment noted.

9-3. Comment noted.

9-4. Comment noted; see response to Comment 8-2. There is no requirement to address economic effects in an EIR/EA; however, it should be noted that a two-screen theater has been operating in the Specific Plan area for over 30 years. The City has been approached by the owners of that theater for possible expansion in the Specific Plan area. The City supports the Goleta Old Town revitalization efforts, but wants to retain flexibility as to what uses might be considered as future uses in the Specific Plan area.

As identified in response to Comment 8-2, the Goleta Old Town Draft Plan was released for public review after the Specific Plan's Draft EIR/EA was issued. Therefore, the cumulative analysis did not take into account the Goleta Old Town Draft Plan. However, it should be noted that there are several other proposed projects besides the Specific Plan that would potentially affect traffic on the portion of Hollister Avenue that moves through Goleta Old Town, including proposed development under the Goleta Old Town Draft Plan.

9-5. The Specific Plan Draft EIR/EA does discuss mitigation measures for the transportation impacts including road improvement projects. In a series of meetings, the City is working with the County to develop an appropriate traffic mitigation package. An additional mitigation measure has been added to the Final EIR/EA to respond to this comment:

> Encourage the use of alternative transportation modes by employees of businesses and other facilities within the Specific Plan area. If and when a Goleta Valley alternative transportation program is developed to reduce traffic and/or air quality impacts that applies to all existing and future businesses in the Valley, provisions shall be incorporated into leases that would require that the program apply to all new businesses in the Specific Plan area. Include a clause in all leases that allows the lease to be reopened if such a program is adopted after the lease is approved so that existing businesses would also participate in the regional program.

9-6. See response to Comment 5-2.

9-7. The City has spent a considerable amount of time and resources developing the Draft Specific Plan, which was issued in September 1995. The City included an extensive public participation component to developing the Specific Plan (see response to Comment 8-2). The City has coordinated the Specific Planning efforts with the County (see response to Comment 8-2). The Goleta Old Town Plan was released during the public comment period on the Draft EIR/EA for this Specific Plan in August 1996.

9-8. See response to Comments 7-1 and 7-4.

9-9. The City used the County Thresholds Manual to determine what impacts would be assessed in the area of traffic and circulation. Because the Manual includes no thresholds for impacts to roadway segments, no discussion of impacts is included. However, the Goleta Community Plan policies include a policy that calls for consistency with certain roadway segment standards. A discussion of the Specific Plan's consistency with those standards is included in Section 4.2.2.

9-10. Preliminary land use data and roadway configuration for the Old Town area were included in the traffic model that was completed in the summer of 1996. The service levels presented in response to Comment 7-4 show that the area intersections are better than the results from the model used for the Specific Plan analysis. Furthermore, the Old Town Plan land use and roadway improvements have not been finalized and are speculative. The traffic analysis for the Old Town Plan is currently underway and that EIR will serve as a reference for the Specific Plan EIR when completed.

9-11. According to the County Public Works Department, the existing level of service at Hollister/Fairview is LOS B (V/C 0.63) with the recently completed improvements. The existing level of service at Hollister/S.R. 217 SB is LOS C (V/C 0.76).

9-12. According to Scott McGolpan of County Public Works and James Alessi of Caltrans, the U.S. 101/Fairview Avenue interchange project is funded. The project will be put out for bid in October of 1998, with construction beginning in the first quarter of 1999. It is estimated to be completed in about 18 months, about the end of Year 2000. Thus, the traffic analysis findings are valid, as the interchange project would be completed prior to Phase I of the Specific Plan.

9-13. The existing level of service at Hollister/Fairview is LOS B (V/C 0.63) and the intersection is expected to operate satisfactorily with future volumes (the updated model shows LOS C - V/C ratio 0.78).

9-14a and b. Improvements to Aero Camino/Firestone would accommodate the bike path on Firestone Road if right-of-way is available. It may not be possible

to widen Firestone Road for two reasons. First, it is not possible to widen Firestone Road on the south side because of the required Runway Safety Area at the north end of Runway 15/33 and the service road is also required north of the Runway Safety Area. Second, between Firestone Road and Hollister Avenue, is a drainage area that includes jurisdictional wetlands. These are proposed to be preserved in order to provide biofiltration of run-off before such run-off enters the Goleta Slough. It is becoming more apparent that the existing Class II bike lane on Hollister Avenue will be maintained instead of being relocated adjacent to Firestone Road.

Class II or Class III bike facilities would be provided on Firestone if right-of-way exists.

9-14c. Because the side street traffic demands at Hollister/Griggs would be significantly lower than those at adjacent arterial intersections (Los Carneros on the west and Hollister on the east), the amount of green time required for the movements to/from Griggs would easily fit into the arterial timing program and therefore not degrade operations on Hollister.

9-14d. Provision of bike facilities has been discussed in recent negotiations between the City and County on how to share the implementation of needed transportation improvements in the area and will be included as appropriate.

9-15. Responses to the comments regarding the intersections and roadways are provided above (response to Comments 9-8, 9-9, 9-11, and 9-12). The impact to the SR 217 SB Ramps/Hollister Avenue intersection is listed in the text at the top of page 3-156 in the Draft EIR/EA. Measure 3.20-3 on page 3-163 of the Draft EIR/EA is provided to mitigate this impact.

9-16. The No-Action Alternative would result in development of the Specific Plan lands under current zoning designations. Approximately 332,000 square feet of replaced and new building space would also be provided. Thus, the same approximate square footages would be developed under the No-Action Alternative, but the Airport Commercial Use (A-C) would not be reduced. It is estimated that development under the No-Action Alternative may generate slightly more traffic than the proposed Specific Plan (due to retaining existing Airport Commercial Zones and the fact that retail uses generate higher volumes than office type uses).

9-17. TDM measures would be required to mitigate impacts of the Specific Plan if or when a Goleta Valley-wide program is adopted. However, provision of bike facilities has been discussed in the recent negotiations between the City and County on how to share the implementation of needed transportation improvements in the area.

9-18. The traffic impact analysis did not assume trip reductions associated with TDM plans and was therefore a worst-case analysis.

9-19. Measure 3.20-2 on page 3-160 of the Draft EIR/EA is listed twice – once as a Short-Term mitigation and once as a Long-Term mitigation. The City and County are still negotiating the details of a fair-share funding agreement for area improvements.

9-20. This is a programmatic EIR/EA so it is difficult to assign responsibility for improvement costs. In addition, the City and County are negotiating the details of a fair-share funding agreement for area improvements.

9-21. The cost estimate was taken from the GTIP, which was developed by County Public Works staff.

9-22. The Old Town EIR will include analyses of the best solution to mitigate impacts within the Hollister corridor, including a preferred connection at State Route 217/Kellogg.

9-23. The preliminary roadway configurations for the Old Town area are speculative. The traffic analysis for the Old Town Plan is currently underway. The Old Town EIR will include analyses of the best solution to mitigate impacts within the Hollister corridor.

9-24. In response to this comment, a title, "Intersection Mitigation Measures," has been added prior to measure 3.20-2 in the text.

9-25. Long-Term Measures 3.20-2 and 3.20-3 would mitigate Long-Term impacts. They are the same as short-term measures required to mitigate short-term impacts at the same locations. The short-term measures would mitigate both short and long-term impacts.

9-26. The Phelps Extension is listed as a high priority in the approved GTIP and is the best information available. The City and County are still negotiating the details of area improvements and a fair-share funding agreement.

9-27. See response to Comment 9-23.

9-28. See response to Comments 7-1, 7-4, and 9-11.

9-29. See response to Comment 7-3.

9-30. See response to Comments 9-11, 9-12, and 9-26. Also, the City and County are still negotiating the details of area improvements and a fair-share funding agreement. The County may require that improvements be in place prior to occupancy of the project.

9-31. The City and County are still negotiating the details of area improvements and a fair-share funding agreement and timing of the improvements.

9-32. See response to Comments 9-8 through 9-31.

9-33. See response to Comments 9-8 through 9-31.

9-34. Implementation of the recommended mitigations would result in one residual impact – at Fairview/Hollister. Changing SR 217 to a surface street with at-grade intersections is being contemplated as part of the Old Town Plan. This roadway configuration is speculative, the traffic analysis for the Old Town Plan has not been completed, and the Plan has not been adopted. That EIR will include the Specific Plan land uses and serve as a reference for future roadway operations when completed.

9-35. See response to Comment 5-2.

9-36. See response to Comment 9-5.

See responses to Comments 4-2 and 8-6.

9-37. See response to Comments 5-2. Also, an alternative that reduces socioeconomic impacts is not required by CEQA. Discussion of such issues will occur during public hearings on the Specific Plan itself.

9-38. After further consideration, the environmentally superior alternative remains the same as that identified in the Draft EIR/EA.

9-39. The traffic impact analysis is based on traffic volume forecasts derived from the Goleta Traffic Model. The model includes the approved specific plan uses for the Los Carneros site, which are the residential and industrial uses.

9-40. The economic feasibility study is available for public review at the City's Community Development Department as well as at the Airport Department's Administrative offices.

9-41. Impacts on the Goleta Old Town Plan are speculative and are not within the scope of this document since this plan was not drafted nor adopted at the time that the Draft EIR/EA was released for public comments.

9-42a. The reference to phasing has been deleted.

9-42b. The text has been supplemented by further describing the types of commercial uses that would be demolished. Commercial recreation uses are already addressed in a separate section.

9-42c. See the response to Comment 2-7.

9-43. The mitigation measure has been refined and provides sufficient mechanisms for quantifying the nature of the impact and the effectiveness of mitigation.

9-44. Because the area of potential impact is in the City, City criteria were used. These criteria are generally consistent with those used by Santa Barbara County. The text of the EIR/EA has been modified accordingly.

9-45. Estimation of the acreage of habitat loss has been provided in section 3.14.2.

9-46. More specific criteria have been added to the mitigation measure.

9-47. See response to Comment 8-5. Since the County (and the City) considers combustive emissions from construction activities to be insignificant, no measures to mitigate these emissions are required. However, the Final EIR/EA recommends measures to minimize construction emissions. See section 3.9.2.

9-48. Additional discussion has been added to the text.

9-49. Additional discussion has been added to the text.

9-50. The comment does not specify which policies were omitted from the discussion. The LCP has been reviewed again and it has been determined that the EIR/EA includes the County LCP policies that are relevant to development of the City's property. These include those that address project impacts that would occur outside the bounds of City property.

9-51. The conclusions of the biological resources analysis were not altered as a result of County comments on the Draft EIR, and therefore, the statements of project consistency with relevant policies are also correct.

9-52. The Specific Plan has designated the creeks and surrounding areas as Open Space. This is the same as the Airport LCP designation. The City's Open Space designation includes Environmentally Sensitive Habitats. Protection of the Goleta Slough and related creeks as an ESA is specifically discussed in the Airport LCP. The analysis in section 3.14 (Biotic Communities) indicates that the project would not result in significant impacts to these resources. Therefore, no creek restoration is required. Measures outlined in section 3.12 (Water Quality) specifically include grease and silt traps and other methods of preserving water quality in the Goleta Slough area.

9-53. This discussion has been modified to respond to the comment.

9-54. The discussion has been modified to include more detail regarding cumulative impacts. No project-specific impact was identified; therefore, it would not be appropriate to extract mitigation in addition to standard development fees. A significant cumulative impact was identified; however, the increment of growth attributable to the Specific Plan would be very small (roughly 4 percent). The Economic Development Plan would contribute an increment of approximately 5 percent. Given these

minor increments, it would be inappropriate to reduce the size of the project or to require further phasing. The standard development fees, which are the maximum allowable by law, would be adequate to compensate for the minor contribution to the cumulative impact.

9-55. The "baseline" used is that which was used in the Ground Transportation analysis (refer to section 3.20.2, under "Short-Term Traffic Impacts"). The baseline includes projected traffic increases, rather than current operation of the intersections.

Greater Goleta Valley
Chamber of Commerce
5730 Hollister Ave., Suite 1, (805) 967-4618
Mailing Address: P.O. Box 781, Goleta, California 93116

Mayor Harriet Miller
Members of City Council
City of Santa Barbara
P.O. Box 1990
Santa Barbara, CA 93101

September 5, 1996

RECEIVED
SEP 10 1996
CITY OF SANTA BARBARA
AIRPORT DEPARTMENT

Re: Support Airport EIR Specific Plan

Dear Mayor Miller and Honorable City Council:

The Goleta Chamber Of Commerce Board of Directors urges the City to move forward with the Municipal Airport improvements outlined in the July 1996 Commercial-Industrial Specific Plan Draft Environmental Impact Report (EIR). We appreciate your efforts as well as those of the airport staff and commission to enhance the airport. 10-1

We support the development of a "business park" and recreational facilities in the Specific Plan, that are compatible and not competing with the proposed Goleta Old Town Revitalization Plan. The Goleta Chamber envisions aviation and non aviation uses that are similar to existing land uses that complement the surrounding area.

Additionally, a business park that caters to technology firms, manufacturing, research and development and "support businesses" would be very compatible with existing uses. Likewise, a business incubator and facilities for start-up and spin-off companies would assist in economic development activities.

Since airport officials have indicated that they are willing to pay for mitigation, we believe traffic, air quality and other impacts identified in the EIR can be alleviated as well as designed, built and landscaped in a fashion that enhances the Goleta Valley.

Again we are grateful for the City's interest in working with the Chamber and other Goleta Valley organizations to create an airport and adjacent facilities that make Goleta a better place to live, work and do business. Please contact me if you have questions or comments.

Sincerely,

Randy Rosness
President Goleta Chamber

cc: Jan Hubbell, City Planning
Karen Ramsdell, Airport Director

10-1. Comment noted.

Santa Barbara County
ASSOCIATION OF
GOVERNMENTS

August 8, 1996

Ms. Janice Hubbell
Environmental Analyst
Planning Division
Dept. of Community Development
City of Santa Barbara
via. Interoffice Mail

Dear Ms. Hubbell:

SBCAG staff has reviewed the Draft of the DEIR/EA Santa Barbara Airport Industrial/Commercial Specific Plan and we offer the following comments:

1. Page 3-1, Section 3.1 Noise: 11-1

Describe and portray how the 1993 base year contours relate to: a) noise contours in the existing Noise Element of the City General Plan, b) noise contours in the County General Plan Noise Element, c) noise contours in the SBCAG/ALUC Airport Land Use Plan, and, d) forecast noise contours under Alternatives A and B. Please note the Specific Plan must incorporate the ALUP noise contour or risk being found inconsistent with the ALUP.

The choice of the appropriate noise contour for analysis is very significant. For example, compare the 1993 base case with the noise contour in the ALUP. You will find that the 65 dB CNEL noise contour in the ALUP covers a much larger area than the 1993 base case. The city must incorporate the adopted ALUP noise contour into its Assessment. While the City may request the ALUC to amend our Plan to utilize a new noise contour, until that contour is adopted into the ALUP our agency will be unable to make the required consistency finding between the Specific Plan and the ALUP. Clearly the assessment of the Specific Plan must use our noise contour as one basis for assessing noise impacts, but it may also use the 1993 base case and other noise scenarios, e.g., the new 2015 noise contour, to highlight the differences between the scenarios used to address noise impacts.

2. Page 3-12, Section 3.1.2. Significance Thresholds: 11-2

Identify any significance thresholds for noise used by the County and City.

3. Page 3-20, Section 3.2. Land Use/Safety: 11-3

To enable the ALUC to assess the safety issues associated with the proposed project please estimate the population in the approach zone associated with the proposed project.

4.Page 3-146; Intersection Operations: 11-4

Table 3.20-2 lists the Fairview Ave./Hollister Ave. intersection currently operating at a /C Ratio/LOS of .79 / C. As shown below, historical CMP monitoring at this intersection has

222 East Anapamu Street, Suite 11 • Santa Barbara, CA 93101 • Phone (805) 568-2546 • Fax (805) 568-2947

Member Agencies: City of Buellton, City of Carpinteria, City of Guadalupe, City of Lompoc, City of Santa Barbara, City of Santa Maria, City of Solvang, County of Santa Barbara

never yielded an LOS better than D. 11-4

Year	V/C	LOS
1991	.93	E
1992	.90	E
1993	.85	D
1994	.95	E
1995	1.05	F

5. Page 3-150; Proposed Specific Plan: 11-5

The Short-term and Long-term growth scenarios for the Specific Plan, the Economic Development Plan, and the No-Action Plan were developed by estimating the additional traffic that would be generated by approved and pending developments identified in the Goleta Growth Management Ordinance EIR. Given the recent amendments to this ordinance which effectively increased the rate of growth that can occur in the Goleta Valley, staff should ensure that the developments listed in Appendix D are consistent with the revised ordinance.

6. Page 3-154; Parking Requirements: 11-6

The Specific Plan and the Economic Development alternatives should include parking cash-out programs as an additional policy to address the need for greater parking supply. Parking cash-out programs typically involve an employer who offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. The parking subsidy is the difference between the out-of-pocket amount paid by the employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space.

Section 65089(d)(1) of the Congestion Management Program statute states:

> The city or county in which a commercial development will implement a parking cash-out program shall grant to that development an appropriate **reduction** in the parking requirements otherwise in effect for new commercial development.
>
> For existing commercial developments which have implemented a parking cash-out program, Section 65089(d)(2) states:
>
>> The city or county shall grant an appropriate **reduction** in the parking requirements otherwise applicable based on the demonstrated reduced need for parking, and the space no longer needed for parking purposes may be used for other appropriate purposes.
>
> New and existing commercial developments may pursue a parking cash-out program voluntarily. Only new commercial developments can be required to implement such a program either as a condition of project approval under CEQA or as a CMP deficiency plan mitigation measure. Either course of action can provide a legal means to reduce the 1-space per 200 sq. ft. of commercial floor area requirement within the planning area.

7. Page 3-165; Congestion Management Plan Analysis: 11-7

Congestion Management Plan should be revised to Congestion Management Program.

8. Page 3-165; Congestion Management Program Analysis: 11-8

The 1994 Congestion Management Program was updated in April 1996 (i.e., 1996 CMP should be referenced).

9. Page 3-166; Intersection Impacts: 11-9

Table 3.20-16 and Table 3.20-17 should be revised to reflect the significant impact at the Los Carneros Rd./U.S.101NB Ramp (LOS A to LOS C).

10. Page 3-166 and p. 167; Intersection Impacts: 11-10

Given that this project will cause several CMP facilities to violate the CMP LOS standard, text describing the CMP impacts associated with the Specific Plan and the Economic Development Plan should include a discussion of the CMP Deficiency Plan process. A description of this process is described in the 1996 CMP - Appendix D.

11. Page 4-10, Section 4.1.2.4 Noise Element: 11-11

If the noise analysis in the EA used a different noise contour than the one in the City General Plan Noise Element how can you determine the proposed project is potentially consistent with the Noise Element?

12. Page 4-18. Section 4.2 Santa Barbara County Plans and Policies: 11-12

Please consider the county Noise Element in this assessment.

13. General Comment: 11-13

Because the 1994 CMP was still in effect during the development of this EIR, Circular 212 was the appropriate analysis tool to assess impacts on the CMP system. As a reminder, the 1996 CMP now requires that for projects which generate over 50 peak hour trips or 500 average daily trips, the Highway Capacity Manual Operation Analysis method is required to assess impacts at project affected CMP intersections and interchanges.

Thank you for the opportunity to comment on this report.

Sincerely,

Michael G. Powers
Deputy Director

cc: Ms. Karen Ramsdell, Airport Director
#3322(b)

11-1. The FAA FAR Part 150 Study was completed for the Airport in 1986. The Study showed existing (1986) contours and projected (1989) contours. These contours are based on a combination of the types of aircraft then in use and a projection of an increase in operations, using the same types of aircraft, although there was a recognition that the percentage of air carrier jets that would be Stage III aircraft would increase from 33 percent to 66 percent of the total. Stage III aircraft are quieter aircraft that will meet FAA requirements for all commercial jets as of the year 2000. The projection from 1984 to 1989 showed a narrowing of the noise contours, somewhat reducing the area of projected noise impacts.

The Airport Land Use Plan uses the same 1989 noise contours as the basis for its analysis of potential impacts and inconsistencies with ALUP policies.

As noted in the EIR/EA text, starting on 3-7, new contours were developed for this EIR/EA, based on field monitoring in July 1994, followed by modeling to determine the 1993 Base Year noise contours. The fleet mix assumed for the EIR/EA contours for the 1993 base year include a smaller number of noisier Stage II aircraft than assumed for earlier noise contour studies. These contours show a substantial reduction in the area within the 65 CNEL noise contour, primarily to the east and west of the Airport.

11-2. Noise thresholds are included on page 3-17 of the EIR/EA. City thresholds were not included. For all but residential uses, the thresholds are the same as those of the County. For residential uses *in the City*, the City threshold is 60 dB(A). However, none of the affected residential areas are within the City. For that reason, County thresholds were used.

11-3. The Specific Plan has no effect on the Airport Approach Zone. Therefore, potential impacts have not been analyzed in this EIR/EA. More information on changes to Safety Areas 1 and 2 (Clear Zone and Approach Zone, respectively) will be included in the EIR/EIS for the Aviation Facilities Plan, which does potentially affect these areas.

It should be noted that portions of the Specific Plan are in the Approach and Clear Zones. An area north of Hollister Avenue, over the existing auto dealership, is in the Clear Zone and the westerly edge of the same area north of the Clear Zone is in the Approach Zone. The revised Draft Specific Plan will include language that encourages the auto dealer to move its buildings outside of the Clear Zone. It is and will remain a nonconforming use in the City's Airport Approach and Primary Surface (A-A-P) Zone, until such time as expansion or relocation is proposed. See Land Use, Section 3.2 (beginning on page 3-20), for additional information.

11-4. The traffic counts were taken for this intersection by Associated Transportation Engineers on February 1995. They are definitely lower than

the rate counted for the Congestion Management Program in 1993. There are a number of factors that could account for such a difference. We understand that intersections that exceed LOS D require Deficiency Plan review. However, it should be noted that the Fairview/Hollister intersection improvements were recently completed. The latest counts from Santa Barbara County Public Works Department, included in the 1997 draft GTIP, indicate that the present traffic at this intersection generates a V/C of 0.63, LOS B. This puts the intersection below this threshold. We acknowledge that, by 2007, the Fairview/Hollister intersection will again exceed the County threshold. However, the CMP review is based on a shorter range view.

11-5. The Cumulative Project list included in this EIR/EA is the same as that used for several recent County EIRs, all of which use cumulative project lists generated since the adoption of the revised Goleta Growth Management Ordinance.

11-6. See Mitigation Measure 3.20-1, which recommends the use of TDM provisions. Parking cash-out could be one option under TDM. However, it should be noted that the projected traffic impacts resulting from the Specific Plan will be mitigated by proposed traffic improvements (See Appendix M). Therefore, TDM measures cannot be required under state law.

11-7. An Errata note regarding the Congestion Management Program (rather than Plan) has been included at the beginning of this EIR/EA.

11-8. Even though the CMP was updated in 1996, the analysis was completed prior to this update. Therefore, the reference to the 1994 CMP is correct.

11-9. Although the Los Carneros Rd./U.S. 101 NB Ramps intersection degrades from LOS A to LOS C, the project-generated traffic (52 to 63 PM PHTs) does not cause this change by itself. The CMP indicates that the threshold for roadways and intersections operating at LOS A or B is "a decrease of two levels of service resulting from the addition of *project-generated* traffic" (emphasis added). While there is a cumulative increase in traffic that results in this change, neither the Specific Plan nor the Economic Development Alternative generated increase does cause this change.

11-10. With the release of the 1997 update of the Goleta Valley Traffic Model Report, the potential for significant traffic impacts, either under County or CMP thresholds, changed substantially. However, for CMP purposes, the intersections and roadways affected did not change. See Tables 3.20-16A and 3.20-17A below, which update the equivalent tables on pages 3-167 and 3-169, respectively.

Table 3.20-16A. Specific Plan CMP Intersection Level of Service Forecasts			
	P.M. PEAK HOUR V/C RATIO/LOS		
CMP Intersection	*Short-Term LOS*	*Specific Plan Added Trips*	*Impact*
Los Carneros Rd./U.S. 101 NB Ramps	0.72/C	52	No
Los Carneros Rd./U.S. 101 SB Ramps	0.96/E	78	**Yes**
Los Carneros Rd./Hollister Ave.	0.81/D	72	**Yes**
Fairview Ave./U.S. 101 NB Ramps	0.75/C	83	No
Fairview Ave./U.S. 101 SB Ramps	0.50/A	117	No
Fairview Ave./Hollister Ave.	0.71/C	198	No
SR 217 SB Ramps/Hollister Ave.	0.83/D	49	**Yes**
SR 217 NB Ramps/Hollister/Ward	0.67/B	49	No

Table 3.20-17A. Economic Development Alternative CMP Intersection Level of Service Forecasts			
	P.M. PEAK HOUR V/C RATIO/LOS		
CMP Intersection	*Short-Term + Econ. Dev. Alt.*	*Econ. Dev. Alt. Added Trips*	*Impact*
Los Carneros Rd./U.S. 101 NB Ramps	0.72/C	63	No
Los Carneros Rd./U.S. 101 SB Ramps	0.97/E	100	**Yes**
Los Carneros Rd./Hollister Ave.	0.81/D	90	**Yes**
Fairview Ave./U.S. 101 NB Ramps	0.75/C	98	No
Fairview Ave./U.S. 101 SB Ramps	0.51/A	162	No
Fairview Ave./Hollister Ave.	0.73/C	269	No
SR 217 SB Ramps/Hollister Ave.	0.83/D	65	**Yes**
SR 217 NB Ramps/Hollister/Ward	0.67/B	65	No

According to Appendix C of the 1996 CMP, "the Congestion Management Program (CMP) legislation requires member agencies to prepare deficiency plans for CMP system facilities *located within their jurisdictions* that exceed the CMP traffic LOS standard" (emphasis added). The three CMP intersections that are impacted by the Specific Plan or the Economic Development Alternative are in the jurisdiction of the County. The County Public Works Department has prepared deficiency plans for these intersections. It is our understanding that there are deficiency plans approved by the Congestion Management Agency for these three intersections that will mitigate the expected impacts to below the CMP threshold. Through payment of County traffic fees, the City will participate in funding these improvements.

11-11. For the Airport area, the Noise Element of the City General Plan includes the Case II - Projected Noise Contours (for 1985) completed as part of the Airport Noise Control and Compatibility Study (ANCLUC). Case II assumed five Stage II air carriers per day would fly out of the Airport. In addition, the noise contours generated by automobile traffic would be those contained in the two city-wide maps prepared for the Noise Element. One map is Current 1979 Noise Contours; the second map is Projected 1989 Noise Contours.

The fact that the present noise contours are inconsistent with the adopted noise contours does not invalidate the policies of the Noise Element. In fact, as discussed in Response to Comment 11-1 above, the noise contours have improved substantially over past existing and projected noise contours. This would be an argument for consistency because noise conditions have improved, the primary goal of the Noise Element.

11-12 A discussion of proposed Specific Plan's consistency with the County Noise Element begins on page 4-29 of the EIR/EA.

11-13 Comment acknowledged.

V. ADMINISTRATIVE AGENDA:

A. Committee and Liaison Reports.

There were none.

B. Review of the decisions of the Modification Hearing Officer in accordance with SBMC §28.92.026.

None was requested.

RECESS: 6:17 P.M. TO 7:03 P.M.

VI. ENVIRONMENTAL HEARING:

APPROXIMATE TIME: 7:00 P.M.

A Draft EIR has been prepared for this project. The Draft EIR examines environmental impacts which may be associated with this project. The City of Santa Barbara encourages the public to provide written comment on this and other projects. The purpose of the hearing is to take comments on the Draft EIR. The due date for written comments on the Draft EIR is September 3, 1996 at 4:30 p.m.

APPLICATION OF KAREN RAMSDELL, AIRPORT DIRECTOR, AGENT FOR THE CITY OF SANTA BARBARA, SANTA BARBARA MUNICIPAL AIRPORT, APN 73-080-01, -03, -06, -35, AND -36, AND A PORTION OF APN 73-080-37; VARIOUS PORTIONS OF THE AREA ARE ZONED A-I, AIRPORT INDUSTRIAL, A-C, AIRPORT COMMERCIAL, A-F, AVIATION FACILITIES, A-A-P, AIRPORT APPROACH AND PRIMARY SURFACE, G-S-R, GOLETA SLOUGH RESERVE AND/OR S-D-3, COASTAL OVERLAY ZONES, GENERAL PLAN DESIGNATION: INDUSTRIAL, GENERAL COMMERCE AND MAJOR PUBLIC AND INSTITUTIONAL (MST96-0355)

A proposal to adopt an Airport Commercial/Industrial Specific Plan for 225 acres of the Airport property which straddles Hollister Avenue. The Draft Specific Plan consists of the following:

» Add up to 160,000 square feet of industrial/commercial, aviation related and commercial recreation space in the Specific Plan area;

» Demolish and replace up to 172,000 square feet of existing buildings in the Specific Plan area;

» Add 55 new T-hangars (used for covered parking for aircraft);

» Improve the utilities, roads, sidewalks, bikeways, landscaping and visual quality of the area; and

» An alternative, known as the Economic Development Alternative, that would include all of the above and add an additional 80,000 square feet of industrial/commercial space is also being considered.

Discretionary applications for the project are:

A. Specific Plan Approval (SBMC §28.08.010);

B. Zoning Ordinance and Boundary Amendments to change the zones to reflect the changes recommended in the Specific Plan (SBMC §28.92.015); and

C. Local Coastal Plan and Program Amendments to change the zones to reflect the changes in the Specific Plan and to adopt that portion of the Specific Plan in the Coastal Overlay Zone (south of Hollister Avenue) (SBMC §28.45.009).

In addition to the requirements of the California Environmental Quality Act, pursuant to the National Environmental Policy Act and Section 509(b)(6) of the Airport and Airway Improvement Act of 1982, as amended [49 CFR Section 47106(c)(1)(A)], notice is hereby given that a Draft Environmental Impact Report/Environmental Assessment (EIR/EA) has been prepared for this project. The Draft EIR/EA examines economic, social and environmental impacts which may be associated with this project and its consistency with the goals and objectives of the City of Santa Barbara. (JH)

Chair Secord reconvened the Commission at 7:03 p.m.

Commissioner Unzueta was absent.

Environmental Analyst Debra Andaloro provided general information relative to the environmental review process. Written comments on this document will be accepted until September 3, 1996. All comments, written and verbal, will be responded to in the Final EIR.

Project Planner Jan Hubbell introduced Airport Director Karen Ramsdell, Assistant Airport Director Hazel Johns, Airport Planner Allison Cook, Pat Saley, consultant to the Airport, and Assistant City Attorney Steve Wiley. The public was informed of the speaker slips and the procedure for addressing the Commission.

An overview of the Industrial/Commercial Specific Plan was presented, and the tentative meeting schedule for the Planning Commission and the Airport Commission was announced.

Steve Fusco, project manager from SAIC who prepared this document, discussed the expected impacts. A slide was shown which identified the twenty environmental impacts and, particularly, the four significant impacts: Solid waste, air quality, ground transportation (Fairview/Hollister) and hazardous materials.

Project Planner Hubbell announced that the Airport Facilities Plan EIR/EIS will be released by the end of this year. At that time, there will be a 60-day review period. All people listed on the mailing list will be notified of future meetings.

The public hearing was opened at 7:32 p.m.

Gilbert Perleberg, 7551 Palos Verdes Drive, said that one option that should be discussed in the Plan is that the land be left for the benefit of the public and not be developed in non-aviation uses. The property north of the Airport should not be used for industrial or commercial. It should be used for public recreation. **H-1**

Bob Kirchner, 6227 Covington Way, thought that this procedure was rather futile because there was no discussion in the document about the environmental impacts of future businesses that might locate at the Airport. He wondered how you could list noise as not being a significant impact and stated that the EIR does not list PM_{10} data. He stated that the 60dB map located in the EIR appears to be inaccurate if you refer to the County of Santa Barbara 60dB Zone Map. That map shows that Ward Memorial/Rancho Goleta has been physically moved from the 60dB Zone. There is no noise measurement information from the North of the Airport. In summary, Mr. Kirchner felt that this was a bad report designed to confuse rather than to inform the public. **H-2**

Project Planner Hubbell reiterated that this is a program EIR. As individual businesses come in, they will also receive additional environmental review. The analysis has been based on a worst-case analysis of what Staff can analyze at this time. There will be additional site specific review done on businesses at the time new businesses request approval to locate within the Specific Plan Area.

Chair Secord suggested that Mr. Kirchner write a letter to the City to address his areas of concern.

Gene Meyer, Thrifty Car Rental Company, no speaker slip received, attempted to explain Mr. Kirchner's concerns regarding the types of businesses that would be allowed to come into the Specific Plan Area. H-3

Project Planner Hubbell explained the type of zoning recommended for the Specific Plan Area and generally described restrictions on uses.

Chris Jewell, 821 E. Figueroa St., #E, said that the scope of the proposed Airport expansion (south of Hollister Avenue) does not reflect the expected growth of general aviation. H-4

Gino Fillipin, no speaker slip received, felt that new incoming businesses would destroy downtown Goleta, and that the City should not be the largest landlord in the area in direct competition with downtown Goleta. H-5

Gilbert Perleberg spoke again and addressed his concerns regarding the south side of the Airport. He relayed the story of when Cessna came to the Airport and that their demonstration proved their aircraft to be very quiet. The example showed that uses to the south should be in harmony with the surrounding area. The relationship of the Airport and its neighbors needs to be kept positive. H-6

Martin Lilly, 6271 Stow Canyon Road, asked who would be responsible for determining if a business is "aviation related" or not. Project Planner Hubbell discussed how zoning permits and zoning clearances are used to determine the appropriateness. The Airport Staff will make the determination if businesses were aviation related. One of the considerations is that people with leases over twenty years would not be relocated at all. H-7

Project Planner Hubbell noted that the deed restrictions from the FAA require that all uses and leases be done at market rate with the revenue going back into maintenance. This limits the ability of the City to do public recreation. However, commercial recreation was listed to strengthen the public desire for recreation to the degree possible.

The public hearing was closed at 8:00 p.m. The rebroadcasting times of this hearing were announced.

Upon a request from Chair Secord, Project Planner Hubbell discussed overriding considerations.

Vice Chair Echt asked Staff to discuss the thrust behind the economic development alternative of adding that number of square footage, where specifically it would be added, and whether the addition would be under the square footage allowance provided by the zoning.

Project Planner Hubbell said that the square footage is proposed to be added between David Love Place and Lopez Road, south of Botello and north of Hollister Avenue within a 15-20 acre area of property. This was added because of the businesses that indicated an interest in relocating to this area. Staff determined that it should be added to this Plan so that an Addendum would not have to be included at a later date. The first 160,000 sq.ft. comes from the vacant lands category, 45,000 sq.ft. from the small additions category (assuming one small addition per year over 15 years), and 15,000 sq.ft. comes from demolished square footage from Measure E. There is 80,000 sq.ft. from Economic Development category which was approved by the voters in November, 1995.

Chair Secord asked if it would be possible to indicate what increment of development would result in no significant impacts. He referenced Appendix D, the list of approved cumulative projects.

Project Planner Hubbell noted that the County thresholds were used, noting that the County and City air quality thresholds are identical, as are the ones used for biological analysis.

A question was submitted to the Chair: "Has there been any discussion of the City selling the land north of Hollister Avenue and de-annexing it from the City?" Project Planner Hubbell responded that there have not been any discussions.

Commissioner Echt asked Project Planner Hubbell to respond to Bob Kirchner's comment relative to PM_{10} data missing from the document analysis.

Dave Kessler responded that PM_{10} was measured. Project Planner Hubbell responded that the measuring site closes to Bob Kirchner's property does not measure PM_{10} - that is why data is not in the analysis.

Commissioner White acknowledged the conflict that exists between City-owned property surrounded by Goleta. He wished to ensure that the issues that arise out of that potential conflict are addressed as fully as possible. Socioeconomic impacts can be created. Project Planner Hubbell advised that, at the EIR stage, this is not addressed. When the next Staff report is prepared, Staff will prepare the additional analysis.

Commissioner Johnson suggested that when looking for the environmentally-preferred alternative, we usually look for the one that minimizes significant-unmitigated impacts. Relative to traffic, he wondered if there was another environmentally-superior alternative. Project Planner Hubbell explained that Fairview Avenue/Hollister Avenue is probably more of a cumulative impact than a project-specific impact. This will be a difficult one to deal with, but will be discussed more in the next Staff report. Commissioner Johnson suggested more comparison, and Project Planner Hubbell pointed to Page 3-158, Table 3.20-14 which contains all of the impacted intersections. A difficult one to mitigate is the Fairview/Hollister Avenue intersection. Page 5-1 was referenced with respect to how much square footage could be developed without triggering significant, unavoidable impacts. The information could be bulleted to readily assist the reader.

Commissioner Johnson noted that solid waste is a new impact to deal with because we are dealing with County standards, and that we should focus on reducing traffic impacts to a less than significant level. He complimented Staff on the document.

Commissioner Chen Lowenthal commented that we should include provisions in the document to ensure that flight testing does not violate standards.

The new Commission members could benefit from reading the previously-submitted letters from the public.

Chair Secord asked about helicopter tracks and how they are recorded. Project Planner Hubbell referenced Page 3-9 where the flight track map is located, and explained that the TOH and LDH designations indicate helicopter tracks.

Vice Chair Echt asked about the Foreign Trade Zone. Project Planner Hubbell advised that it is based at Port Hueneme with a request that sections of the Goleta Valley be added to the Foreign Trade Zone.

Chair Secord stated that he found the document accurate and felt that it is a good document.

Mr. Kessler of the FAA recollected that Mr. Fusco was the individual who made a statement about the measurement of PM_{10} levels (as stated on pg. 17 of the Planning Commission minutes). Mr. Kessler responded to a question from Ms. Ramsdell concerning the tail height of a Boeing 747.

H-1. Project Planner Jan Hubbell responded that the deed restrictions from the FAA require that all uses and leases must be at market rate with the revenue going back into Airport maintenance and operations. This limits the ability of the City to provide public recreation in the area. However, commercial recreation was included to recognize the public desire for recreation to the degree possible.

H-2. Mr. Kirchner provided a letter that details the concerns he expressed at the public hearing. His letter and responses to his comments are identified as comment/responses 3-1 through 3-89.

H-3. In response to Mr. Meyer, Project Planner Jan Hubbell explained the type of zoning recommended for the Specific Plan Area and described restrictions on uses.

H-4. The proposed Specific Plan is based on projected needs to the year 2010.

H-5. Most of the uses proposed for the Specific Plan area would not compete with those of the Goleta Old Town. There are very few retail uses proposed in the Specific Plan area. Most of the new uses would be for commercial and industrial purposes.

H-6. The property south of Hollister Avenue would be primarily for aviation-related uses. The EIR/EA has been developed with the intent of identifying potential impacts and reducing them as much as possible so that surrounding neighbors are minimally affected.

H-7. See response to Comment H-1.

Proof of Publication

and

Sign-In Sheet

for

Public Hearing

In the Superior Court of California
In and for the County of Santa Barbara

RECEIVED

SEP 11 1996

CITY OF SANTA BARBARA
PLANNING DIVISION

12407

In the matter of CITY OF SB 61476-1744
AVAILABILITY OF DRAFT ENVIRONMENT
IMPACT REPORT/ASSESSMENT

PROOF OF PUBLICATION
(2015.5 C.C.P)

STATE OF CALIFORNIA}
ss}.
County of Santa Barbara}

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of the Santa Barbara News-Press, a newspaper of general circulation, printed and published daily in the City of Santa Barbara, County of Santa Barbara, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Santa Barbara, State of California, under date of June 9, 1952,10838 Case Number 47171; that the notice herein mentioned was set in type not smaller than nonpareil and was preceded by words printed in black-face type not smaller than nonpareil, describing in general terms the purport and character of the notice intended to be given; that the notice, of which the annexed is a printed copy, has been published in each regular issue of said Santa Barbara News-Press on the following dates, to-wit:

July 14

all in the year 1996 I hereby certify (or declare) under penalty of perjury that that foregoing is true and correct.

Executed on this 23rd day of July 1996 at Santa Barbara , CA.

Signatue

NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL ASSESSMENT #ENV93-0137, SCH #93081127 AND NOTICE OF PUBLIC HEARING

PROJECT LOCATION: SANTA BARBARA MUNICIPAL AIRPORT

PROJECT DESCRIPTION: APPLICATION OF KAREN RAMSDELL, AIRPORT DIRECTOR, AGENT FOR THE CITY OF SANTA BARBARA, SANTA BARBARA MUNICIPAL AIRPORT, APN 73-080-01, -03, -06, -35, AND -36, AND A PORTION OF 73-080-37; VARIOUS PORTIONS OF THE AREA ARE ZONED A-I, AIRPORT INDUSTRIAL, A-C, AIRPORT COMMERCIAL, A-F, AVIATION FACILITIES, A-A-P, AIRPORT APPROACH AND PRIMARY SURFACE, G-S-R, GOLETA SLOUTH RESERVE AND/OR S-D-3, COASTAL OVERLAY ZONES, GENERAL PLAN DESIGNATION: INDUSTRIAL, GENERAL COMMERCE AND MAJOR PUBLIC AND INSTITUTIONAL (MST96-0355)

A proposal to adopt an Airport Commercial/Industrial Specific Plan for 225 acres of the Airport which straddles Hollister Avenue. The Draft Specific Plan consists of the following:

* Add up to 160,000 square feet of industrial/commercial, aviation related and commercial recreation space in the Specific Plan area;
* Demolish and replace up to 172,000 square feet of existing buildings in the Specific Plan area;
* Add 55 new T-hangers (used for covered parking for aircraft);
* Improve the utilities, roads, sidewalks, bikeways, landscaping and visual quality of the area; and
* change the zoning and zoning requirements as necessary to carry out the Specific Plan.

An alternative, known as the Economic Development Alternative, that would include all of the above and add an additional 80,000 square feet of industrial/commercial space is also being considered.

Discretionary applications for the project are:

A. Specific Plan Approval (SBMC §28.08.010); and

B. Zoning Ordinance and Boundary Amendments to change the zones to reflect the changes recommended in the Specific Plan (SBMC §28.92.015); and

C. Local Coastal Plan and Program Amendments to change the zones to reflect the changes in the Specific Plan and to adopt that portion of the Specific Plan in the Coastal Overlay Zone (south of Hollister Avenue) (SBMC §28.45.009).

In addition to the requirements of the California Environmental Quality Act, pursuant to the National Environmental Policy Act and Section 509(b)(6) of the Airport and Airway Improvements Act of 1982, as amended (49 CFR Section 47106(c)(1)(A), notice is hereby given that a Draft Environmental Impact Report/Environmental Assessment (EIR/EA) has been prepared for this project. The Draft EIR/EA examines economic, social and environmental impacts which may be associated with this project and its consistency with the goals and objectives of the City of Santa Barbara.

The City of Santa Barbara encourages the public to provide written comment on this

Signatue

ter Avenue) (SBMC §28.45.009).

In addition to the requirements of the California Environmental Quality Act, pursuant to the National Environmental Policy Act and Section 509(b)(6) of the Airport and Airway Improvements Act of 1982, as amended (49 CFR Section 47106(c)(1)(A), notice is hereby given that a Draft Environmental Impact Report/Environmental Assessment (EIR/EA) has been prepared for this project. The Draft EIR/EA examines economic, social and environmental impacts which may be associated with this project and its consistency with the goals and objectives of the City of Santa Barbara.

The City of Santa Barbara encourages the public to provide written comment on this and other projects. The Draft EIR/EA is available for review at the Planning Division, 630 Garden Street between 8:30 a.m. to noon and 1:00 p.m. to 4:30 p.m.

The due date for comment on the Draft EIR/EA is 4:30 p.m. ON SEPTEMBER 3, 1996. Please send your comments to:

City of Santa Barbara
Planning Division
Attn: Jan Hubbell,
Project Planner
P.O. Box 1990
Santa Barbara, CA
93102-1990

A hearing to take public comments on this document will be held before the Planning Commission on August 15, 1996, at the Conference Room at Southern California Edison at 333 David Love Place. The meeting begins at 7:00 p.m., PDT. An Agenda, listing all items to be heard and the approximate time set for each item, will be available the Monday before this hearing. Times are subject to change. If you have any questions, please contact Jan Hubbell at 564-5470 between 8:30 a.m. to noon and 1:00 p.m. to 4:30 p.m.

Copies of the EIR/EA are available for the next forty-five (45) days for public examination at:

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

Federal Aviation Administration
Western Pacific Region
Office of the Airports Division
15000 Aviation Boulevard
Hawthorne, CA 90261

UCSB Library
Government Publications
Santa Barbara, CA 93106

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

Santa Barbara City Library
Central Branch
40 E. Anapamu St.
Santa Barbara, CA 93101

City Clerk's Office
Santa Barbara City Hall
De La Guerra Plaza
Santa Barbara, CA 93101

Goleta Branch Library
500 N. Fairview Ave.
Goleta, CA 93117

After the public review, certification of the EIR and the project will be considered by the Planning Commission and City Council. A notice of this hearing will be sent to you when scheduled.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Planning Division at (805) 564-5470. Notification at least 48 hours prior to the meeting will enable the City to make reasonable arrangements.

Jul14/96–12407

NAME	ORGANIZATION	ADDRESS
Jerry Jones	EAA, - AIRHERITAGE MUSEUM	195 OARLO DR. 90[illegible]
DAVID KESSLER	FAA Western-Pacific Region Los Angeles	P.O.B. 92007, WWP[illegible] Los Angeles, CA 900[illegible]
Gino Filippin		P.O.B 415 Summerl[illegible] 93007
R. Kirchner		6227 Covington Way Gole[illegible]
Bob Kuntz	UCSB	
WALT PAULLIN	AIRCRAFT OWNER	779 DOS HERMANOS - SBA
Randy Nogle	United Van Lines (Gaucho)	444 Love S.B
C. Jewell	Stratman Aero Service	
G. PERLEBERG		7551 PALOS VERDES GOLETA
Allison Cook	City of Santa Barbara - Airport	
BRAD HENSLEY	NAVIATION	406 MOFFETT PL HANGE[illegible] 6
JOHN HENSLEY	"	" "
Hazel Johns	SB Airport	601 Firestone Rd Goleta
Karen Ramsdell	"	" "
Tom Carey	THOTONBUS Group	
Gene Moyer	THRIFTY-CAR-RENTAL	
Steve Wiley	City Attorney's office	P.O. Box 1990 SB 93102
Jim Slaught	Slaught Enterprises	101 E. Victoria St. SB 93[illegible]
Stan Giorgi	Giorgi Family L.P.	7275 Alameda Ave., Goleta, 9311[illegible]
Cliff Tillotson	Acacia	6045 San Marcos Rd. S.B 931[illegible]
FRED L. SWEENEY	PHILLIPS/METSCH/SWEENEY/MOORE ARCH - 1435 ANACAPA ST.	
Gordon Guy	Elephant Bar	
J. A Charest	Dynasen Inc 20 Arnold Pl Gole[illegible]	

Appendix D

Cumulative Projects

(Taken from the Goleta Growth Management Ordinance Amendments Supplemental EIR, July, 1995)

Forecasted Growth Scenario

In order to identify a "reasonable worst case"[2] of projected development which would be permitted by the project, P&D reviewed all approved and pending development in the planning area (Tables 1a, 1b, & 2). Pending development includes projects with discretionary permit applications or pre-application submittals. P&D also assessed the potential for additional affordable and market rate development over and above currently approved and pending projects based upon development interest conveyed by property owners and developers, in addition to those projects that are outside the planning area or projects which have already received their allocations. This reasonable worst case scenario also involves consideration of recent growth rates, economic trends, and timing of state water availability.

At this time, almost 1,000 units[3] of residential development subject to the GMO have been approved. A number of those projects have recently gone forward to receive allocations and land use permits, while it is uncertain if others will be constructed. For example, Forte Ranch Phase I (80 units) and Winchester Common (146 units) have moved forward, while others such as San Marcos Court (unallocated, 13 units) do not appear to be going forward with development at this time.

Approximately 1,062 units could be developed from proposed projects, (see Table 2). These have also been taken into consideration for estimating potential future growth. A number of these projects are actively pursuing approval (Sandpiper Golf Course @ 160 units, Mountain View Ranch @ 126 units, Ellwood Beach @ 161 units) while others are not actively processing their plans (Cieneguitas Creek @ 75 units and Hollipat @ 30 units).

Over 4,000 (1,000 in the affordable range) remaining potential units (6,377 units could be developed under full Community Plan buildout) are not actively proposed or approved for development in the Goleta Planning Area. It should be noted that these estimates do not include any possible future General Plan amendments that could allow for increased development potential. Consideration must also be given to potential projects which have been discussed with developers such as the Phelps site and Walnut/Hollister site, despite the uncertainty of their future.

As previously discussed, the growth spurt in the mid-eighties resulted in development at an approximate average of 180 residential units per year (Appendix D). With the flattening of the local economy at the beginning of this decade, a much lower number of residential units

---

2 See *No Oil Inc. vs. City of Los Angeles (1975)*

3 See Table 1b and the projects from Table 3 which have received their respective GGMO allocation or are exempt (Sumida).

have been developed at an annual average of approximately 84 units from 1990 - 1995. Despite the slow economy during this period, 1,820 currently approved and proposed residential units could reasonably be expected to receive an allocation within the remaining eight years of the ordinance. P & D considered the most recent growth rate trends in deriving the reasonable worst case, but also recognized that a heated economy, coupled with the expected delivery of state water in 1996 could result in development of substantially more units than in the past. Development of programs with density bonus incentives such as the Affordable Housing Overlay and the Transfer of Development Credits could further spur development activity in Goleta.

Based upon review of criteria for "reasonably foreseeable" projects[4] the proposed GGMO amendments may result in construction of approximately 2,400 residential units through the 2002 expiration of the GGMO. In addition to over 1,820 units in the pipeline, amendments to the GGMO are projected to allow approximately 750 additional residential units in the next eight years based on the known development interests of certain sites and with certain programs. Of this amount, P & D estimates that roughly one-third of the approximate 1,000 AHO units remaining (not approved or pending) and 15% of remaining market rate buildout are expected to be developed. In addition, the project would allow 120,000 square feet of C/I development per year resulting in up to 1.07 million s.f. (with the inclusion of the rollover pool) over the next eight years (1995-2002).

These statistics are the best estimate of potential residential activity after considering current economic, historical growth cycles, as well as knowledge of projects which are both approved or proposed and have not yet received a GGMO allocation. The SEIR will assess the total impacts of 2,400 units and 1,077,930 square feet of development (approved, pending, foreseeable), and also include an analysis of the change in impacts between the existing allowable levels of growth and the accelerated levels permitted under the proposed project.

This SEIR will also identify the cumulative impacts associated with construction of approximately 3,650 new residential units and 2.37 million square feet of new commercial-industrial space (inclusive of project totals). These cumulative projects include both projects within the planning area not exempt or not subject to the GGMO and those adjacent to but outside of the planning area.

---

[4] See *San Franciscans for Reasonable Growth vs. City and County of San Francisco (1984)*

TABLE 1a
CUMULATIVE PROJECT LIST (APPROVED)
Subject to the GGMO

No.	*Name*	*Land Use*	*Description*	*Comment*
COMMERCIAL[5]				
1.	Southern California Gas	Offices	15,000 sf.	does not compete
2.	Great Republic Life Ins.	Offices	5,000 sf.	does not compete
3.	In-N-Out Burger	Commercial	3,000 sf.	
4.	Towbes/Storke/Hollister Research Center	Indus. Park	56,800 sf.	included in 244,390 s.f. allocation to Towbes
5.	Castilian Tech. Center	Office	187,600 sf.	issued 54,000 s.f. 6/95
TOTAL COMMERCIAL:			**267,400 sf.**	

TABLE 1b

RESIDENTIAL[6]				
6.	Winchester Common	Residential	146 units	
7.	Theimer/Storke Ranch	Residential	275 units	
8.	Devereux Condos	Residential	20 units	
9.	Vintage Ranch	Residential	7 lots	
10.	San Marcos Court	Residential	13 units	
11.	101/Turnpike Apts.	Residential	113 units	
12.	Rancho Esperanza	Residential	8 way lot split	
13.	Glen Annie Homes	Residential	63 units	AHO/Category A
14.	La Sumida	Residential	176 apts.	AHO/Category A exemption
TOTAL RESIDENTIAL UNALLOCATED:			**821 units**	

[5] These projects have been approved but have not received their allocation. Those projects that do not compete are still subject to the GGMO commercial cap of 80,000 s.f. per year but do not enter the competitive pool for commercial projects.

[6] These projects are approved but have not yet received their GGMO allocation.

TABLE 2
CUMULATIVE PROJECT LIST (PROPOSED)

No.	*Name*	*Land Use*	*Description*	*Comment*
15.	Ellwood Beach/SB Shores	Res/Rec	161 units	
16.	Goleta Senior Housing	Res/Commercial	96 Senior Apts. 8,560 sf.,& 8 apts.	AHO
17.	Sandpiper	Residential	160 units	AHO
18.	Hollipatt	Residential	30 apts.	AHO
19.	Mountain View	Residential	126 units	AHO
20.	Pozzato	Residential	24 units	
21.	Forte Ranch (Phase II,III)	Residential	84 units	
22.	CRM/Linehan (Phase II)	Residential Hotel	200 units 115 Rooms	
23.	Georgi	Residential	80 units	AHO
24.	Pebble Hill	Residential	30 units	AHO
25.	Pacifica Suites Addition	Motel	12 rooms	
26.	CRM Ice Rink	Commercial Rec.	77,000 s.f.	
TOTAL:			**85,560 sf.;** **999 units**	

TABLE 3
CUMULATIVE PROJECT LIST (APPROVED)
Projects Not Subject to or Affected by the GGMO

No.	*Name*	*Land Use*	*Description*	*Comment*
NOT SUBJECT TO GGMO[7]				
27.	Postal Facility	Commercial	250,000 sf.	Federal project
28.	Hyatt Hotel	Visitor Comm.	400 rooms	
29.	Los Carneros Community	Planned Res. Dev.	235 Units	
30.	Raytheon	Indus./Office	204,000 sf.	
31.	UCSB LRDP	Educational	n/a	other jurisdiction
32.	IV Redevelopment	Commercial/Res	n/a	
33.	Arco Links Golf Course	Recreational	18 holes, 9 hole putting course, & driving range	outside of planning area
34.	SB Airport Master Plan	Transportation	N/A	
35.	South Coast Inn Addition	Visitor Comm.	14 suites	
36.	SB Skating Center	Commercial\Rec.	24,653 sf.	no new square footage
ALLOCATED PROJECTS[8]				
37.	Famille Farms	Residential	15 units	Received Allocation
38.	Rehab Institute of SB	Instit./Gov. Fac.	162 units 147,505 sf.	Received Allocation
39.	Fairview Commercial	Commercial	16,980 sf.	Received Allocation
40.	Dos Pueblos Partners Golf Course	Recreational	18 holes, 18 hole putting course, driving range	does not need allocation
41.	General Research Corp.	Indus. Research Pk.	60,000 sf.	issued allocation 6/95
42.	Walnut Texaco Car Wash	Commercial	899 sf.	issued allocation 6/95
	TOTAL:		**704,037 sf.[9]; 412 units**	

[7] Those projects that are outside the planning area would not be subject to GCP policies or ordinances but are included for informational purposes due to their proximity to the GPA.

[8] These projects are subject to the GGMO, but have already received their GGMO allocation.

[9] Does not include Skating Center (no new square footage is added).

Table 5
CUMULATIVE PROJECT SUMMARY

Residential Projects Summary			
Project Status	Subject to GGMO	Not Subject *	**Total Growth**
Approved Units:	821	412	1,233
Proposed Units:	999	838	1,837
Total Units:	**1,820**	**1,250**	**3,070**

Commercial/Industrial Projects Summary			
Project Status	Subject to GGMO	Not Subject *	**Total Growth**
Approved s.f.:	267,400	679,384	946,784
Proposed s.f.:	85,560	655,000	740,560
Total s.f.:	**352,960**	**1,334,384**	**1,687,344**

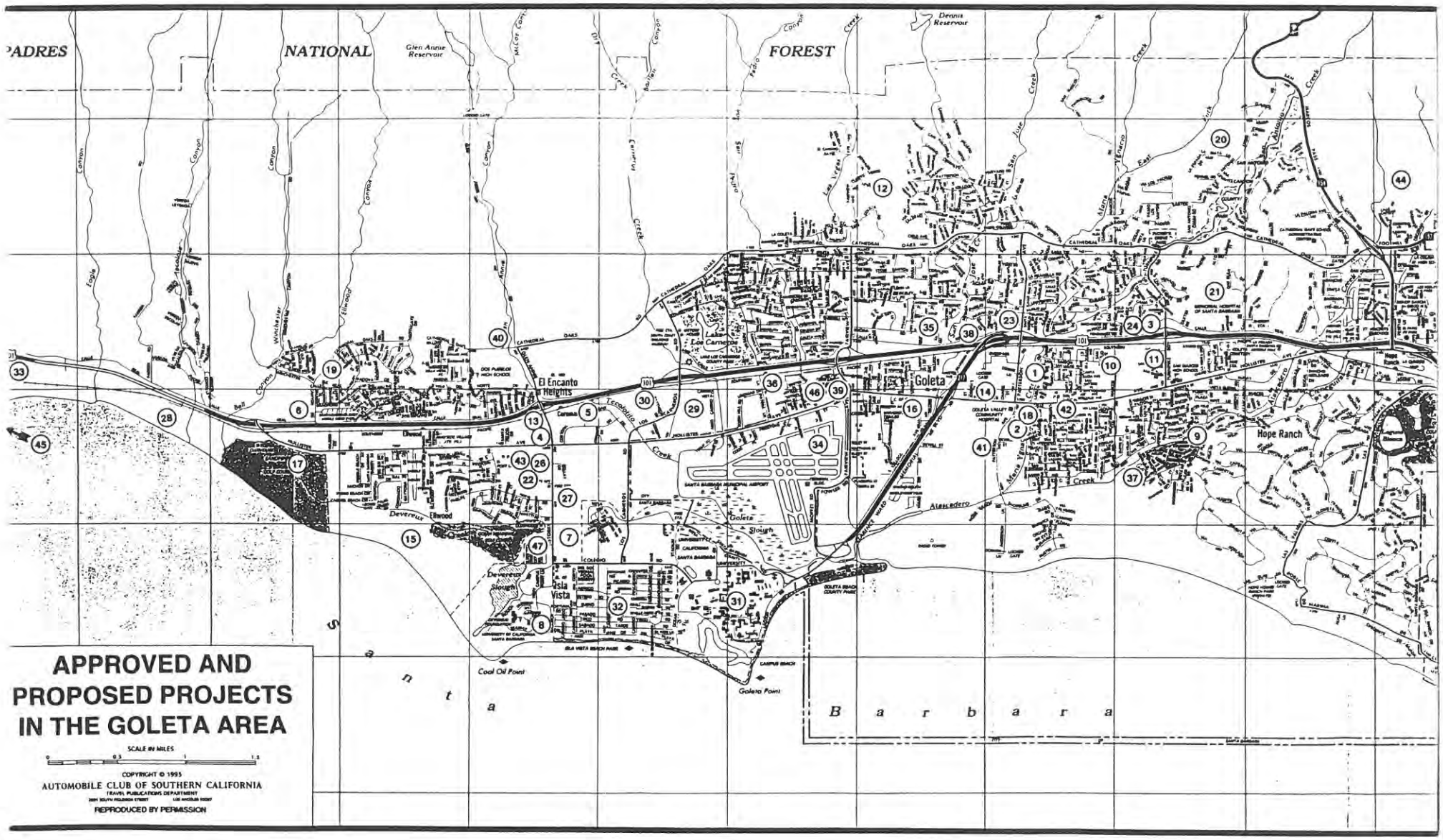
Projected Cumulative Growth Summary		
	Residential	**Commercial/Industrial**
Total Pipeline Units/S.F.	3,070	1,687,344
Projected Growth[10]:	580	724,970
Total Cumulative Growth[11]:	**3,650**	**2,412,314**

* This includes projects which are not subject to the GGMO or have received their GGMO allocation.

---

[10] Additional growth permitted to occur under changes to the GGMO over and above currently approved and proposed development.

[11] The sum of known "pipeline "projects and additional growth permitted or projected to occur under the revised GGMO.



APPROVED AND PROPOSED PROJECTS IN THE GOLETA AREA
SCALE IN MILES
0 0.5 1 1.5
COPYRIGHT © 1995
AUTOMOBILE CLUB OF SOUTHERN CALIFORNIA
TRAVEL PUBLICATIONS DEPARTMENT
REPRODUCED BY PERMISSION
PADRES NATIONAL FOREST
Glen Annie Reservoir
Dennis Reservoir
El Encanto Heights
Goleta
Hope Ranch
Isla Vista
Devereux Slough
Goleta Slough
Coal Oil Point
Goleta Point
Santa Barbara

Appendix E

Noise

Table E-1

MEASURED DAILY AIRCRAFT CNEL VALUES
SANTA BARBARA MUNICIPAL AIRPORT
July 9-22, 1994

		MONITORING SITES*					
Date	*Day of Week*	*1*	*2*	*A*	*B*	*C*	*D*
7/9/94	Sat.	54.8	67.4	63.5	59.9	54.0	57.4
7/10/94	Sun.	59.3	58.1	56.1	64.4	57.5	56.5
7/11/94	Mon.	57.4	61.7	58.1	63.4	55.8	56.5
7/12/94	Tues.	64.0	58.4	56.2	68.5	57.3	57.5
7/13/94	Wed.	60.3	61.9	60.2	65.4	56.3	59.7
7/14/94	Thurs.	62.2	61.4	59.0	67.0	59.4	58.2
7/15/94	Fri.	63.7	57.6	56.2	65.5	56.8	57.2
7/16/94	Sat.	58.5	57.3	54.4	62.5	56.5	59.7
7/17/94	Sun.	60.2	59.4	56.4	60.9	53.3	56.0
7/18/94	Mon.	57.2	61.3	58.5	60.4	54.3	54.3
7/19/94	Tues.	54.9	59.9	57.2	55.9	51.3	59.6
7/20/94	Wed.	57.7	60.0	58.6	60.3	52.9	59.7
7/21/94	Thurs.	58.1	60.4	56.8	60.0	52.4	58.9
7/22/94	Fri.	60.7	58.7	56.1	65.0	60.4	58.1
Mean		60.1	61.2	58.3	63.9	56.3	58.1

Note: * Refer to Figure 3.1-1. Sites 1 and 2 are the City of Santa Barbara's permanent aircraft noise measurements sites.

Source: City of Santa Barbara; Brown-Buntin Associates, Inc.

Table E-2

CITY OF SANTA BARBARA QUARTERLY
NOISE MONITORING DATA
10/1/93-6/30/94[a]

		AIRCRAFT CNEL, DB			
Site	*Location*	*12/31/93[b]*	*3/31/94[b]*	*6/30/94[b]*	*Mean*
1	601 Gwyne	58.1	57.7	59.3	58.4
2	7317 Georgetown	61.1	64.8	64.7	63.8

Note: a. The City's aircraft noise monitoring system became operational in September 1993.
b. Quarter ending date.

Source: City of Santa Barbara.

Table E-3
SUMMARY OF DETAILED SINGLE-EVENT AIRCRAFT NOISE LEVEL MEASUREMENTS
Santa Barbara Municipal Airport
(page 1 of 5)

Aircraft Type	*No. Sampled*	*L_{max}, dB Mean (Range)*	*SEL, dB Mean (Range)*	*Azimuth*
Site 1: Arrivals - RWY 25				
737-200	21	86.3 (77-93)	96.1 (85-101)	---
737-300/500	15	81.8 (75-89)	90.9 (84-96)	---
707	1	93.2	100.9	---
DC-10	1	84.4	93.1	---
F27	1	86.3	93.4	---
CV580	1	86.1	92.9	---
GAJet	11	83.1 (80-90)	91.5 (87-98)	---
SF340	4	83.1 (82-85)	89.5 (88-91)	---
SEP	1	80.7	88.5	---
TETP	1	79.3	87.1	---
Helicopter	2	83.6 (81-86)	93.1 (91-94)	---
Site 1: Departures - RWY07				
737-200	18	89.1 (83-94)	98.7 (92-102)	---
737-300/500	14	80.0 (77-84)	88.1 (85-91)	---
707	1	79.9	91.0	---
DC-9	2	96.6 (91-102)	107.0 (101-110)	---
GAJet	8	92.9 (86-103)	103.9 (93-111)	---
Site 2: Arrivals - RWY 07				
72S	2	92.8 (93)	98.3 (98)	---
737-200	20	88.8 (78-93)	97.8 (86-101)	---
737-300/500	10	84.3 (77-87)	91.4 (85-94)	---
B767	1	92.0	98.7	---
CV580	2	90.3 (90-91)	94.6 (94-95)	---
GAJet	2	85.0 (85)	90.3 (90-91)	---
P-3	1	83.8	90.0	---
SF340	2	80.0 (80)	87.5 (87-88)	---
EM2	1	83.2	89.9	---
TEP	1	80.1	87.1	---

Table E-3
SUMMARY OF DETAILED SINGLE-EVENT AIRCRAFT NOISE LEVEL MEASUREMENTS
Santa Barbara Municipal Airport
(page 2 of 5)

Aircraft Type	*No. Sampled*	*L_{max}, dB Mean (Range)*	*SEL, dB Mean (Range)*	*Azimuth*
Helicopter	12	86.8 (83-89)	95.5 (90-97)	---
Site 2: Departures - RWY25				
737-200	28	87.9 (77-97)	98.6 (86-104)	---
737-300/500	13	81.1 (75-83)	89.8 (84-91)	---
DC-10	2	85.6 (83-89)	96.0 (93-98)	---
DC-9	1	97.7	104.9	---
MD-80	1	83.0	91.6	---
CV580	3	83.9 (80-89)	91.6 (88-95)	---
GAJet	15	86.4 (80-94)	96.5 (88-102)	---
SF340	1	80.6	88.8	---
Site A: Arrivals - RWY07				
72S	2	87.3 (86-89)	93.8 (93-95)	90°
737-300/500	11	80.8 (75-84)	88.9 (84-91)	---
737-200	21	87.5 (79-91)	96.1 (88-100)	90°
767	1	89.5	97.5	---
CV580	2	85.8 (86)	91.5 (91-92)	90°
F27	1	75.9	83.5	90°
GAJet	3	77.1 (68-83)	86.4 (77-89)	90°
P-3	1	77.8	85.9	---
SWM	5	74.7 (73-79)	82.6 (80-85)	90°
EM2	4	77.5 (76-80)	85.5 (84-87)	75°N-90°
J31	2	75.6 (75-76)	82.5 (82-83)	90°
SF340	2	74.3 (70-79)	83.4 (80-85)	---
SEP	10	70.1 (63-78)	78.8 (68-82)	75°N-90°
TEP	8	72.7 (67-79)	81.1 (75-86)	45°N-90°
TETP	6	74.5 (74-76)	82.3 (81-83)	75°N-90°
Helicopter	13	82.5 (68-88)	93.7 (77-96)	---

Table E-3
SUMMARY OF DETAILED SINGLE-EVENT AIRCRAFT NOISE LEVEL MEASUREMENTS
Santa Barbara Municipal Airport
(page 3 of 5)

Aircraft Type	*No. Sampled*	*L_{max}, dB Mean (Range)*	*SEL, dB Mean (Range)*	*Azimuth*
Site A: Departures - RWY25				
737-200	29	84.9 (76-93)	95.5 (84-100)	75°N-90°
737-300/500	18	77.4 (67-82)	86.5 (77-89)	75°N-75°S
DC-10	1	83.4	93.1	---
DC-9	1	93.5	101.0	---
MD-80	1	82.5	91.0	---
CV580	3	80.2 (77-85)	88.0 (84-91)	---
GAJET	22	79.7 (67-89)	91.9 (77-99)	90°
EM2	18	66.6 (61-71)	74.7 (68-77)	75°N-75°S
J31	8	69.8 (62-74)	77.9 (71-80)	90°-75°S
SWM	18	70.2 (66-75)	77.6 (73-80)	75°N-75°S
SF340	3	70.0 (65-75)	81.0 (70-85)	---
SEP	2	71.1 (70-72)	79.4 (77-81)	75°N-45°S
TEP	3	68.7 (66-71)	78.7 (75-81)	75°N-75°S
TETP	6	68.4 (61-77)	80.3 (69-85)	90°-60°S
Site B: Arrivals - RWY25				
737-200	21	85.2 (78-95)	93.7 (86-99)	15°N-30°N
737-300/500	19	80.3 (78-83)	88.0 (86-91)	15°N-30°N
707	1	90.7	98.0	---
DC-10	1	81.6	90.0	---
F27	2	78.1 (77-79)	85.1 (84-86)	---
CV580	2	79.6 (79-81)	86.4 (86-87)	---
GAJET	15	79.9 (71-90)	89.7 (78-95)	---
DH7	1	78.6	88.7	---
EM2	15	75.7 (70-78)	84.0 (77-86)	30°N
EMB	1	79.3	86.2	---
J31	11	73.9 (71-84)	82.5 (79-89)	30°N-90°
SF340	7	75.6 (75-77)	83.5 (83-85)	30°N
SWM	16	71.5 (69-78)	80.2 (77-85)	15°N-30°N

Table E-3
SUMMARY OF DETAILED SINGLE-EVENT AIRCRAFT NOISE LEVEL MEASUREMENTS
Santa Barbara Municipal Airport
(page 4 of 5)

Aircraft Type	*No. Sampled*	*L_{max}, dB Mean (Range)*	*SEL, dB Mean (Range)*	*Azimuth*
Helicopter	2	76.6 (74-79)	88.2 (86-90)	---
SEP	7	71.1 (65-77)	80.6 (74-85)	---
TEP	4	69.7 (67-73)	77.4 (72-80)	30°N-45°N
TETP	12	71.5 (67-77)	80.8 (73-85)	15°N-45°N
Site B: Departures - RWY07				
72S	1	99.6	105.6	---
737-200	18	97.8 (95-101)	106.1 (103-111)	---
737-300/500	14	89.3 (87-91)	96.5 (95-98)	45°N
707	1	96.5	105.6	---
DC-9	2	103.0 (102-104)	109.8 (109-110)	---
GAJET	10	93.3 (80-103)	106.1 (87-111)	45°N-60°N
EM2	9	74.1 (72-75)	82.0 (80-83)	45°N-75°N
EMB	1	72.3	80.6	---
J31	6	73.8 (71-78)	81.0 (79-84)	15°N-45°N
SF340	1	74.3	82.3	---
SWM	8	73.3 (72-77)	79.6 (79-81)	30°N-45°N
TEP	1	79.0	86.7	---
TETP	5	81.0 (74-89)	90.2 (81-95)	30°N-90°
Site C: Arrivals - RWY25				
737-300/500	12	72.8 (67-87)	85.5 (86-77)	---
737-200	16	70.8 (65-80)	82.8 (75-88)	30°N-45°NE
707	1	65.8	75.6	---
CV580	2	74.6 (69-80)	84.6 (80-87)	---
F27	1	65.1	75.9	---
GAJET	8	68.0 (63-75)	78.0 (70-81)	30°N
DH7	1	65.2	76.5	---
EM2	9	71.2 (68-74)	81.3 (77-84)	45°N-45°W
J31	5	67.8 (65-72)	77.9 (71-81)	45°N-60°E
SF340	5	65.5 (62-70)	75.6 (71-80)	60°NE

Table E-3
SUMMARY OF DETAILED SINGLE-EVENT AIRCRAFT NOISE LEVEL MEASUREMENTS
Santa Barbara Municipal Airport
(page 5 of 5)

Aircraft Type	*No. Sampled*	*L_{max}, dB Mean (Range)*	*SEL, dB Mean (Range)*	*Azimuth*
SWM	6	64.7 (62-70)	74.4 (69-78)	30°N-45°N
SEP	4	62.3 (61-65)	72.2 (69-76)	30°N-45°W
TEP	4	66.6 (62-73)	76.7 (69-81)	45°NE-30°W
TETP	9	72.2 (61-86)	85.2 (70-93)	45°N
Helicopter	3	74.7 (66-87)	88.8 (75-93)	45°NE-60°N
Site C: Departures - RWY07				
72S	1	95.7	103.2	---
737-300/500	14	80.4 (76-83)	88.9 (86-91)	75°S
737-200	19	89.1 (80-94)	98.7 (89-102)	90°-75°S
EM2	7	68.7 (65-72)	77.1 (73-79)	60°N-45°S
EMB	1	70.8	79.4	---
Helicopter	1	68.5	78.5	---
J31	6	70.6 (62-76)	79.5 (69-82)	90°-60°S
SF340	1	73.5	81.1	---
SWM	7	72.6 (70-75)	79.6 (77-81)	75°N
TETP	4	70.5 (68-73)	80.0 (77-81)	75°S-45°S
707	1	83.8	94.3	---
DC-9	2	91.1 (90-92)	101.4 (100-102)	---
GAJET	9	79.4 (63-100)	100.4 (73-108)	30°N-90°
Site D: Arrivals - RWY 33R				
Helicopter	6	72.1	83.4	15°E-45°E
Site D: Departures - RWY 15R				
SEP	90	72.5 (66-87)	82.7 (72-92)	15°E-60°E
TEP	8	78.7 (74-84)	87.3 (83-92)	30°E-60°E
TETP	6	79.6 (75-83)	88.1 (81-91)	45°E-60°E
Helicopter	7	76.6 (73-85)	88.2 (84-93)	15°E-45°E

Table E-4

ANNUAL AVERAGE DAILY OPERATIONS[1]
Santa Barbara Municipal Airport
1993 Base Year

INM Aircraft Designation	*Day (7a-7p)*	*Evening (7p-10p)*	*Night (10p-7a)*	*Total*
727Q15 (727-200)	0.1	-0-	-0-	0.1
737QN (737-200)	4.0	1.0	1.0	6.0
737300 (737-300/500)	5.0	3.0	-0-	8.0
MD83 (MD80)	4.0	-0-	-0-	4.0
SF340 (Commuters)[2]	67.0	9.0	11.0	87.0
SABR80 (Sabreliner 80)	3.5	0.5	-0-	4.0
LEAR35 (LR35/36/55)	3.5	0.5	-0-	4.0
LEAR25	1.0	-0-	-0-	1.0
CL601 (Canadair 601)	1.0	-0-	-0-	1.0
GIV (Gulfstream IV)	2.5	0.5	-0-	3.0
IA1125 (Israel Aircraft Astra)	1.0	0.5	-0-	1.5
CNA500 (Cessna Citation)	5.0	1.0	-0-	6.0
COMJET[3]	1.0	-0-	-0-	1.0
HS748A (F27)	2.5	-0-	-0-	2.5
L188 (P3, C130)	2.2	-0-	-0-	2.2
DC3 (DC3 and similar)[4]	4.8	-0-	-0-	4.8
DC6 (DC4, DC6)	0.5	-0-	-0-	0.5
CNA441 (Twin Turboprop.)	46.6	8.7	2.9	58.2
BEC58P (Twin Piston)	10.6	1.8	1.2	13.6
GASEPV (Single w/Vari. Pitch)	72.5	11.8	3.9	88.2
GASEPF (Single w/Fixed Pitch)	140.0	27.5	9.1	176.6
Helicopters	27.3	-0-	-0-	27.3
TOTALS	405.6	65.8	29.1	500.51

Notes:
1. An aircraft operation is either a landing or a takeoff.
2. Commuters include Metroliner, Brasilia, Jetstream, Beech 1900.
3. A composite aircraft designation including older, noisier general aviation turbojets.
4. Includes DC3, BE18, P2V, SP2H, S-2, PB4Y

Source: SAIC.

Table E-5
GENERALIZED AIRCRAFT FLIGHT TRACK ALLOCATIONS
Santa Barbara Municipal Airport
1993 Base Year

Track[1]	*Runway*	*ACJets*	*Bizjets*	*Commuters*	*USFS/CDF*	*GA Props*	*Helicopters*
Landings							
LD1	7	24%	24%	24%	25%	4.2%	---
LD2	7	16%	16%	16%	25%	2.8%	---
LD3	25	30%	30%	30%	25%	14%	---
LD4	25	30%	30%	30%	25%	14%	---
LD5	15R	---	---	---	---	30%	---
LD6	15L	---	---	---	---	35%	---
LDH1	33H[2]	---	---	---	---	---	30%
LDH2	33H[2]	---	---	---	---	---	10%
LDH3	15H[2]	---	---	---	---	---	30%
LDH4	15H[2]	---	---	---	---	---	10%
LDH5	15H[2]	---	---	---	---	---	20%
TOTALS		100%	100%	100%	100%	100%	100%
Touch and Gos							
TG1	7	---	---	---	---	3.5%	---
TG2	7	---	---	---	---	3.5%	---
TG3	25	---	---	---	---	14%	---
TG4	25	---	---	---	---	14%	---
TG5	15R	---	---	---	---	30%	---
TG6	15L	---	---	---	---	35%	---
TOTALS		-0-	-0-	-0-	-0-	100%	-0-
Takeoffs							
TO1	7	40%	40%	13.33%	50%	2.33%	---
TO2	7	---	---	13.33%	---	2.33%	---
TO3	7	---	---	13.33%	---	2.33%	---
TO4	25	36%	36%	30%	30%	14%	---
TO5	25	24%	24%	---	20%	---	---
TO6	25	---	---	30%	---	14%	---
TO7	15L	---	---	---	---	8.75%	---
TO8	15L	---	---	---	---	17.5%	---
TO9	15L	---	---	---	---	8.75%	---
TO10	15R	---	---	---	---	7.5%	---
TO11	15R	---	---	---	---	15%	---
TO12	15R	---	---	---	---	7.5%	---
TOH1	15H[2]	---	---	---	---	---	20%
TOH2	15H[2]	---	---	---	---	---	60%
TOH3	33H[2]	---	---	---	---	---	20%
TOTALS		100%	100%	100%	100%	100%	100%

Notes:
1. See Figure 3.1-2 for generalized flight track descriptions.
2. Direction of flight of helicopters landing at or departing from helipad area.

Sources: City of Santa Barbara; local FAA representatives.

Table E-6

ROADWAY TRAFFIC DATA
FHWA HIGHWAY TRAFFIC NOISE PREDICTION MODEL
INPUT DATA SUMMARY

Segment	*ADT*	*Day %*	*Eve. %*	*Night %*	*% MT*	*% HT*	*Speed (MPH)*
1	57,000	88.0	0.0	12.0	2.7	5.5	55
2	17,500	89.0	0.0	11.0	1.6	0.4	55
3	7,060	91.0	0.0	9.0	3.0	2.0	35
4	6,400	91.0	0.0	9.0	3.0	2.0	35
5	14,840	91.0	0.0	9.0	3.0	2	35
6	28,770	91.0	0.0	9.0	3.0	.0	35
7	16,100	91.0	0.0	9.0	3.0	2.0	40
8	20,980	91.0	0.0	9.0	3.0	2.0	35
9	21,890	91.0	0.0	9.0	3.0	2.0	35
10	22,250	91.0	0.0	9.0	3.0	2.0	45
11	17,860	91.0	0.0	9.0	3.0	2.0	45
12	17,740	91.0	0.0	9.0	3.0	2.0	45
13	18,240	91.0	0.0	9.0	3.0	2.0	45
14	15,550	91.0	0.0	9.0	3.0	2.0	45
15	20,100	91.0	0.0	9.0	3.0	2.0	45
16	12,350	91.0	0.0	9.0	3.0	2.0	45

Source: Brown-Buntin Associates, Inc.

Table E-7

DISTANCE TO EXISTING TRAFFIC DNL CONTOURS
(Feet)

Roadway Segment/Description		*60 DNL*	*65 DNL*	*70 DNL*
1	U.S. Highway 101	806	374	174
2	State Route 217	263	122	57
3	Fowler Road	79	37	17
4	Moffett Place	74	34	16
Fairview Avenue				
5	South of Hollister Ave.	130	60	28
6	Hollister Ave. to Highway 101	202	94	44
7	North of Highway 101	165	77	36
Hollister Avenue				
8	East of S.R. 217	164	76	35
9	S.R. 217 to Fairview Ave.	168	78	36
10	Fairview Ave. to Aero Camino	243	113	52
11	Aero Camino to Los Carneros Rd.	210	98	45
12	West of Los Carneros Rd.	209	97	45
Los Carneros Road				
13	South of Hollister Ave.	213	99	46
14	Hollister Ave. to Los Carneros Way	192	89	41
15	Los Carneros Way to Highway 101	227	105	49
16	North of Highway 101	164	76	35

Source: Brown-Buntin Associates, Inc.

Table E-8

TRAFFIC ASSUMPTIONS
SHORT- AND LONG-TERM DEVELOPMENT ALTERNATIVES

Roadway Segment/Description	Average Daily Traffic		% Med./ Hvy. Trucks	% Day/Night	Speed, mph
	Short-Term	Long-Term			
1 Highway 101	57,759	58,416	2.7/5.5	88/12	55
2 State Route 217	17,500	17,500	1.6/0.4	89/11	55
3 Fowler Road	7,134	7,275	3/2	91/9	35
4 Moffet Road	6,474	6,615	3/2	91/9	35
Fair View Avenue:					
5 South of Hollister Ave.	17,064	14,874	3/2	91/9	35
6 Hollister Ave. to Highway 101	30,218	31,439	3/2	91/9	35
7 North of Highway 101	16,324	16,472	3/2	91/9	40
Hollister Avenue:					
8 East of S.R. 217	21,650	22,098	3/2	91/9	35
9 S.R. 217 to Fair View Ave.	22,784	23,380	3/2	91/9	35
10 Fair View Ave. to Aero Camino	24,815	26,781	3/2	91/9	45
11 Aero Camino to Los Carneros Rd.	18,866	20,290	3/2	91/9	45
12 West of Los Carneros Rd.	18,186	18,486	3/2	91/9	45
Los Carneros Road:					
13 South of Hollister Ave.	18,931	19,041	3/2	91/9	45
14 Hollister Ave. to Los Carneros Way	16,060	16,018	3/2	91/9	45
15 Los Carneros Way to Highway 101	21,334	21,901	3/2	91/9	45
16 North of Highway 101	12,574	12,722	3/2	91/9	45

Source: ATE
Brown-Buntin Associates, Inc.

Table E-9

TRAFFIC NOISE LEVELS FOR SHORT- AND LONG-TERM DEVELOPMENT ALTERNATIVES COMPARED TO EXISTING TRAFFIC NOISE LEVELS

Roadway Segment/Description	DNL, dB*			Change Relative to Existing, dB	
	Existing	Short-Term	Long-Term	Short-Term	Long-Term
1 Highway 101	73.6	73.7	73.7	+0.1	+0.1
2 State Route 217	66.3	66.3	66.3	-0-	-0-
3 Fowler Road	58.5	58.5	58.6	-0-	+0.1
4 Moffet Road	58.1	58.1	58.2	-0-	+0.1
Fair View Avenue:					
5 South of Hollister Ave.	61.7	62.3	61.7	+0.6	-0-
6 Hollister Ave. to Highway 101	64.6	64.8	65.0	+0.2	+0.4
7 North of Highway 101	63.3	63.3	63.4	-0-	+0.1
Hollister Avenue:					
8 East of S.R. 217	63.2	63.4	63.4	+0.2	+0.2
9 S.R. 217 to Fair View Ave.	63.4	63.6	63.7	+0.2	+0.3
10 Fair View Ave. to Aero Camino	65.8	66.3	66.6	+0.5	+0.8
11 Aero Camino to Los Carneros Rd.	64.8	65.1	65.0	+0.3	+0.2
12 West of Los Carneros Rd.	64.8	64.9	65.2	+0.1	+0.4
Los Carneros Road:					
13 South of Hollister Ave.	64.9	65.1	65.1	+0.2	+0.2
14 Hollister Ave. to Los Carneros Way	64.2	64.4	64.4	+0.2	+0.2
15 Los Carneros Way to Highway 101	65.3	65.6	65.7	+0.3	+0.4
16 North of Highway 101	63.2	63.3	63.4	+0.1	+0.2

*Calculated at 100 feet from roadway centers.

Source: Brown-Buntin Associates, Inc.

Table E-10

DISTANCE (FEET) FROM ROADWAY CENTERS TO DNL CONTOURS

Roadway Segment/Description	60 DNL		65 DNL		70 DNL	
	Short-Term	Long-Term	Short-Term	Long-Term	Short-Term	Long-Term
1 Highway 101	813	819	377	380	175	176
2 State Route 217	263	263	122	122	57	57
3 Fowler Road	80	81	37	38	17	17
4 Moffet Road	75	76	35	35	16	16
Fair View Avenue:						
5 South of Hollister Ave.	143	130	66	60	31	28
6 Hollister Ave. to Highway 101	209	214	97	100	45	46
7 North of Highway 101	167	168	77	78	36	36
Hollister Avenue:						
8 East of S.R. 217	167	170	78	79	36	37
9 S.R. 217 to Fair View Ave.	173	176	80	82	37	38
10 Fair View Ave. to Aero Camino	262	275	121	128	56	59
11 Aero Camino to Los Carneros Rd.	218	229	101	106	47	49
12 West of Los Carneros Rd.	213	215	99	100	46	46
Los Carneros Road:						
13 South of Hollister Ave.	218	219	101	102	47	47
14 Hollister Ave. to Los Carneros Way	196	195	91	91	42	42
15 Los Carneros Way to Highway 101	236	241	110	112	51	52
16 North of Highway 101	166	168	77	78	36	36

Source: Brown-Buntin Associates, Inc.

Appendix F

Santa Barbara Municipal Airport Letter of Assurance

CITY OF SANTA BARBARA

AIRPORT DIRECTOR

SANTA BARBARA MUNICIPAL AIRPORT
601 FIRESTONE ROAD
GOLETA, CALIFORNIA 93117
(805) 967-7111
FAX (805) 964-1380

February 14, 1996

Mr. David Kessler
Environmental Specialist, AWP-611.2
Federal Aviation Administration
P.O. Box 92007 - Worldway Postal Center
Los Angeles, CA 90009

SUBJECT: LAND USE ASSURANCE - SANTA BARBARA MUNICIPAL AIRPORT

Dear Mr. Kessler:

The Santa Barbara Municipal Airport is located in the City of Santa Barbara, California, which has the authority to regulate or control land use and zoning within the City of Santa Barbara municipal limits. The unincorporated area of Goleta, California, surrounds the Airport. Planning and zoning for Goleta is governed by the County of Santa Barbara.

In the Airport vicinity within the City of Santa Barbara municipal limits, heights of structures and other objects and the use of land are regulated by zoning requirements in Title 29 of the City of Santa Barbara Municipal Code. Title 29 is consistent with the Federal Aviation Regulations Part 77, and was last amended in 1992.

Land use and heights of structures and other objects surrounding the Airport in the unincorporated area of Goleta are regulated by the County of Santa Barbara in the Inland Zoning Ordinance (Article III of Chapter 35 of the Santa Barbara County, revised May 1995). This zoning ordinance incorporates the requirements of FAR Part 77 as well as the local Airport Land Use Commission.

The Santa Barbara County Association of Governments serves as the Airport Land Use Commission, advising County decision makers on Airport land use compatibility issues, in accordance with the Santa Barbara County Airport Land Use Plan. The Santa Barbara Municipal Airport provides comments to the County of Santa Barbara on land use proposals and zoning changes which may affect the Airport, and coordinates with both the County of Santa Barbara and Airport Land Use Commission to encourage compatible land uses and developments in the vicinity of the Airport.

Additionally, the Santa Barbara Municipal Airport works with surrounding property owners and communities to achieve compatible land use by implementing recommendations in the Airport's FAR Part 150 Airport Noise Compatibility Study, as approved by the FAA and where appropriate. In particular, we have acquired continuous noise monitoring instruments and have implemented a noise monitoring program.

Sincerely,

Karen Ramsdell

Karen Ramsdell
Airport Director

Appendix G

Water Demand and Consumption Data

Table G-1
Airport Sub-Meter Water Consumption 1993
(in acre-feet)

	Company	Annual	Percent of Submetered Water	Cumulative Percent of Submetered Water	Max Monthly	Avg Monthly
1	Goleta Beach	15.8	23.7%	23.7%	2.41	1.32
2	Twin Lakes Golf Course	10.2	15.2%	38.8%	1.49	0.85
3	Elephant Bar	5.7	8.6%	47.4%	0.68	0.48
4	Hunot	5.6	8.4%	55.8%	3.86	0.47
5	Terminal	4.4	6.6%	62.3%	0.41	0.37
6	Love Park	1.9	2.9%	65.2%	0.40	0.16
7	Granite Construction	1.8	2.6%	67.8%	0.32	0.15
8	Goleta West Sanitary District #2	1.7	2.6%	70.4%	0.29	0.15
9	Pump Station 1	1.5	2.2%	72.6%	0.38	0.12
10	Pilot House 2	1.5	2.2%	74.8%	0.16	0.12
11	Building 255 (irrigation)	1.4	2.0%	76.8%	0.42	0.11
12	PacTuCo	1.1	1.7%	78.5%	0.18	0.10
13	SCE #1	1.1	1.6%	80.2%	0.15	0.09
14	Building 224	1.0	1.5%	81.6%	0.20	0.08
15	Maripro 334	0.8	1.3%	82.9%	0.15	0.07
16	Carrows	0.8	1.2%	84.1%	0.09	0.07
17	Metro Theaters 3	0.8	1.1%	85.3%	0.10	0.06
18	E G & G #2	0.8	1.1%	86.4%	0.11	0.06
19	SB County Fire Dept.	0.7	1.0%	87.4%	0.09	0.06
20	Tower	0.7	1.0%	88.5%	0.09	0.06
21	Maripro 333	0.7	1.0%	89.5%	0.13	0.06
22	Pilot House 1	0.6	0.9%	90.3%	0.22	0.05
23	SCE #2	0.5	0.7%	91.0%	0.06	0.04
24	Santa Barbara Aviation	0.4	0.6%	91.6%	0.06	0.03
25	Aqua-Flo Supply	0.4	0.6%	92.2%	0.06	0.03
26	Goleta Auto Body	0.4	0.6%	92.7%	0.08	0.03
27	Arcady Distributing	0.4	0.5%	93.3%	0.04	0.03
28	Building 122	0.3	0.5%	93.7%	0.04	0.03
29	Metro Theaters 2	0.3	0.5%	94.2%	0.07	0.03
30	Dynasen	0.3	0.5%	94.7%	0.06	0.03
31	Model Inc.	0.3	0.4%	95.1%	0.05	0.02
32	City Fire	0.3	0.4%	95.6%	0.04	0.02
33	Mercury Aviation	0.3	0.4%	96.0%	0.03	0.02
34	Building 247	0.2	0.3%	96.3%	0.05	0.02
35	E G & G #1	0.2	0.3%	96.6%	0.03	0.02
36	Building 116	0.2	0.3%	96.8%	0.03	0.01
37	Lift Station 2	0.2	0.2%	97.1%	0.08	0.01
38	Building 223	0.2	0.2%	97.3%	0.03	0.01
39	Service Master	0.1	0.2%	97.5%	0.04	0.01
40	Frito-Lay Inc.	0.1	0.2%	97.7%	0.02	0.01
41	SCE #3	0.1	0.2%	97.9%	0.01	0.01
42	Vista Steel	0.1	0.2%	98.1%	0.04	0.01
43	Goleta West Sanitary District #3	0.1	0.2%	98.2%	0.02	0.01
44	Building 258	0.1	0.2%	98.4%	0.02	0.01
45	Construction Site	0.1	0.1%	98.5%	0.04	0.01
46	Planter 2	0.1	0.1%	98.7%	0.08	0.01
47	Specialty Recreation	0.1	0.1%	98.8%	0.04	0.01
48	Building 268	0.1	0.1%	98.9%	0.01	0.01
49-77	Rest of Submeters	0.7	1.1%	100.0%	0.10	0.06
	Submeter Totals [1]	67.0	100.0%			
	Master Meter	104.3				
	Unaccounted for Water [2]	37.4	35.8% of Master Meter			

Notes:
1. Totals may not equal 100 percent due to rounding.
2. Includes hydrant water use for construction projects, remodeling, landscaping, filling fire trucks, etc.; unauthorized water use; and water consumption of unmetered buildings (12 total).

Table G-2
Water Demand Impacts

	Existing AFY	*2010 AFY*	*Increase AFY*
SBA Master Meter	104.35	139.56	35.21
Submetered (77)	66.97	102.18	35.21
Submeters excluding Terminal and net new construction	62.56	62.56	0
Submeter Aviation Terminal *	4.41	13.22	8.81
Net new construction (Specific Plan) **	0	26.40	26.40
Unaccounted	37.38	37.38	0
SBA Irrigation Meters (6)	0.42	0.42	0
Separate Meters (Goleta Water District)	23.01	23.01	0
Lucas Aviation (1)	16.82	16.82	0
Spike's Place (1)	0.54	0.54	0
Twin Lakes (2)	5.3	5.3	0
Woolever (2)	0.35	0.35	0
TOTAL	127.78	162.99	35.21

Note: HCF = Hundred cubic feet; existing usage based on 1993 data.

* = Increase of enplaning passengers from about 266,200 to about 468,000. The water increase is conservatively based on the percentage increase in the area.

** = Specific Plan net new construction = new construction-demolition; 159,400 s.f. = 332,000 s.f.-172,600 s.f.. Since about 16,000 s.f. of demolished buildings are currently vacant, the net new (occupied) construction is about 176,000 s.f.
176,000 s.f. x 0.15 acre-feet/1,000 s.f. = 26.4 acre-feet = 11,500 HCF.

Table G-3
Estimate of Water Demand Factor of Existing Buildings

Building Number	*Description*	*Approximate Square Footage*	*Annual Water Usage (HCF) 1993*
115	Overall Distributing	2,027	10
116	Building 116	6,240	75
118	SB County Fire Dept.	6,000	301
212	Metro Theartres 1	11,500	0
212	Metro Theaters 2	Included above	142
212	Metro Theaters 3	Included above	332
224	Goleta Bldg Mtls (irrigation)		19
224	Goleta Building Materials	1,600	1
225	Speedi-Rooter	1,560	27
226	E G & G #1	4,000	87
226	E G & G #2	Included Above	330
238	Aqua-Flo Supply	3,120	165
255	Building 255	2,500	23
255	Building 255 (irrigation)		590
258	Building 258	3,960	44
305	Dynasen	3,960	141
314	Frito-Lay Inc.	3,120	59
315	Model Inc.	3,120	125
333	Maripro 333	16,030	293
344	Maripro 344	11,400	368
345	Arcady Distributing	3,200	157
351	Acorn	612	13
351	Service Master	612	61
352	Greenridge Sciences	720	2
	Total Square footage	**85,281**	
			3,365
	Annual AF for metered demo		**7.72**
	Estimated water demand factor AFY/1,000 SF		**0.091**

Note: Calculation based on sample of metered buildings in Specific Plan area.

Appendix H

Air Quality

Table 1.
Specific Plan Vehicle Distribution - 2010

Vehicle Type/ Class	*Percentage of*	
	Vehicle Class	*Total Mileage*
LDA		65.00
NCAT	0.02	0.01
CAT	99.94	64.96
Diesel	0.04	0.03
LDT		15.00
NCAT	0.00	0.00
CAT	99.97	15.00
Diesel	0.03	0.00
MDT		10.00
NCAT	0.00	0.00
CAT	100.00	10.00
HDT		10.00
NCAT	5.77	0.58
CAT	44.23	4.42
Diesel	50.00	5.00
MCY		0.00
Total		100.00

Source: EMFAC7F; SAIC

Table 2. 2010 Summertime Vehicle Emission Factors for 55 MPH

Vehicle Type/ Class	*Emission Factors (Gms/Mile)*				
	TOG	*CO*	*NOx*	*PM10 - Ex*	*PM10 - Tire*
LDA					
NCAT	0.64	11.39	3.27	0.04	0.20
CAT	0.05	1.43	0.33	0.01	0.20
Diesel	0.27	1.12	1.93	0.53	0.20
LDT					
NCAT	0.00	0.00	0.00	0.00	0.00
CAT	0.06	1.86	0.58	0.01	0.20
Diesel	0.21	0.97	1.54	0.36	0.20
MDT					
NCAT	0.00	0.00	0.00	0.00	0.00
CAT	0.18	2.26	1.71	0.01	0.20
HDT					
NCAT	0.52	9.85	6.46	0.08	0.33
CAT	0.23	5.35	3.43	0.08	0.33
Diesel	1.38	6.57	13.34	1.03	0.66

Table 3. 2010 Wintertime Vehicle Emission Factors for 55 MPH

Vehicle Type/ Class	*Emission Factors (Gms/Mile)*				
	TOG	*CO*	*NOx*	*PM10 - Ex*	*PM10 - Tire*
LDA					
NCAT	0.84	16.41	3.78	0.04	0.20
CAT	0.05	1.44	0.41	0.01	0.20
Diesel	0.27	1.12	1.93	0.53	0.20
LDT					
NCAT	0.00	0.00	0.00	0.00	0.00
CAT	0.06	1.86	0.70	0.01	0.20
Diesel	0.21	0.97	1.54	0.36	0.20
MDT					
NCAT	0.00	0.00	0.00	0.00	0.00
CAT	0.17	2.26	2.09	0.01	0.20
HDT					
NCAT	0.63	11.95	7.46	0.08	0.33
CAT	0.27	6.48	3.97	0.08	0.33
Diesel	1.38	6.57	13.34	1.03	0.66

Table 4. 2010 Specific Plan Composite Vehicle Emission Factors for 55 MPH

Vehicle Type/ Class	*Emission Factors (Gms/Mile)*				
	TOG	*CO*	*NOx*	*PM10 - Ex*	*PM10 - Tire*
LDA					
NCAT	0.00	0.00	0.00	0.00	0.00
CAT	0.03	0.93	0.24	0.01	0.13
Diesel	0.00	0.00	0.00	0.00	0.00
LDT					
NCAT	0.00	0.00	0.00	0.00	0.00
CAT	0.01	0.28	0.10	0.00	0.03
Diesel	0.00	0.00	0.00	0.00	0.00
MDT					
NCAT	0.00	0.00	0.00	0.00	0.00
CAT	0.02	0.23	0.19	0.00	0.02
HDT					
NCAT	0.00	0.06	0.04	0.00	0.00
CAT	0.01	0.26	0.16	0.00	0.01
Diesel	0.07	0.33	0.67	0.05	0.03
Composite (a)	**0.14**	**2.09**	**1.40**	**0.06**	**0.23**

Note: (a) Composite emission factors based on averages of summer and wintertime factors from Tables 2 and 3, times year 2010 percentages of total mileage from Table 1.

Table 5. 2010 Summertime Vehicle Emission Factors for 25 MPH

Vehicle Type/ Class	*Emission Factors (Gms/Mile)*				
	TOG	*CO*	*NOx*	*PM10 - Ex*	*PM10 - Tire*
LDA					
NCAT	1.40	25.07	1.93	0.04	0.20
CAT	0.08	1.63	0.19	0.01	0.20
Diesel	0.48	1.77	1.48	0.53	0.20
LDT					
NCAT	0.00	0.00	0.00	0.00	0.00
CAT	0.10	2.14	0.32	0.01	0.20
Diesel	0.37	1.53	1.18	0.36	0.20
MDT					
NCAT	0.00	0.00	0.00	0.00	0.00
CAT	0.29	2.60	0.94	0.01	0.20
HDT					
NCAT	1.31	13.30	5.16	0.08	0.33
CAT	0.57	7.22	2.74	0.08	0.33
Diesel	2.51	10.37	10.24	1.03	0.66

Table 6. 2010 Wintertime Vehicle Emission Factors for 25 MPH

Vehicle Type/ Class	*Emission Factors (Gms/Mile)*				
	TOG	*CO*	*NOx*	*PM10 - Ex*	*PM10 - Tire*
LDA					
NCAT	1.85	36.10	2.23	0.04	0.20
CAT	0.08	1.65	0.23	0.01	0.20
Diesel	0.48	1.77	1.48	0.53	0.20
LDT					
NCAT	0.00	0.00	0.00	0.00	0.00
CAT	0.10	2.14	0.39	0.01	0.20
Diesel	0.37	1.53	1.18	0.36	0.20
MDT					
NCAT	0.00	0.00	0.00	0.00	0.00
CAT	0.28	2.60	1.15	0.01	0.20
HDT					
NCAT	1.58	16.13	5.95	0.08	0.33
CAT	0.68	8.75	3.17	0.08	0.33
Diesel	2.51	10.37	10.24	1.03	0.66

Table 7. 2010 Specific Plan Composite Vehicle Emission Factors for 25 MPH

Vehicle Type/ Class	*Emission Factors (Gms/Mile)*				
	TOG	*CO*	*NOx*	*PM10 - Ex*	*PM10 - Tire*
LDA					
NCAT	0.00	0.00	0.00	0.00	0.00
CAT	0.05	1.07	0.14	0.01	0.13
Diesel	0.00	0.00	0.00	0.00	0.00
LDT					
NCAT	0.00	0.00	0.00	0.00	0.00
CAT	0.01	0.32	0.05	0.00	0.03
Diesel	0.00	0.00	0.00	0.00	0.00
MDT					
NCAT	0.00	0.00	0.00	0.00	0.00
CAT	0.03	0.26	0.10	0.00	0.02
HDT					
NCAT	0.01	0.08	0.03	0.00	0.00
CAT	0.03	0.35	0.13	0.00	0.01
Diesel	0.13	0.52	0.51	0.05	0.03
Composite (a)	**0.26**	**2.61**	**0.97**	**0.06**	**0.23**

Note: (a) Composite emission factors based on averages of summer and wintertime factors from Tables 5 and 6, times year 2010 percentages of total mileage from Table 1.

Table 8. 2010 Summertime Vehicle Emission Factors for Starts and Hot Soak

Vehicle Type/ Class	*Incremental Cold Start (Gms/Start)*			*Incremental Hot Start (Gms/Start)*			*Hot Soak*
	TOG	*CO*	*NOx*	*TOG*	*CO*	*NOx*	*TOG*
LDA							
NCAT	11.75	71.99	4.52	1.81	21.77	3.86	7.92
CAT	1.20	11.22	1.07	0.18	2.72	0.57	0.21
Diesel	0.64	9.47	0.34	0.23	4.59	0.13	
LDT							
NCAT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CAT	1.34	23.28	1.67	0.18	4.60	0.85	0.18
Diesel	0.92	6.33	0.96	0.34	4.30	0.66	
MDT							
NCAT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CAT	2.82	36.43	4.56	0.48	5.77	2.38	0.17
HDT							
NCAT	NA	NA	NA	NA	NA	NA	0.66
CAT	NA	NA	NA	NA	NA	NA	0.65
Diesel	NA	NA	NA	NA	NA	NA	NA

Table 9. 2010 Wintertime Vehicle Emission Factors for Starts and Hot Soak

Vehicle Type/ Class	*Incremental Cold Start (Gms/Start)*			*Incremental Hot Start (Gms/Start)*			*Hot Soak*
	TOG	*CO*	*NOx*	*TOG*	*CO*	*NOx*	*TOG*
LDA							
NCAT	28.63	103.93	5.85	1.94	19.16	5.52	14.57
CAT	2.04	22.98	1.40	0.21	4.02	0.79	0.39
Diesel	0.64	9.47	0.34	0.23	4.59	0.13	
LDT							
NCAT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CAT	2.97	62.79	1.98	0.23	6.45	1.20	0.33
Diesel	0.92	6.33	0.96	0.34	4.30	0.66	
MDT							
NCAT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CAT	6.47	94.68	5.40	0.61	8.04	3.36	0.31
HDT							
NCAT	NA	NA	NA	NA	NA	NA	1.21
CAT	NA	NA	NA	NA	NA	NA	1.19
Diesel	NA	NA	NA	NA	NA	NA	NA

Table 10. 2010 Specific Plan Composite Vehicle Emission Factors for Starts and Hot Soak

Vehicle Type/ Class	*Incremental Cold Start (Gms/Start)*			*Incremental Hot Start (Gms/Start)*			*Hot Soak*
	TOG	*CO*	*NOx*	*TOG*	*CO*	*NOx*	*TOG*
LDA							
NCAT	0.00	0.01	0.00	0.00	0.00	0.00	0.00
CAT	1.05	11.11	0.80	0.13	2.19	0.44	0.19
Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
LDT							
NCAT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CAT	0.32	6.45	0.27	0.03	0.83	0.15	0.04
Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MDT							
NCAT	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CAT	0.46	6.56	0.50	0.05	0.69	0.29	0.02
HDT							
NCAT	0.00	0.00	0.00	0.00	0.00	0.00	0.01
CAT	0.00	0.00	0.00	0.00	0.00	0.00	0.04
Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Composite (a)	**1.84**	**24.13**	**1.57**	**0.21**	**3.71**	**0.88**	**0.30**

Note: (a) Composite emission factors based on averages of summer and wintertime factors from Tables 8 and 9, times year 2010 percentages of total mileage from Table 1.

Table 11. Specific Plan Traffic Data - 2010

Alternative	*Average Daily Trips*	*Trip Mileage at 55 MPH*	*Trip Mileage at 25 MPH*
Proposed Action	6,522	6.00	2.00

Table 12. Vehicle Emissions from the Specific Plan - 2010

Averaging Period	*TOG*	*CO*	*NOx*	*PM10*
Daily (lbs/day)	45.23	543.73	169.16	33.84
Annual (tons/year)	8.25	99.23	30.87	6.17

Note: Emissions are based on an average of 6 miles of travel at 55 mph, 2 miles at 25 mph, 80 percent cold starts, 20 percent hot starts, and 85 percent hot soaks.

Typical Natural Gas Emission Factors by Land Use Type.

Land Use Type		Emission Factors (Lbs/1,000 sq. ft. GFA/Day)			
		ROC	NOx	CO	PM10
Commercial		0.00024	0.02773	0.00482	0.00096
Aviation Facilities		0.00024	0.02773	0.00482	0.00096
Industrial		0.00024	0.02773	0.00482	0.00096
Commercial/Recreation		0.00024	0.02773	0.00482	0.00096

Note: GFA = Gross Floor Area

Source: CEQA Air Quality Handbook (SCAQMD 1993)

Emissions from Natural Gas Usage in New Specific Plan Land Use Areas.

Land Use Area	Net New Area (Square Feet)	Emissions (Lbs/Day)			
		ROC	NOx	CO	PM10
Commercial	44,498	0.01068	1.23393	0.21448	0.04272
Aviation Facilities	57,880	0.01389	1.60501	0.27898	0.05556
Industrial	64,980	0.01560	1.80190	0.31320	0.06238
Commercial/Recreation	8,750	0.00210	0.24264	0.04218	0.00840
TOTAL	176,108	0.04	4.88	0.85	0.17
TOTAL TONS/YEAR	176,108	0.01	0.89	0.15	0.03

Appendix I

Threatened and Endangered Species Lists and Correspondence with the U.S. Fish and Wildlife Service

United States Department of the Interior

FISH AND WILDLIFE SERVICE

ECOLOGICAL SERVICES
Ventura Field Office
2140 Eastman Avenue, Suite 100
Ventura, California 93003

TAKE PRIDE IN AMERICA

OCT 30 1993

September 29, 1993

David B. Kessler, Regional Airport Planner
Federal Aviation Administration, Airports Division
P.O. Box 92007, Worldway Postal Center
Los Angeles, California 90009-2007

Subject: Notice of Intent to Prepare a Joint Environmental Impact Statement/Report for the Santa Barbara Municipal Airport, Santa Barbara County, California

Dear Mr. Kessler:

The Fish and Wildlife Service (Service) has reviewed the referenced document, dated August 11, 1993, which requests information that the Service believes necessary for inclusion in a draft environmental impact statement/report (DEIS/R). The DEIS/R will evaluate alternatives for developments recommended by the draft Master Plan Update for Santa Barbara Municipal Airport. We offer the following information and recommendations to aid you in planning for the conservation of sensitive wildlife habitats and federally listed species within the area of the proposed action and as a means to assist you in complying with pertinent Federal statutes. The following comments are prepared in accordance with the Fish and Wildlife Act of 1956 (16 U.S.C. 742a-742j), as amended, and other authorities mandating Department of the Interior concern for environmental values.

The primary concern of the Service is the protection of fish and wildlife resources. The Fish and Wildlife Coordination Act (16 U.S.C. 661-667e, 48 Stat. 401), as amended, mandates that we provide comments on any public notice issued for a Federal permit or license affecting the Nation's waters, in particular, permits administered by the U.S. Army Corps of Engineers (Corps) pursuant to section 404 of the Federal Water Pollution Control Act of 1948 (33 U.S.C. 1251-1376), as amended, and section 10 of the Rivers and Harbors Appropriation Act of 1899 (33 U.S.C. 403). In our review of section 404 permits, we recommend avoidance of impacts to waters and wetlands as the primary means of protecting these sensitive habitats. In the regulations pertaining to the section 404 permitting process, projects which do not require proximity to waters or special aquatic sites are considered non "water-

dependent" (40 CFR §230.10). If the project is not water-dependent, the Service will recommend denial of the permit.

In addition, the Service is responsible for administering certain portions of the Endangered Species Act of 1973 (16 U.S.C. 1531-1544, 87 Stat. 884), as amended (Act). Section 7(a)(1) of the Act requires all Federal agencies to use their authorities in furtherance of the purposes of the Act by carrying out programs for the conservation of endangered and threatened species. Section 7(a)(2) requires your agency to review its proposed activities and determine whether listed species will be affected. During the assessment or review process, your agency may engage in planning efforts, but may not make any irreversible commitment of resources. Such a commitment could constitute a violation of section 7(d) of the Act. If a listed species may be affected, your agency should submit a written request for formal consultation to our office pursuant to section 7 of the Act. Section 7(a)(4) requires Federal agencies to confer with the Service on any agency action which is likely to jeopardize the continued existence of a proposed species. Informal consultation or conference may be used to exchange information and resolve conflicts with respect to listed or proposed species prior to a written request for formal consultation or conference.

Section 9 of the Act prohibits the "take" of any listed species. The definition of "take" includes to harass, harm, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct. "'Harm' in the definition of 'take' in the Act means an act which actually kills or injures wildlife. Such act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavior patterns, including breeding, feeding, or sheltering (50 CFR 17.3)." Anyone who engages in a take would be subject to prosecution under section 9 of the Act. Such taking may occur only under the authority of the Service pursuant to section 7 of the Act for Federal actions, or section 10(a)(1)(B) for actions without a Federal nexus. Your agency has certain specific responsibilities under the Act related to proposed or listed species. Only listed species receive protection under the Act. However, candidate species should be considered in the planning process in the event they become listed or proposed for listing prior to project completion. If early evaluation of the project indicates that it is likely to adversely affect a candidate species, you may wish to request technical assistance from this office.

The proposed developments to be evaluated in the DEIS/R include: a) extending Runway 7/25 400 feet to the west; b) constructing a 1,000-foot extended runway safety area for each end of Runway 7/25; c) extending and widening Runway 15R/33L 600 feet to the north and 217 feet to the south; d) constructing a runway safety area off the south end of Runway 15R/33L; and e) expanding and

improving the terminal building and surrounding area. Several alternatives will also be examined in the DEIS/R and include: a) providing a 1,000-foot safety area at each end of Runway 7/25 by using the existing runway and safety area length, thereby reducing the total available runway length; b) extending Runway 7/25 1,080 feet to the east and using the west end of the runway for the runway safety area; c) extending and widening runway 15R/33L only to the north; d) changing the size and configuration of the terminal building; e) relocating the terminal building to another site at the airport; and f) no action for each of the above projects and alternatives.

The proposed project may require a permit from the Corps, if the project involves fill of drainages, and possible consultation under section 7 of the Act, if any federally listed species may be affected by the project. We recommend that details of the project be provided to the Corps as soon as possible.

The Service believes the following issues should be thoroughly addressed in the DEIS/R:

1. A description of the proposed project, including all feasible alternatives and the no action alternative. This alternatives analysis is important to the Service's evaluation of the project as feasible alternatives often reduce effects to biological resources.

2. Specific acreages and detailed descriptions of the amount and types of habitat that may be affected by the proposed project or project alternatives. Of particular concern will be the acreage of wetland and riparian habitats to be affected. This number should be verified by the Corps or Environmental Protection Agency. Maps and tables should be included to assist in evaluation of project-related effects.

3. Quantitative and qualitative information concerning fish and wildlife resources associated with each habitat type.

4. A list of Federal candidate, proposed or listed threatened and endangered species, State listed species, and locally declining or sensitive species that are found at or near the project site. A detailed discussion of these species, focusing on their site-related distribution and abundance and the anticipated effects of the project on these species, should be included. The Service is particularly interested in analysis of impacts to Federally listed and candidate species.

Federally listed species that may use the area are the California least tern (*Sterna antillarum browni*), western snowy plover (*Charadrius alexandrinus nivosus*), brown pelican (*Pelecanus occidentalis*), light-footed clapper rail (*Rallus longirostris levipes*), and peregrine falcon (*Falco peregrinus*). A species

proposed for listing that may occur in the area is the tidewater goby (*Eucyclogobius newberryi*). Candidate species that may be in the area are the Belding's savannah sparrow (*Passerculus sandwichensis beldingi*), California red-legged frog (*Rana aurora draytonii*), and western pond turtle (*Clemmys marmorata pallida*).

5. An assessment of the effects on biological resources, including those which are direct, indirect, and cumulative. All aspects of the project should be included in this assessment.

6. An analysis of the effects of the project on the hydrology of associated drainages, and any other riparian or wetland communities within the sphere of influence of the project. The effects of alteration of natural flows within the affected creeks and drainages should be thoroughly examined.

7. Specific mitigation plans to offset project-related effects, including cumulative habitat loss, degradation, and modification resulting from the direct, indirect, and cumulative consequences of the action. If necessary, adverse project-related effects should be mitigated on-site through re-creation or revegetation of affected habitat types. The objective of the mitigation plan should be to offset qualitative and quantitative project-induced loss of fish and wildlife habitat values. Avoidance of the effects through project modification is considered mitigation. In particular, the Service recommends that impacts to the complex of Goleta Slough wetlands and associated uplands be avoided. The DEIR/S should also identify measures to ensure the continued viability and health of the slough.

Mitigation plans should be prepared by persons or firms with specific expertise in the particular communities or habitats that are being affected and with state-of-the-art native plant revegetation techniques. Each plan should include, at a minimum: a) the location of the mitigation site, b) the species, actual number, and size of the plants to be used, c) a schematic layout depicting the arrangement of the plants within the compensation area, d) time of year that planting will occur, e) identification of the irrigation methodology to be employed, f) measures to be taken to control exotic vegetation on site, g) a detailed monitoring program that includes provisions for replanting areas where planted materials have not survived, and h) identification of the agency that will guarantee the successful creation of the mitigation habitat and provide for the protection and perpetual conservation of the restoration site. In this regard, measures should be proposed (and subsequently implemented) to control access to the site, to curtail illegal dumping, to restrict nearby lighting, and to manage for sensitive species in the mitigation area.

8. Identification of construction methods to be employed to prevent soil erosion, along with specific erosion and

sedimentation control plans to be carried out throughout the life of the project.

We look forward to reviewing the DEIS/R. Should you have any questions, please contact Ms. Naomi Mitchell of my staff at 805/644-1766.

Sincerely,

Raymond Brandfield

for Craig Faanes
Field Supervisor

Table I-1
OCCURRENCE OF SPECIAL STATUS PLANT SPECIES IN THE GOLETA SLOUGH ECOSYSTEM
(page 1 of 4)

Scientific Name (synonyms) [1]	*Common Name*	*Growth Habit* [2]	*Status* [3]	*Remarks*
I. STATE OR FEDERALLY LISTED THREATENED OR ENDANGERED SPECIES				
Cordylanthus maritimus ssp. *maritimus*	Salt marsh bird's beak	A	FE/SE/CNPS 1B	Coastal saltmarshes; occurrence at Goleta Slough never confirmed. USFWS (1985) Recovery Plan calls for establishment at Goleta Slough.
II. FEDERAL CANDIDATE OR CNPS LIST 1B SPECIES				
Hemizonia parryi ssp. *australis (H. australis)*	Southern tarplant	A	FC2/CNPS 1B/LC-W	Coastal sandy fields and alkaline flats; many locations in Goleta Slough on saline flats, drainages at estuary margins (Ferren and Rindlaub 1983; Wiskowski 1988; Entrix 1993; Dungan 1995).
Lasthenia glabrata ssp. *coulteri*	Coulter's goldfields	A	FC2/CNPS 1B/LC-W (R)	Saltmarshes, vernal pools, wet alkaline areas; found on saline flats (1) in impounded area west of Tecolotito Creek and (2) southwest of runway intersection.
III. LOCAL CONCERN SPECIES				
Anemopsis californica	Yerba mansa	P	LC-W	Marshes, alkaline meadows; reported from Tecolotito Creek, north of Hollister Avenue in 1986 (Wiskowski 1988), subsequently extirpated by development of business park. Recently reported from Los Carneros wetlands (LSA 1995).
Aster subulatus var. *ligulatus (A. exilis)*	Slim aster	A	(L)	Saline flats; abundant on berm bordering seasonally flooded impoundment north of Mesa Road; also on flats north of Astascadero Creek (Ferren and Rindlaub 1983; Dungan 1995).
Atriplex californica	California saltbush	P	(L)	Upper beaches near salt marshes and dunes, occurs in upper salt marsh northwest of Goleta Beach County Park (Ferren and Rindlaub 1983; Dungan 1995).

Table I-1
OCCURRENCE OF SPECIAL STATUS PLANT SPECIES IN THE GOLETA SLOUGH ECOSYSTEM
(page 2 of 4)

Scientific Name (synonyms) [1]	*Common Name*	*Growth Habit* [2]	*Status* [3]	*Remarks*
Atriplex watsonii	Matscale	P	LC-W (R)	Upper saltmarsh; found on berm slopes on both sides of Tecolotito Creek just west of bike path (Ferren and Rindlaub 1983; Fong et al. 1988; Dungan 1995).
Crassula aquatica	Water pygmy weed	P	LC-W	Vernal pools; reported from both sides of Camino Corto and south of El Colegio Road in Isla Vista (1981), and south of eastern end of airport runway and Fowler Road in 1978; also on More Mesa (Ferren 1982).
Elatine californica	California waterwort	P	LC-W	Collected on dry mud, edge of pool; ca. 0.2 mile southeast of Airport Terminal in 1978 (Wiskowski 1988).
Equisetum telmateia var. *braunii*	Giant horsetail	P	LC (L)	Swampy habitats, estuarine margins in coastal area; found approximately 600 feet south of Hollister Avenue adjacent to Carneros Creek (Ferren and Rindlaub 1983), and on dredge spoil below confluence of Carneros and Tecolotito creeks in 1995 (Dungan 1995).
Hordeum brachyantherum	Meadow barley	P	LC-W (L)	Wet meadows, vernal pools; found alongside runway (Ferren and Rindlaub 1983; Entrix 1993), and in Isla Vista (Wiskowski 1988).
Hordeum depressum	Low barley	A	LC-W (R)	Saline vernal flats; regionally rare but locally abundant in Goleta Slough (Ferren and Rindlaub 1983).
Limonium californicum	Western marsh rosemary	P	LC-W	Upper saltmarsh; occurs above tidal channels in several parts of Goleta Slough (Dungan 1995).
Malacothrix incana	Dunedelion	P	CNPS 4/LC-E	Dunes; reported from Goleta Slough, west of Goleta Beach County Park in 1964 but apparently extirpated (Wiskowski 1988).

Table I-1
OCCURRENCE OF SPECIAL STATUS PLANT SPECIES IN THE GOLETA SLOUGH ECOSYSTEM
(page 3 of 4)

Scientific Name (synonyms) [1]	*Common Name*	*Growth Habit* [2]	*Status* [3]	*Remarks*
Monanthochloe littoralis	Salt cedar	P	LC-W (L,R)	Upper saltmarsh; occurs at estuary margin south of Runway 15/33 and on Gas Company property north of Goleta Beach.
Potamogeton pectinatus	Fennel-leaf pondweed	A	LC (L)	Aquatic habitats in still or moving water; reported from between Carneros Creek and Hollister Avenue (Ferren and Rindlaub 1983).
Salicornia subterminalis (Arthrocnemum subterminale)	Parish's glasswort	P	LC-W	Upper saltmarsh; estuary margins, saline flats through Goleta Slough (Ferren and Rindlaub 1983).
Scirpus americanus	Three-square	P	LC (R)	Saltmarsh; regionally rare, found in tidal portions of Carneros Creek south of Hollister Avenue (Ferren and Rindlaub 1983)..
Scirpus microcarpus	Small-fruited bulrush	P	LC (L)	Freshwater marshes and boggy places along coastal creeks; locally rare, found in lower extent of riverine wetlands along Carneros Creek (Ferren and Rindlaub 1983).
Sparganium eurycarpum	Bur-reed	P	LC (L)	Coastal freshwater marshes and creeks; locally rare, found in channel north of Mesa Road, adjacent to Atascadero Creek at More Mesa (Ferren 1982; Ferren and Rindlaub 1983), and on Goleta Sanitary District property (personal communication, W. Ferren).
Suaeda calceoliformis	Horned seablite	A	LC (R)	Widespread on saline soils; common on berms and saline flats in Goleta Slough (Ferren and Rindlaub 1983; Entrix 1993).
Suaeda esteroa	Estuary seablite	P/S	CNPS 4/LC (R)	Upper intertidal saltmarshes; found in upper marsh between Ward Memorial Boulevard and Tecolotito Creek (Ferren and Rindlaub 1983; Fong et al. 1988). Not found recently in this area and apparently extirpated (Dungan 1995).

Table I-1
OCCURRENCE OF SPECIAL STATUS PLANT SPECIES IN THE GOLETA SLOUGH ECOSYSTEM
(page 4 of 4)

Scientific Name (synonyms) [1]	*Common Name*	*Growth Habit* [2]	*Status* [3]	*Remarks*
Suaeda taxifolia	Woolly seablite	S	CNPS 4	Upper estuary margins and coastal bluffs; common on bluffs at More Meas, south slope of Mescalitan Island, frequent on berms just above tidal limits (Dungan 1995).
Triglochin concinna var. *concinna*	Arrow-grass	P	LC (L, R)	Margins of fresh and saltwater marshes; locally rare, reported from transitional habitat south of Runway 15/33 (Ferren and Rindlaub 1983). Not found in recent searches (Dungan 1995).
Veronica peregrina ssp. *xalapensis*	Purslane speedwell	A	LC-W	Vernal flats; reported from Goleta Slough, west of Goleta Beach County Park (Wiskowski 1988).

Notes:
1. Taxonomy, synonymy from Hickman (1993).
2. A = Annual herb; P = Perennial herb; S = shrub.
3. FE = Federally listed as endangered.
   FC2 = Former Category 2 Candidate for Federal Listing, Removed from Consideration 2/28/96
   SE = State listed as endangered.
   CNPS 1B = Considered endangered by California Native Plant Society.
   CNPS 3 = Plants of uncertain status, possibly endangered.
   CNPS 4 = Plants of limited distribution.
   LC = Local concern, listed by Wiskowski (1988) or recognized by Ferren and Rindlaub (1983).
   LC-W = Wetland.
   LC-E = Endemic.
   LC (L) = Locally rare.
   LC (R) = Regionally rare, may be locally common in Goleta Slough.

Table I-2

OCCURRENCE OF SENSITIVE WILDLIFE IN THE GOLETA SLOUGH ECOSYSTEM

Scientific Name	*Common Name*	STATUS		*Remarks*
		Federal	*State*	
I. STATE- OR FEDERALLY-LISTED OR PROPOSED THREATENED AND ENDANGERED SPECIES				
BIRDS				
Pelecanus occidentalis californicus	California brown pelican	E	E (nesting colony)	A common, year-round visitor to coastal regions in Santa Barbara County. Breeds intermittently on Channel Islands. Unlikely to occur as a breeder within the Goleta Slough ecosystem (Collins 1983), although it is likely they would use the sandy beach at the outlet as a roosting area.
Haliaeetus leucocephalus	Southern bald eagle	E	E	A casual winter visitor in the Santa Barbara region (Lehman 1994). One pair has bred near Lake Cachuma since 1989. Only one record in 1975 of a bald eagle flying over slough. This species expected to occur within slough only as a very rare visitor.
Falco peregrinus anatum	Peregrine falcon	E	E	This species occurs throughout California in small numbers during migration and winter. This species has not been recorded nesting along the southern Santa Barbara coastline in recent years though individuals could be expected to forage within the slough as rare visitors. Last record for this species within the slough was a single bird in May 1992 (Aspen 1993).
Rallus longirostris anatum	Light-footed clapper rail	E	E	This species currently occupies California coastal salt marshes from Carpinteria Salt Marsh (one reported in April 1993, personal communication, Zembal) to San Diego Bay. Historically, this species was found in Goleta Slough though last record was a single individual reported in 1972. Habitat that may be suitable for this species occurs within the slough (personal communication, Zembal).
Laterallus jamaicensis coturniculus	California black rail	FC2	T	Frequents tidal salt marshes along coast that are heavily vegetated with pickleweed. Only five records for this species exist in Santa Barbara County. Unlikely to be found in Goleta Slough.
Sterna albifrons browni	Least tern	E	E	Occurs only as a rare spring transient or post-breeding (July-August) visitor in southern Santa Barbara coastal regions. Believed to have historically bred within the sandy beach at the mouth of the slough (Lehman 1994). Rare, but regularly observed foraging during the spring and summer within the UCSB Lagoon (Lehman 1994).
Charadrius alexandrinus	Snowy plover	T	CSC	May have historically nested in sandy beach at the mouth of Goleta Slough but with the construction of Goleta Beach County Park there is no longer any suitable breeding habitat for this species. This species is expected to use the slough during migration and winter months.
Passerculus sandwichensis beldingi	Belding's savannah sparrow	FC2	E	A year-round resident of salt marshes that are dominated by pickleweed. At least 117 pairs of breeding savannah sparrows were recorded in Goleta Slough in 1994 (Holmgren and Kisner 1994).
Empidonax traillii extrimus	Southwestern willow flycatcher	E	E	Rare breeder requiring willow-riparian vegetation. Recorded in the Goleta Slough ecosystem but only as a rare migrant.
Riparia riparia	Bank swallow		T	A rare spring and fall transient along Santa Barbara coast requiring sand or clay banks near water. Recorded in Goleta Slough but only as a rare migrant.
Grus canadensis	Sandhill crane		T	A casual winter visitor along the coast. Frequents grasslands and agricultural fields. Recorded within Goleta Slough but expected only as a rare vagrant.

Table I-2

OCCURRENCE OF SENSITIVE WILDLIFE IN THE GOLETA SLOUGH ECOSYSTEM

Scientific Name	Common Name	Status		Remarks
		Federal	State	
AMPHIBIANS				
Rana aurora draytonii	Red-legged frog	T	CSC	Found in freshwater streams. Closest records to Goleta Slough ecosystem for this species are in the upper reaches of Ellwood and San Antonio creeks (Santa Barbara County 1994).
FISH				
Oncorhyncus mykiss	Steelhead Trout	PE		Possible transitory use of Goleta Slough and tributary creeks. Rarely documented despite repeated sampling efforts, suggesting the estuary does not support a viable run. Records exist for Atascadero and San Pedro Creek. No spawning or rearing habitat occurs within the Slough Ecosystem; culverts impose barriers to upstream migration.
Eucyclogobius newberryi	Tidewater goby	E	CSC	Restricted to sandy-bottomed brackish coastal lagoons. There are anecdotal records of this species in Goleta Slough, but recent collecting efforts have not confirmed its presence.
II. FEDERAL CANDIDATE AND STATE SPECIAL CONCERN SPECIES				
MAMMALS				
Plecotus townsendii townsendii	Townsend's western big-eared bat	FC2	CSC	Widely ranging throughout California. Roosts in caves, buildings, and mines. No records of this species within Goleta Slough ecosystem though Collins (1983) states that this species is likely to forage over a slough.
Antrozous pallidus	Pallid bat		CSC	Ranges throughout California. Roosts colonially in caves, buildings, and occasionally hollow trees. Has been recorded foraging over slough (Collins 1983).
Taxidea taxus	American badger		CSC	Found in open grasslands where gophers and ground squirrels are abundant. Recorded in Goleta Slough (Collins 1983).
Lepus californicus bennettii	San Diego black-tailed jackrabbit	FC2	CSC	Found in open and semi-open grasslands and coastal sage scrub. Commonly occurs within grassland and disturbed habitat along runways within the Goleta Slough ecosystem (Collins 1983).
BIRDS				
Gavia immer	Common loon		CSC (breeding)	Common along the coast in the winter, occasionally frequents slough channels and protected bays and harbors. Occasionally observed within Goleta Slough channels and along coast at the mouth of the channel.
Pelecanus erythrorhyncos	American white pelican		CSC	A rare transient and winter visitor along the southern Santa Barbara coast. Has been recorded within Goleta Slough but only as a rare vagrant.
Phalacrocorax auritus	Double-crested cormorant		CSC (rookery site)	A common winter visitor to coastline and inland waters. Regularly observed within Goleta Slough channels and off the coast. Breeds within Santa Barbara County exclusively on the Channel Islands.
Botaurus lengtiginosus	American bittern	FC2	CSC	A very uncommon winter visitor along coast within freshwater and saltwater marshes. Has been recorded within Goleta Slough but only as a rare transient.
Plegadis chichi	White-faced ibis	FC2	CSC (rookery site)	Formerly bred in Goleta Slough though last records were in 1930s and 1940s. Now occurs only as a rare transient and occasional spring migrant throughout southern Santa Barbara County.
Dendrocygna bicolor	Fulvous whistling duck	FC2	CSC	This species has been recorded within Goleta Slough (Collins 1983) but only as a rare vagrant.
Histrionicus histrionicus	Harlequin duck	FC2	CSC	This species has been recorded within Goleta Slough (Collins 1983) but only as a rare vagrant.

Table I-2

OCCURRENCE OF SENSITIVE WILDLIFE IN THE GOLETA SLOUGH ECOSYSTEM

Scientific Name	Common Name	Status		Remarks
		Federal	State	
Circus cyaneus	Northern harrier		CSC	An uncommon winter visitor along the south coast, forages in open grassland, scrub, and marshes. Regularly observed foraging within the Goleta Slough ecosystem.
Accipiter striatus	Sharp-shinned hawk		CSC	A common winter visitor that frequents woodlands, the periphery of open areas, and occasionally observed within residential areas around bird feeders. This species has been recorded within Goleta Slough but only as an uncommon vagrant.
Accipiter cooperi	Cooper's hawk		CSC	A fairly common winter visitor and uncommon summer resident and breeder. Frequents open riparian woodland. This species has been recorded within Goleta Slough but only an uncommon vagrant.
Aquila chrysaetos	Golden eagle		CSC	A rare visitor to the south coast found in open country. Recorded over the Goleta Slough but expected only as a rare vagrant.
Falco mexicanus	Prairie falcon		CSC	A rare winter visitor to the south coast found in open grassland, agricultural fields, and river mouths. Recorded over the Goleta Slough but expected only as a rare vagrant.
Pandion haliaetus	Osprey		CSC	Uncommon winter visitor to aquatic habitats. This species has been recorded within Goleta Slough but only as a rare vagrant. Observed in October 1995 at mouth of Slough (Dungan et al. 1995).
Elanus caeruleus	White-tailed kite		CFP*	Uncommon breeder and common visitor during fall and winter to Santa Barbara's south coast. In 1993-94, a nocturnal communal roost with 25 kites was located in a lemon orchard east of Ward Drive. Kites have been recorded to nest in the Los Carneros Wetland and near the UCSB campus bluff (Holmgren and Burnell 1992), and to nest and roost within the oak trees in the northwest portion of More Mesa (Ferren and Smith 1982). Frequently observed foraging over Slough.
Numenius americanus	Long-billed curlew		CSC	Frequents sandy beaches and sloughs but is expected in Goleta Slough only as an uncommon migrant or winter visitor.
Larus californicus	California gull		CSC (nesting colonies)	Common in winter and summer within all aquatic habitats along Santa Barbara coast and is regularly observed within Goleta Slough. No records of breeding within county.
Sterna elegans	Elegant tern	FC2	CSC (nesting colonies)	Common in summer and fall along aquatic habitats along Santa Barbara coast and is regularly observed within Goleta Slough. No records of breeding within the county.
Rynchops niger	Black skimmer		CSC (nesting colonies)	Observed from late spring to winter with increasing numbers within Santa Barbara Harbor and on East Beach in recent years. No records of this species breeding within Santa Barbara county.
Asio flammeus	Short-eared owl		CSC	A rare winter visitor that frequents grassland and coast marshlands. This species has been recorded within Goleta Slough (Lehman 1994) but only as a very rare vagrant. Historically wintered at More Mesa (Ferren and Smith 1982) until the 1980s.
Speotyto cunicularia	Burrowing owl		CSC	A rare winter visitor, though historically was a common resident breeder, found in open grassland and agricultural fields. This species was recorded in the Goleta Slough ecosystem until the late 1980s at More Mesa (Holmgren and Burnell 1992).
Cypseloides niger	Black swift		CSC	Observed only as a rare spring and fall transient in Santa Barbara County. Recorded in Goleta Slough but only as a rare migrant.

Table I-2

OCCURRENCE OF SENSITIVE WILDLIFE IN THE GOLETA SLOUGH ECOSYSTEM

Scientific Name	Common Name	Status		Remarks
		Federal	State	
Pyrocephalus rubinus	Vermilion flycatcher		CSC	A desert species rarely observed in fall and winter along Santa Barbara coast. Recorded in Goleta Slough but only as a very rare vagrant.
Eremophila alpestris actia	Horned lark	FC2	CSC	A common winter visitor found in open, sparse grasslands, including agricultural and disturbed fields. Known to summer within Goleta Slough with 12 individuals recorded in May 1992 (Lehman 1994) and in May 1994 (Holmgren and Kisner 1994).
Progne subis	Purple martin		CSC	Nests in cavities in sycamore trees within riparian woodland. Recorded in Goleta Slough but only as a rare migrant.
Lanius ludovicianus	Loggerhead shrike	FC2	CSC	Rare breeder and fairly common winter visitor along Santa Barbara county's south coast. Frequents grassland and open areas, including disturbed habitat. Loggerhead shrikes are regularly observed within the Slough during the winter. Suitable breeding habitat is present.
Vermivora virginiae	Virginia's warbler		CSC	Found in oak canyons and brushy areas. Recorded in Goleta Slough but only as a rare vagrant.
Dendroica petechia	Yellow warbler		CSC	A common spring and fall transient and fairly common to uncommon as a breeder. Found primarily in riparian woodland. Has been recorded within the slough.
Icteria virens	Yellow-breasted chat		CSC	A rare summer resident along Santa Barbara county's south coast. Breeds in dense willow riparian habitat. Recorded in Goleta Slough but expected only as a rare migrant.
Agelaius tricolor	Tricolored blackbird	FC2	CSC (breeding colony)	A common but very local breeder within Santa Barbara county. Breeds in dense stands of bulrushes and cattails. Historically, bred in Goleta Slough though last records of breeding were in the early 1980s.
REPTILES				
Phynosoma coronatum frontale	California horned lizard		CSC	Found in dry semi-open habitat with sandy soils throughout Santa Barbara County. Collins (1983) describes this subspecies as rare or extirpated locally and there are no records within the Goleta Slough ecosystem.
Clemmys marmorata pallida	Southwestern pond turtle	C2	CSC	Found in permanent and intermittent aquatic habitats primarily in freshwater. Occurs in Atascadero Creek (Ferren and Smith 1982; SBCo Flood Control 1994).
AMPHIBIANS				
Taricha torosa	Coast range newt		CSC	Requires freshwater streams with deep plunge pools. Closest records to Goleta Slough ecosystem for this species are in the upper reaches of Ellwood, San Jose, and San Antonio creeks (Santa Barbara County 1994).
FISH				
Gila orcuttii	Arroyo Chub		CSC	Introduced, likely to occur along Atascadero Creek and elsewhere in brackish streams and pools (Santa Barbara County 1994)
III. LOCAL CONCERN SPECIES				
BIRDS				
Ardea herodias	Great blue heron		* (rookery site)	A common permanent resident widespread throughout Santa Barbara County. Breeds within row of Eucalyptus trees (6 to 9 nests) along the Goleta Slough and mouth channel (Lehman 1994).
Casmerodius albus	Great egret		* (rookery site)	Fairly common winter visitor within aquatic habitats on the south coast. Regularly observed from August to April within Goleta Slough and mouth channel. No documented records of breeding in county.

Table I-2

OCCURRENCE OF SENSITIVE WILDLIFE IN THE GOLETA SLOUGH ECOSYSTEM

Scientific Name	*Common Name*	STATUS		*Remarks*
		Federal	*State*	
Egretta thula	Snowy egret		* (rookery site)	A common winter visitor widespread throughout all aquatic habitats. Regularly observed within Goleta Slough and mouth channel from August to May. Only record of breeding in County was in 1966 and located in Sandyland Cove (Lehman 1994).
Nycticorax nycticorax	Black-crowned night heron		* (rookery site)	A common resident along Santa Barbara coast and is regularly observed within the Goleta Slough and mouth channel. Roosts within eucalyptus trees along Goleta Beach County Park and mouth channel though this species is not known to breed there.
Sterna caspia	Caspian tern		* (nesting colonies)	Common in summer and fall along aquatic habitats along Santa Barbara coast and is regularly observed within Goleta Slough. No records of breeding within the county.
Sterna forsteri	Forster's tern		* (nesting colonies)	Common in summer and fall along aquatic habitats along Santa Barbara coast and is regularly observed within Goleta Slough. No records of breeding within the county.
INSECTS				
Cicindela senilis subsp. *frosti*	Frost's tiger beetle			Inhabits upper salt marsh, saline mudflat communities; reaches northern distributional limit at Goleta Slough (Nagano 1983).
Danaus plexippus	Monarch butterfly		*	Overwinters in eucalyptus woodland in several locations along Santa Barbara south coast. Known aggregation sites within the Goleta Slough ecosystem occur in eucalyptus groves at the west branch of Carneros Creek at Los Carneros Road and Calle Real, and along Atascadero Creek north of the Southern California Gas Company facilities.

Notes:
E = Endangered
T = Threatened
C = Candidate for Federal Listing
FC2 = Former Category 2 Candidate for Federal Listing, Removed from Consideration 2/28/96
CFP = Listed as fully protected by the California Department of Fish and Game
CSC = California Department of Fish and Game Species of Special Concern

* Species with asterisk (*) fall into one or more of the following categories:
- Taxa that are biologically rare, very restricted in distribution, or declining throughout their range.
- Population(s) in California that may be peripherial to the major portion of a taxon's range but that are threatened with extirpation within California.
- Taxa closely associated with a habitat that is declining in California at an alarming rate (e.g., wetlands, riparian, old-growth forests).

Appendix J

Ground Transportation Worksheets and Figures

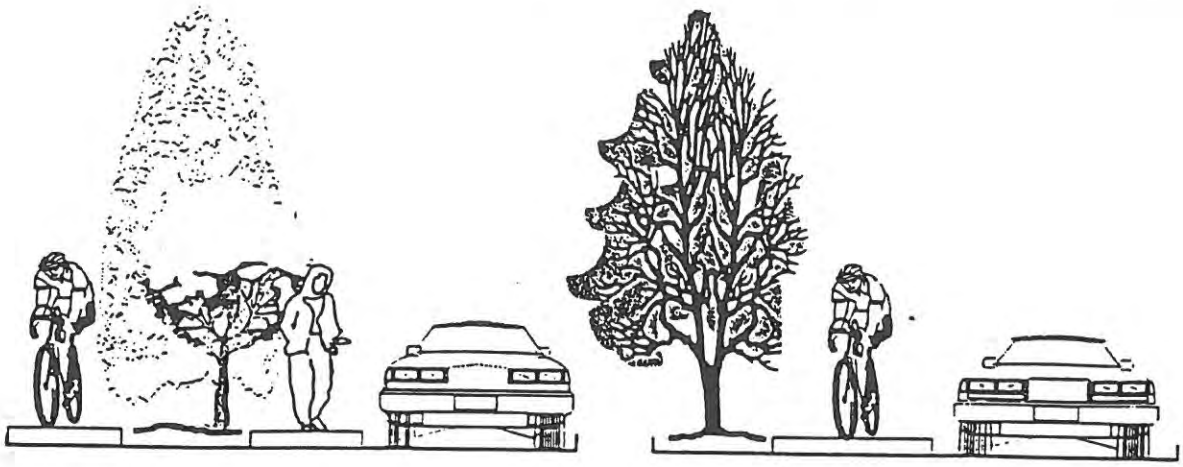
BICYCLE CIRCULATION

Class I bikepaths are completely separate from roadways, are designed for exclusive use by bicyclists, and have limited cross-flow by motor vehicles.

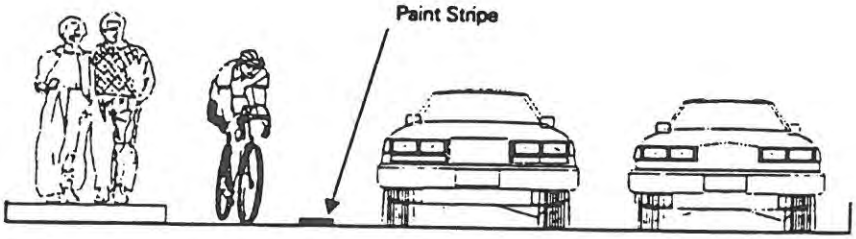
Class II bikepaths provide a right-of-way for bicyclists alongside roadways. These paths are separated by a "bikes only" sign or by a painted stripe between the bike lane and the roadway.

Class III bike routes are similar to Class II but with fewer privileges for the bicyclist. Unlike Class II lanes, the right-of-way is not exclusive to the bicyclist but is shared with pedestrians and motor vehicles.

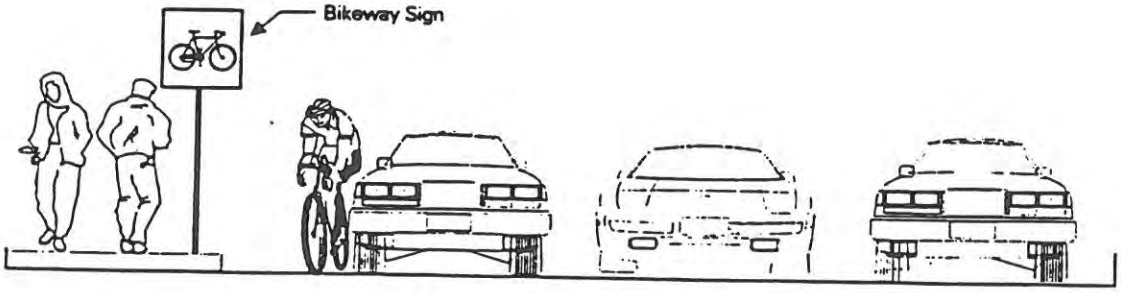
Existing bicycle facilities located adjacent to the Specific Plan area include Class II (separated on-street) facilities on Hollister Avenue between Los Carneros Road and Aero Camino, and Class III facilities on Hollister Avenue between Aero Camino and Fairview Avenue. To facilitate bicycle travel, the Specific Plan includes a bikeway plan (see Figure 2-7), which is consistent with the County's GTIP. The two Class I bikeways identified in the GTIP for this area have been incorporated into the Specific Plan bikeway element. A Class I path may be provided along the south side of Hollister Avenue between Los Carneros Road and Fairview Avenue. However, if not feasible due to right-of-way constraints, a Class II or III facility will be used. A Class I path would also be provided along the Southern Pacific Railroad within the Specific Plan area north of Hollister Avenue. This route would also extend southeasterly within the planning area and connect to the Class I facility planned for the segment of Fairview Avenue south of Hollister Avenue. The bicycle facilities planned within the Specific Plan area would provide for bicycle circulation within the planning area, as well as interface with the system planned off site, resulting in an alternative means of transportation to access and travel within the planning area.



CLASS I BIKEWAY (BIKE PATH)
Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow minimized.



CLASS II BIKEWAY (BIKE LANE)
Provides a striped lane for one-way bike travel on a street or highway.



CLASS III BIKEWAY (BIKE ROUTE)
Provides for shared use with pedestrian or motor traffic.

GENERAL BIKEWAY CLASSIFICATIONS

SANTA BARBARA COUNTY PUBLIC WORKS DEPARTMENT
ROADWAY DESIGN CAPACITIES

TYPE OF ROADWAY	# OF LANES	LOS A		LOS B		LOS C		LOS D		LOS E	
		Low	High	Low	High	Low	High	Low	High	Low	High
Arterial	2 Lanes	8,100	12,000	9,400	14,000	10,800	16,000	12,100	18,000	13,500	20,000
Arterial	4 Lanes	16,100	23,900	18,900	27,900	21,600	31,900	24,300	35,900	27,000	39,900
Major	2 Lanes	6,500	9,600	7,500	11,200	8,600	12,800	9,700	14,400	10,800	16,000
Major	4 Lanes	12,900	19,200	15,100	22,300	17,200	25,500	19,400	28,700	21,600	31,900
Collector	- -	4,600	7,100	5,400	8,200	6,200	9,400	6,900	10,600	7,700	11,800

The roadway capacities listed above are "rule of thumb" figures only. Some factors which affect these capacities are intersections (numbers and configuration), degrees of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, level of truck and bus traffic and level of pedestrian and bicycle traffic.

ASSOCIATED TRANSPORTATION ENGINEERS
100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418

LEVEL OF SERVICE DEFINITIONS

In rating roadway and intersection operating conditions with existing or future traffic volumes, "Levels of Service" (LOS) A through F are used, with LOS A indicating very good operation and LOS F indicating poor operation. More complete level of service definitions are:

LOS	V/C Range	Delay(a)	Definition
A	0.00-0.60	< 5.1	Low volumes; primarily free flow operations. Density is low and vehicles can freely maneuver within traffic stream. Drivers can maintain their desired speeds with little or no delay.
B	0.61-0.70	5.1 - 10.0	Stable flow with potential for some restriction of operating speeds due to traffic conditions. Maneuvering is only slightly restricted. The stopped delays are not bothersome and drivers are not subject to appreciable tension.
C	0.71-0.80	10.0 - 20.0	Stable operations, however the ability to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail but adverse signed coordination or longer queues cause delays.
D	0.81-0.90	20.0 - 30.0	Approaching unstable traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in their ability to maneuver and their selection of travel speeds. Comfort and convenience are low but tolerable.
E	0.91-1.00	30.0 - 45.0	Operations characterized by significant approach delays and average travel speeds of one-half to one-third the free flow speed. Flow is unstable and potential for stoppages of brief duration. High signal density, extensive queuing, or signal progression/timing are the typical causes of delays.
F	> 1.01	> 45.0	Forced flow operations with high approach delays at critical signalized intersections. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion.

(a) Average stop delay at intersections.

The following table lists the CMS ranges[1] used in determining service levels:

Although "level of service" was originally intended as a measure of the type of operation over a distance, it has been recognized that intersections are the primary restrictors of capacity on urban arterials, and that the originally defined values of speed versus distance did not apply to point locations. Since level of service is described in terms of driver satisfactions, it is for intersections now usually related to congestion or delay. Intersection service levels are now commonly calculated by the Critical Movement Analysis technique,[2] which relates the sum of existing or expected conflicting traffic movements to a maximum value in order to determine a volume/capacity ratio and corresponding service level. The method provides an acceptably accurate measure of intersection performance, provided it is remembered that overall route level of service may be affected or controlled by other conditions or phenomenas in addition to intersection performance. The following table contains numerical definitions of Intersection Level of Service ranges:

Intersection Level of Service Ranges

I. Level of Service - by V/C Ratio and Delay Range

Level of Service	V/C Ratio	Delay Range (Sec./Veh.)
A....	0.00 - 0.60	0 - 5.0
B....	0.61 - 0.70	5.1 - 15.0
C....	0.71 - 0.80	15.1 - 25.0
D....	0.81 - 0.90	25.1 - 40.0
E....	0.91 - 1.00	40.1 - 60.0
F....	Variable	60.1 or greater

II. Level of Service - Maximum Sum of Critical Lane Volumes, By Signal Phasing Type

Sum of Critical Lane Volumes, passenger cars per hour

Level of Service	Two Phase	Three Phase	Four or More Phases
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	----------not applicable----------		

1 "Critical Movement Analysis (Draft Report)", JHK and Associates, 1979.

2 "Interim Materials on Highway Capacity", Transportation Research Circular No. 212, Transportation Research Board, Washington, D.C.

DISCUSSION OF UNSIGNALIZED INTERSECTION LEVEL OF SERVICE METHODS OF CALCULATION

The original concept of "Level of Service", as applied to Urban Arterials, was based on examination of two elements[1]:

1. Average Overall Travel Speed
2. Volume To Capacity Ratio:
    a. Most Critical Point
    b. Each Subsection
    c. Entire Section

It has long been recognized that at-grade intersections are the principal elements limiting the flow of traffic on urban streets. The methods to calculate intersection capacity contained in the Highway Capacity Manual apply primarily to signalized intersections, since it was assumed that any intersection with lesser controls would be signalized when traffic volumes so warranted. While extensive work has been done in refining signalized intersection methods of calculation since 1960, it was not until publication in 1980 of "Interim Materials on Highway Capacity", Transportation Research Circular 212, that an analysis tool was presented for unsignalized intersections.

Unfortunately, when ATE began applying this method to existing intersections, it became apparent that under certain conditions, the calculated Level of Service and associated delay did not agree with our visual observations of intersection operation. For example, at the intersection of the North bound U.S. 101 Off-Ramp and Donovan Road in Santa Maria, a 1981 observation was calculated to be at Level of Service E, with very long delay for off-ramp traffic, when observation indicated an average delay per vehicle of 26 seconds. More recently, at the intersection of Love Place and Hollister Avenue in Goleta, the unsignalized Level of Service was calculated at E, whereas a delay study indicated average delay per vehicle was only 10.2 seconds. Since delay seems to be emerging as the principal determinant of intersection Level of Service, it is believed that the values contained in the Critical Movement Analysis (Signalized Intersections) portion of Circular 212, which relate delay to Level of Service, should be utilized for estimating intersection Levels of Service using average stopped time delay at unsignalized intersections. Table 7 of Highway Capacity Manual (HCM) Circular 212 is reproduced here for reference:

Delay and Level of Service

Level of Service	Typical V/C Ratio	Delay Range (a)
LOS A	0.00 - 0.60	0.0 - 5.0
LOS B	0.61 - 0.70	5.1 - 10.0
LOS C	0.71 - 0.80	10.1 - 20.0
LOS D	0.81 - 0.90	20.1 - 30.0
LOS E	0.91 - 1.00	30.1 - 45.0
LOS F	Varies	45.1 or greater

(a) Measured as "stopped delay" in seconds per vehicle. Delay values relate to the mean stopped delay incurred by all vehicles entering the intersection. Note that traffic signal coordination effects are not considered and could drastically alter the delay range for a given V/C ratio. Delay ranges obtained from HCM update October 1994.

Source: W.R. Reilly (NCHRP Project 3-28), based on a syntheses of various data.

---

[1] Highway Capacity Manual, Highway Research Board, Special Report 87, 1965.

CAPACITY COMPARISONS FOR FOUR-WAY STOP INTERSECTIONS

CAPACITIES OF **FOUR-WAY** STOP INTERSECTIONS
WITH BALANCED DEMAND
(50-50 SPLIT OF TRAFFIC BETWEEN INTERSECTION STREETS)

INTERSECTION	*CAPACITY (VPH)
2-Lane by 2-Lane	1,900
2-Lane by 4-Lane	2,800
4-Lane by 4-Lane	3,600

* Total capacity, all legs

CAPACITIES OF A **FOUR-WAY** STOP INTERSECTION
WITH VARYING TRAFFIC DEMAND SPLIT

DEMAND SPLIT	*CAPACITY (VPH)		
	2 x 2	2 x 4	4 x 4
50/50	1,900	2,800	3,600
55/45	1,800	2,660	3,420
60/40	1,700	2,520	3,240
65/35	1,600	2,380	3,060
70/30	1,500	2,240	2,880

* Total capacity, all legs

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, National Research Council, 1985.

SB Airport Aviation Facilities Plan
Trip Generation Worksheet

Scenario	Size	ADT	A.M. In	A.M. Out	A.M. Total	P.M. In	P.M. Out	P.M. Total
Existing Trip Generation								
Passenger Activity	558,188 Passengers	3,613	125	90	215	97	92	189
Short–Term Trip Generation								
Passenger Activity	767,000 Passengers	4,964	172	124	296	133	126	259
T–Hangers	40 Hangers	94	3	2	5	4	4	8
Subtotal		5,058	175	126	301	137	130	267
Net Increase (minus Existing)		**1,445**	**50**	**36**	**86**	**40**	**38**	**78**
Long–Term Trip Generation								
Passenger Activity	936,000 Passengers	6,058	210	151	361	163	154	317
T–Hangers	75 Hangers	177	5	5	10	7	7	14
Subtotal		6,235	215	156	371	170	161	331
Net Increase (minus Existing)		**2,622**	**90**	**66**	**156**	**73**	**69**	**142**

NOTES:
Short–Term passenger activity trip generation = 37.4% increase from existing trip generation (based on 37.4% increase passenger activity increase).
Long–Term passenger activity trip generation = 67.7% increase from existing trip generation (based on 67.7% passenger activity increase).
T–Hanger trip generation based on rates derived from SB Airport T–Hanger traffic study (ATE, 1990) (ADT rate = 2.36, A.M. rate = 0.128, P.M. rate = 0.188).

SB Airport Specific Plan
Phase 1 (Years 0–5) Trip Generation Calculations

Land Use	Size	Multi-Trip Factor	ADT Rate	ADT Trips	A.M. Rate	A.M. Trips	A.M. In %	A.M. Trips	A.M. Out %	A.M. Trips	P.M. Rate	P.M. Trips	P.M. In %	P.M. Trips	P.M. Out %	P.M. Trips
Sub–Area #1 Additions																
Light Industrial	27800	1.00	6.97	194	0.92	25.58	83%	21.23	17%	4.35	0.980	27.24	12%	3.27	88%	23.97
Restaurant (Girsh)	7200	1.00	95.99	691	0.87	6.26	70%	4.38	30%	1.88	4.570	32.90	67%	22.05	33%	10.86
T–Hangers	14	1.00	2.36	33	0.13	1.79	45%	0.81	55%	0.99	0.188	2.63	50%	1.32	50%	1.32
Subtotal	35014			918		33.63		26.42		7.21		62.78		26.63		36.15
Sub–Area #1 Reductions																
Remove Bldg. #302 (LT–IND)	–6240	1.00	6.97	–43	0.92	–5.74	83%	–4.76	17%	–0.98	0.980	–6.12	12%	–0.73	88%	–5.38
Remove Bldg. #303 (LT–IND)	–6240	1.00	6.97	–43	0.92	–5.74	83%	–4.76	17%	–0.98	0.980	–6.12	12%	–0.73	88%	–5.38
Remove Bldg. #304 (LT–IND)	–3960	1.00	6.97	–28	0.92	–3.64	83%	–3.02	17%	–0.62	0.980	–3.88	12%	–0.47	88%	–3.42
Remove Bldg. #311 (LT–IND)	–1160	1.00	6.97	–8	0.92	–1.07	83%	–0.89	17%	–0.18	0.980	–1.14	12%	–0.14	88%	–1.00
Remove Bldg. #351 (LT–IND)	–1224	1.00	6.97	–9	0.92	–1.13	83%	–0.93	17%	–0.19	0.980	–1.20	12%	–0.14	88%	–1.06
Remove Bldg. #352 (LT–IND)	–720	1.00	6.97	–5	0.92	–0.66	83%	–0.55	17%	–0.11	0.980	–0.71	12%	–0.08	88%	–0.62
Remove Bldg. #117 (LT–IND)	–3000	1.00	6.97	–21	0.92	–2.76	83%	–2.29	17%	–0.47	0.980	–2.94	12%	–0.35	88%	–2.59
Remove Bldg. #118 (LT–IND)	–6000	1.00	6.97	–42	0.92	–5.52	83%	–4.58	17%	–0.94	0.980	–5.88	12%	–0.71	88%	–5.17
Remove Bldg. #251 (LT–IND)	–6240	1.00	6.97	–43	0.92	–5.74	83%	–4.76	17%	–0.98	0.980	–6.12	12%	–0.73	88%	–5.38
Remove Bldg. #255/56 (LT–IND)	–10000	1.00	6.97	–70	0.92	–9.20	83%	–7.64	17%	–1.56	0.980	–9.80	12%	–1.18	88%	–8.62
Remove Bldg. #258 (LT–IND)	–3960	1.00	6.97	–28	0.92	–3.64	83%	–3.02	17%	–0.62	0.980	–3.88	12%	–0.47	88%	–3.42
Remove Bldg. #260 (LT–IND)	–3960	1.00	6.97	–28	0.92	–3.64	83%	–3.02	17%	–0.62	0.980	–3.88	12%	–0.47	88%	–3.42
Subtotal	–52704			–368		–48.49		–40.24		–8.24		–51.65		–6.20		–45.45
Total Sub–Area #1	–17704			550		–14.86		–13.83		–1.03		11.13		20.43		–9.30
Sub–Area #2 Additions																
Commercial	50000	0.70	40.67	1423	1.02	35.70	63%	22.49	37%	13.21	3.660	128.10	50%	64.05	50%	64.05
Sub–Area #2 Reductions																
Remove Bldg. #116 (LT–IND)	–6240	1.00	6.97	–43	0.92	–5.74	83%	–4.76	17%	–0.98	0.980	–6.12	12%	–0.73	88%	–5.38
Total Sub–Area #2	43760			1380		29.96		17.73		12.23		121.98		63.32		58.67
Sub–Area #3 Additions																
Light Industrial	45000	1.00	6.97	314	0.92	41.40	83%	34.36	17%	7.04	0.980	44.10	12%	5.29	88%	38.81
Sub–Area #3 Reductions																
Remove Bldg. #239 (LT–IND)	–3900	1.00	6.97	–27	0.92	–3.59	83%	–2.98	17%	–0.61	0.980	–3.82	12%	–0.46	88%	–3.36
Remove Bldg. #240 (LT–IND)	–3900	1.00	6.97	–27	0.92	–3.59	83%	–2.98	17%	–0.61	0.980	–3.82	12%	–0.46	88%	–3.36
Remove Bldg. #241 (LT–IND)	–2697	1.00	6.97	–19	0.92	–2.48	83%	–2.06	17%	–0.42	0.980	–2.64	12%	–0.32	88%	–2.33
Total Sub–Area #3	34503			241		31.74		26.35		5.40		33.81		4.06		29.76
Sub–Area #4 Additions																
Theater(a)	15000	1.00	220.00	1760	0.00	0.00	0%	0.00	0%	0.00	24.000	192.00	94%	180.48	6%	11.52
Commercial	5000	0.70	40.67	142	1.02	3.57	63%	2.25	37%	1.32	3.660	12.81	50%	6.41	50%	6.41
Sub–Area #4 Reductions																
Remove Bldg. #212 – Theaters(a)	–11250	1.00	220.00	–440	0.00	0.00	0%	0.00	0%	0.00	24.000	–48.00	94%	–45.12	6%	–2.88
Total Sub–Area #4	8750			1462		3.57		2.25		1.32		156.81		141.77		15.05
TOTAL PHASE 1	**69309**			**3633**		**50.42**		**32.50**		**17.92**		**323.74**		**229.57**		**94.17**

(a) Trip generation based on 6 new screens (8 proposed and 2 existing).

SB Airport Specific Plan
Phases 2 & 3 (Years 6–15) Trip Generation Calculations

Land Use	Size	Multi–Trip Factor	ADT Rate	ADT Trips	A.M. Rate	A.M. Trips	A.M. In %	A.M. Trips	A.M. Out %	A.M. Trips	P.M. Rate	P.M. Trips	P.M. In %	P.M. Trips	P.M. Out %	P.M. Trips
Sub–Area #1 Additions																
Avaition Facilities (LT–IND)	8000	1.00	6.97	56	0.92	7.36	83%	6.11	17%	1.25	0.980	7.84	12%	0.94	88%	6.90
Commercial	57000	0.70	40.67	1623	1.02	40.70	63%	25.64	37%	15.06	3.660	146.03	50%	73.02	50%	73.02
T–Hangers	21	1.00	2.36	50	0.13	2.69	45%	1.21	55%	1.48	0.188	3.95	50%	1.97	50%	1.97
Subtotal	65000			1679		48.06		31.75		16.31		153.87		73.96		79.92
Sub–Area #1 Reductions																
Remove Bldg. #305 (LT–IND)	–3960	1.00	6.97	–28	0.92	–3.64	83%	–3.02	17%	–0.62	0.980	–3.88	12%	–0.47	88%	–3.42
Remove Bldg. #314 (LT–IND)	–6240	1.00	6.97	–43	0.92	–5.74	83%	–4.76	17%	–0.98	0.980	–6.12	12%	–0.73	88%	–5.38
Remove Bldg. #315 (LT–IND)	–6240	1.00	6.97	–43	0.92	–5.74	83%	–4.76	17%	–0.98	0.980	–6.12	12%	–0.73	88%	–5.38
Remove Bldg. #345 (LT–IND)	–6400	1.00	6.97	–45	0.92	–5.89	83%	–4.89	17%	–1.00	0.980	–6.27	12%	–0.75	88%	–5.52
Remove Bldg. #333 (LT–IND)	–16030	1.00	6.97	–112	0.92	–14.75	83%	–12.24	17%	–2.51	0.980	–15.71	12%	–1.89	88%	–13.82
Remove Bldg. #344 (LT–IND)	–11408	1.00	6.97	–80	0.92	–10.50	83%	–8.71	17%	–1.78	0.980	–11.18	12%	–1.34	88%	–9.84
Subtotal	–50278			–351		–46.26		–38.39		–7.86		–49.27		–5.91		–43.36
Total Sub–Area #1	14722			1328		1.80		–6.64		8.45		104.60		68.05		36.56
Sub–Area #2																
Commercial	52000	0.70	40.67	1480	1.02	37.13	63%	23.39	37%	13.74	3.660	133.22	50%	66.61	50%	66.61
Sub–Area #3 Additions																
Light Industrial	65000	1.00	6.97	453	0.92	59.80	83%	49.63	17%	10.17	0.980	63.70	12%	7.64	88%	56.06
Sub–Area #3 Reductions																
Remove Bldg. #115 (LT–IND)	–6080	1.00	6.97	–42	0.92	–5.59	83%	–4.64	17%	–0.95	0.980	–5.96	12%	–0.72	88%	–5.24
Remove Bldg. #223 (LT–IND)	–6400	1.00	6.97	–45	0.92	–5.89	83%	–4.89	17%	–1.00	0.980	–6.27	12%	–0.75	88%	–5.52
Remove Bldg. #224 (LT–IND)	–6400	1.00	6.97	–45	0.92	–5.89	83%	–4.89	17%	–1.00	0.980	–6.27	12%	–0.75	88%	–5.52
Remove Bldg. #225 (LT–IND)	–6240	1.00	6.97	–43	0.92	–5.74	83%	–4.76	17%	–0.98	0.980	–6.12	12%	–0.73	88%	–5.38
Remove Bldg. #226 (LT–IND)	–8800	1.00	6.97	–61	0.92	–8.10	83%	–6.72	17%	–1.38	0.980	–8.62	12%	–1.03	88%	–7.59
Remove Bldg. #238 (LT–IND)	–6240	1.00	6.97	–43	0.92	–5.74	83%	–4.76	17%	–0.98	0.980	–6.12	12%	–0.73	88%	–5.38
Remove Bldg. #364 (LT–IND)	–720	1.00	6.97	–5	0.92	–0.66	83%	–0.55	17%	–0.11	0.980	–0.71	12%	–0.08	88%	–0.62
Remove Bldg. #365 (LT–IND)	–720	1.00	6.97	–5	0.92	–0.66	83%	–0.55	17%	–0.11	0.980	–0.71	12%	–0.08	88%	–0.62
Subtotal	–41600			–289		–38.27		–31.77		–6.51		–40.77		–4.89		–35.88
Total Sub–Area #3	23400			164		21.53		17.87		3.66		22.93		2.75		20.18
Sub–Area #4 – NONE																
TOTAL PHASES 2 & 3	90122			2972		60.46		34.62		25.84		260.76		137.41		123.35

SB Airport Specific Plan – Economic Development Plan Alternative
Phase 1 (Years 0–5) Trip Generation Calculations

Land Use	Size	Multi–Trip Factor	ADT Rate	ADT Trips	A.M. Rate	A.M. Trips	A.M. In %	A.M. Trips	A.M. Out %	A.M. Trips	P.M. Rate	P.M. Trips	P.M. In %	P.M. Trips	P.M. Out %	P.M. Trips
Sub–Area #1 Additions																
Light Industrial	27800	1.00	6.97	194	0.92	25.58	83%	21.23	17%	4.35	0.980	27.24	12%	3.27	88%	23.97
Restaurant (Girsh)	7200	1.00	95.99	691	0.87	6.26	70%	4.38	30%	1.88	4.570	32.90	67%	22.05	33%	10.86
T–Hangers	14	1.00	2.36	33	0.13	1.79	45%	0.81	55%	0.99	0.188	2.63	50%	1.32	50%	1.32
Subtotal	35014			918		33.63		26.42		7.21		62.78		26.63		36.15
Sub–Area #1 Reductions																
Remove Bldg. #302 (LT–IND)	–6240	1.00	6.97	–43	0.92	–5.74	83%	–4.76	17%	–0.98	0.980	–6.12	12%	–0.73	88%	–5.38
Remove Bldg. #303 (LT–IND)	–6240	1.00	6.97	–43	0.92	–5.74	83%	–4.76	17%	–0.98	0.980	–6.12	12%	–0.73	88%	–5.38
Remove Bldg. #304 (LT–IND)	–3960	1.00	6.97	–28	0.92	–3.64	83%	–3.02	17%	–0.62	0.980	–3.88	12%	–0.47	88%	–3.42
Remove Bldg. #311 (LT–IND)	–1160	1.00	6.97	–8	0.92	–1.07	83%	–0.89	17%	–0.18	0.980	–1.14	12%	–0.14	88%	–1.00
Remove Bldg. #351 (LT–IND)	–1224	1.00	6.97	–9	0.92	–1.13	83%	–0.93	17%	–0.19	0.980	–1.20	12%	–0.14	88%	–1.06
Remove Bldg. #352 (LT–IND)	–720	1.00	6.97	–5	0.92	–0.66	83%	–0.55	17%	–0.11	0.980	–0.71	12%	–0.08	88%	–0.62
Remove Bldg. #117 (LT–IND)	–3000	1.00	6.97	–21	0.92	–2.76	83%	–2.29	17%	–0.47	0.980	–2.94	12%	–0.35	88%	–2.59
Remove Bldg. #118 (LT–IND)	–6000	1.00	6.97	–42	0.92	–5.52	83%	–4.58	17%	–0.94	0.980	–5.88	12%	–0.71	88%	–5.17
Remove Bldg. #251 (LT–IND)	–6240	1.00	6.97	–43	0.92	–5.74	83%	–4.76	17%	–0.98	0.980	–6.12	12%	–0.73	88%	–5.38
Remove Bldg. #255/56 (LT–IND)	–10000	1.00	6.97	–70	0.92	–9.20	83%	–7.64	17%	–1.56	0.980	–9.80	12%	–1.18	88%	–8.62
Remove Bldg. #258 (LT–IND)	–3960	1.00	6.97	–28	0.92	–3.64	83%	–3.02	17%	–0.62	0.980	–3.88	12%	–0.47	88%	–3.42
Remove Bldg. #260 (LT–IND)	–3960	1.00	6.97	–28	0.92	–3.64	83%	–3.02	17%	–0.62	0.980	–3.88	12%	–0.47	88%	–3.42
Subtotal	–52704			–368		–48.49		–40.24		–8.24		–51.65		–6.20		–45.45
Total Sub–Area #1	–17704			550		–14.86		–13.83		–1.03		11.13		20.43		–9.30
Sub–Area #2 Additions																
Commercial	50000	0.70	40.67	1423	1.02	35.70	63%	22.49	37%	13.21	3.660	128.10	50%	64.05	50%	64.05
R&D	80000	1.00	10.56	845	1.40	112.00	83%	92.96	17%	19.04	1.400	112.00	15%	16.80	85%	95.20
Sub–Area #2 Reductions																
Remove Bldg. #116 (LT–IND)	–6240	1.00	6.97	–43	0.92	–5.74	83%	–4.76	17%	–0.98	0.980	–6.12	12%	–0.73	88%	–5.38
Total Sub–Area #2	123760			2225		141.96		110.69		31.27		233.98		80.12		153.87
Sub–Area #3 Additions																
Light Industrial	45000	1.00	6.97	314	0.92	41.40	83%	34.36	17%	7.04	0.980	44.10	12%	5.29	88%	38.81
Sub–Area #3 Reductions																
Remove Bldg. #239 (LT–IND)	–3900	1.00	6.97	–27	0.92	–3.59	83%	–2.98	17%	–0.61	0.980	–3.82	12%	–0.46	88%	–3.36
Remove Bldg. #240 (LT–IND)	–3900	1.00	6.97	–27	0.92	–3.59	83%	–2.98	17%	–0.61	0.980	–3.82	12%	–0.46	88%	–3.36
Remove Bldg. #241 (LT–IND)	–2697	1.00	6.97	–19	0.92	–2.48	83%	–2.06	17%	–0.42	0.980	–2.64	12%	–0.32	88%	–2.33
Total Sub–Area #3	34503			241		31.74		26.35		5.40		33.81		4.06		29.76
Sub–Area #4 Additions																
Theater(a)	15000	1.00	220.00	1760	0.00	0.00	0%	0.00	0%	0.00	24.000	192.00	94%	180.48	6%	11.52
Commercial	5000	0.70	40.67	142	1.02	3.57	63%	2.25	37%	1.32	3.660	12.81	50%	6.41	50%	6.41
Sub–Area #4 Reductions																
Remove Bldg. #212 – Theaters(a)	–11250	1.00	220.00	–440	0.00	0.00	0%	0.00	0%	0.00	24.000	–48.00	94%	–45.12	6%	–2.88
Total Sub–Area #4	8750			1462		3.57		2.25		1.32		156.81		141.77		15.05
TOTAL PHASE 1	**149309**			**4478**		**162.42**		**125.46**		**36.96**		**435.74**		**246.37**		**189.37**

(a) Trip generation based on 6 new screens (8 proposed and 2 existing).

SB Airport Specific Plan – Economic Development Plan Alternative
Phases 2 & 3 (Years 6–15) Trip Generation Calculations

Land Use	Size	Multi–Trip Factor	ADT Rate	ADT Trips	A.M. Rate	A.M. Trips	A.M. In %	A.M. Trips	A.M. Out %	A.M. Trips	P.M. Rate	P.M. Trips	P.M. In %	P.M. Trips	P.M. Out %	P.M. Trips
Sub–Area #1 Additions																
Avaition Facilities (LT–IND)	8000	1.00	6.97	56	0.92	7.36	83%	6.11	17%	1.25	0.980	7.84	12%	0.94	88%	6.90
Commercial	57000	0.70	40.67	1623	1.02	40.70	63%	25.64	37%	15.06	3.660	146.03	50%	73.02	50%	73.02
T–Hangers	21	1.00	2.36	50	0.13	2.69	45%	1.21	55%	1.48	0.188	3.95	50%	1.97	50%	1.97
Subtotal	65000			1679		48.06		31.75		16.31		153.87		73.96		79.92
Sub–Area #1 Reductions																
Remove Bldg. #305 (LT–IND)	–3960	1.00	6.97	–28	0.92	–3.64	83%	–3.02	17%	–0.62	0.980	–3.88	12%	–0.47	88%	–3.42
Remove Bldg. #314 (LT–IND)	–6240	1.00	6.97	–43	0.92	–5.74	83%	–4.76	17%	–0.98	0.980	–6.12	12%	–0.73	88%	–5.38
Remove Bldg. #315 (LT–IND)	–6240	1.00	6.97	–43	0.92	–5.74	83%	–4.76	17%	–0.98	0.980	–6.12	12%	–0.73	88%	–5.38
Remove Bldg. #345 (LT–IND)	–6400	1.00	6.97	–45	0.92	–5.89	83%	–4.89	17%	–1.00	0.980	–6.27	12%	–0.75	88%	–5.52
Remove Bldg. #333 (LT–IND)	–16030	1.00	6.97	–112	0.92	–14.75	83%	–12.24	17%	–2.51	0.980	–15.71	12%	–1.89	88%	–13.82
Remove Bldg. #344 (LT–IND)	–11408	1.00	6.97	–80	0.92	–10.50	83%	–8.71	17%	–1.78	0.980	–11.18	12%	–1.34	88%	–9.84
Subtotal	–50278			–351		–46.26		–38.39		–7.86		–49.27		–5.91		–43.36
Total Sub–Area #1	14722			1328		1.80		–6.64		8.45		104.60		68.05		36.56
Sub–Area #2																
Commercial	52000	0.70	40.67	1480	1.02	37.13	63%	23.39	37%	13.74	3.660	133.22	50%	66.61	50%	66.61
Sub–Area #3 Additions																
Light Industrial	65000	1.00	6.97	453	0.92	59.80	83%	49.63	17%	10.17	0.980	63.70	12%	7.64	88%	56.06
Sub–Area #3 Reductions																
Remove Bldg. #115 (LT–IND)	–6080	1.00	6.97	–42	0.92	–5.59	83%	–4.64	17%	–0.95	0.980	–5.96	12%	–0.72	88%	–5.24
Remove Bldg. #223 (LT–IND)	–6400	1.00	6.97	–45	0.92	–5.89	83%	–4.89	17%	–1.00	0.980	–6.27	12%	–0.75	88%	–5.52
Remove Bldg. #224 (LT–IND)	–6400	1.00	6.97	–45	0.92	–5.89	83%	–4.89	17%	–1.00	0.980	–6.27	12%	–0.75	88%	–5.52
Remove Bldg. #225 (LT–IND)	–6240	1.00	6.97	–43	0.92	–5.74	83%	–4.76	17%	–0.98	0.980	–6.12	12%	–0.73	88%	–5.38
Remove Bldg. #226 (LT–IND)	–8800	1.00	6.97	–61	0.92	–8.10	83%	–6.72	17%	–1.38	0.980	–8.62	12%	–1.03	88%	–7.59
Remove Bldg. #238 (LT–IND)	–6240	1.00	6.97	–43	0.92	–5.74	83%	–4.76	17%	–0.98	0.980	–6.12	12%	–0.73	88%	–5.38
Remove Bldg. #364 (LT–IND)	–720	1.00	6.97	–5	0.92	–0.66	83%	–0.55	17%	–0.11	0.980	–0.71	12%	–0.08	88%	–0.62
Remove Bldg. #365 (LT–IND)	–720	1.00	6.97	–5	0.92	–0.66	83%	–0.55	17%	–0.11	0.980	–0.71	12%	–0.08	88%	–0.62
Subtotal	–41600			–289		–38.27		–31.77		–6.51		–40.77		–4.89		–35.88
Total Sub–Area #3	23400			164		21.53		17.87		3.66		22.93		2.75		20.18
Sub–Area #4 – NONE																
TOTAL PHASES 2 & 3	**90122**			**2972**		**60.46**		**34.62**		**25.84**		**260.76**		**137.41**		**123.35**

Intersection Level of Service Calculation Worksheets

Reference 1 — Los Carneros Road/U.S. 101 Northbound Ramps
Reference 2 — Los Carneros Road/U.S. 101 Southbound Ramps
Reference 3 — Los Carneros Road/Los Carneros Way
Reference 4 — Los Carneros Road/Hollister Avenue
Reference 5 — Fairview Avenue/U.S. 101 Northbound Ramps
Reference 6 — Fairview Avenue/U.S. 101 Southbound Ramps
Reference 7 — Fairview Avenue/Hollister Avenue
Reference 8 — Route 217 Southbound Ramps/Hollister Avenue
Reference 9 — Route 217 Northbound Ramps/Hollister Avenue
Reference 10 — Fowler Road/Airport Entrance

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #1
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT-TERM CONDITIONS
A.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: U.S. 101 NB RAMPS

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	48	213	0	0	735	50	0	0	0	1234	0	47
AVIATION PLAN:	0	1	0	0	1	0	0	0	0	0	0	0
SPECIFIC PLAN:	1	1	0	0	2	0	0	0	0	4	0	0
CONTROL: 3 PHASE SIGNAL												
LANE CONFIGURATIONS:		L	TT		T	TR					L	LTR

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
SHORT TERM BASELINE VOLUMES (SHORT TERM + SP)	49 *	214	0	0	737 **	50 **	0	0	0	1238 **	0	47 **
	NORTH-SOUTH CRITICAL VOLUME:						443	CAPACITY:		1425		
	EAST-WEST CRITICAL VOLUME:						643	V/C RATIO:		0.76		
	TOTAL CRITICAL VOLUME:						1086	LOS 'C'				
TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
SHORT TERM PLUS PROJECT VOLUMES	49 *	215	0	0	738 **	50 **	0	0	0	1238 **	0	47 **
	NORTH-SOUTH CRITICAL VOLUME:						443					
	EAST-WEST CRITICAL VOLUME:						643	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						1086	V/C RATIO:		0.76		
	PROJECT-ADDED TRIPS:						2	LOS 'C'				
	PROJECT-ADDED V/C:						0.000					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	48 *	214	0	0	736 **	50 **	0	0	0	1234 **	0	47 **
	NORTH-SOUTH CRITICAL VOLUME:						441	CAPACITY:		1425		
	EAST-WEST CRITICAL VOLUME:						641	V/C RATIO:		0.76		
	TOTAL CRITICAL VOLUME:						1082	LOS 'C'				
TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
SHORT TERM PLUS PROJECT VOLUMES	49 *	215	0	0	738 **	50 **	0	0	0	1238 **	0	47 **
	NORTH-SOUTH CRITICAL VOLUME:						443					
	EAST-WEST CRITICAL VOLUME:						643	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						1086	V/C RATIO:		0.76		
	PROJECT-ADDED TRIPS:						8	LOS 'C'				
	PROJECT-ADDED V/C:						0.003					

NOTES:

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #1
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT-TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: U.S. 101 NB RAMPS

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	420	1053	0	0	425	143	0	0	0	573	0	58
AVIATION PLAN:	0	1	0	0	1	0	0	0	0	0	0	0
SPECIFIC PLAN:	5	5	0	0	12	0	0	0	0	30	0	0
CONTROL: 3 PHASE SIGNAL												
LANE CONFIGURATIONS:		L	TT		T	TR					L	LTR

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + SP)	425	1058	0	0	437	143	0	0	0	603	0	58
	*				**	**				**		**
	NORTH-SOUTH CRITICAL VOLUME:						716	CAPACITY:		1425		
	EAST-WEST CRITICAL VOLUME:						331	V/C RATIO:		0.73		
	TOTAL CRITICAL VOLUME:						1047	LOS 'C'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM PLUS PROJECT VOLUMES	425	1059	0	0	438	143	0	0	0	603	0	58
	*				**	**				**		**
	NORTH-SOUTH CRITICAL VOLUME:						716					
	EAST-WEST CRITICAL VOLUME:						331	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						1047	V/C RATIO:		0.73		
	PROJECT-ADDED TRIPS:						2	LOS 'C'				
	PROJECT-ADDED V/C:						0.000					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	420	1054	0	0	426	143	0	0	0	573	0	58
	*				**	**				**		**
	NORTH-SOUTH CRITICAL VOLUME:						705	CAPACITY:		1425		
	EAST-WEST CRITICAL VOLUME:						316	V/C RATIO:		0.72		
	TOTAL CRITICAL VOLUME:						1021	LOS 'C'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM PLUS PROJECT VOLUMES	425	1059	0	0	438	143	0	0	0	603	0	58
	*				**	**				**		**
	NORTH-SOUTH CRITICAL VOLUME:						716					
	EAST-WEST CRITICAL VOLUME:						331	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						1047	V/C RATIO:		0.73		
	PROJECT-ADDED TRIPS:						52	LOS 'C'				
	PROJECT-ADDED V/C:						0.018					

NOTES:

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #1
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG-TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: U.S. 101 NB RAMPS

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
LONG-TERM:	346	1101	0	0	267	73	0	0	34	703	0	46
AVIATION PLAN:	1	2	0	0	2	0	0	0	0	0	0	0
SPECIFIC PLAN:	11	11	0	0	18	0	0	0	0	45	0	0
CONTROL: 3 PHASE SIGNAL												
LANE CONFIGURATIONS:		L	TT		T	TR					L	LTR

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
LONG TERM BASELINE VOLUMES (LONG TERM + SP)	357	1112 **	0	0	285	73	0	0	34	748 **	0	46 **
	NORTH-SOUTH CRITICAL VOLUME:						556	CAPACITY:		1425		
	EAST-WEST CRITICAL VOLUME:						397	V/C RATIO:		0.67		
	TOTAL CRITICAL VOLUME:						953	LOS 'B'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
LONG TERM PLUS PROJECT VOLUMES	358	1114 **	0	0	287	73	0	0	34	748 **	0	46 **
	NORTH-SOUTH CRITICAL VOLUME:						557					
	EAST-WEST CRITICAL VOLUME:						397	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						954	V/C RATIO:		0.67		
	PROJECT-ADDED TRIPS:						5	LOS 'B'				
	PROJECT-ADDED V/C:						0.001					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	347	1103 **	0	0	269	73	0	0	34	703 **	0	46 **
	NORTH-SOUTH CRITICAL VOLUME:						552	CAPACITY:		1425		
	EAST-WEST CRITICAL VOLUME:						375	V/C RATIO:		0.65		
	TOTAL CRITICAL VOLUME:						927	LOS 'B'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
LONG TERM PLUS PROJECT VOLUMES	358	1114 **	0	0	287	73	0	0	34	748 **	0	46 **
	NORTH-SOUTH CRITICAL VOLUME:						557					
	EAST-WEST CRITICAL VOLUME:						397	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						954	V/C RATIO:		0.67		
	PROJECT-ADDED TRIPS:						85	LOS 'B'				
	PROJECT-ADDED V/C:						0.019					

NOTES:

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #1
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT–TERM CONDITIONS
A.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: U.S. 101 NB RAMPS

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	48	213	0	0	735	50	0	0	0	1234	0	47
AVIATION PLAN:	0	1	0	0	1	0	0	0	0	0	0	0
ECON. DEV. ALT:	2	2	0	0	6	0	0	0	0	14	0	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: L TT T TR L LTR

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	48	214	0	0	736	50	0	0	0	1234	0	47
	*				**	**				**		**
	NORTH–SOUTH CRITICAL VOLUME:						441	CAPACITY:		1425		
	EAST–WEST CRITICAL VOLUME:						641	V/C RATIO:		0.76		
	TOTAL CRITICAL VOLUME:						1082	LOS 'C'				

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
SHORT TERM PLUS ECONOMIC DEVELOPMENT ALTERNATIVE VOLUMES	50	216	0	0	742	50	0	0	0	1248	0	47
	*				**	**				**		**
	NORTH–SOUTH CRITICAL VOLUME:						446					
	EAST–WEST CRITICAL VOLUME:						648	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						1094	V/C RATIO:		0.77		
	PROJECT–ADDED TRIPS:						24	LOS 'C'				
	PROJECT–ADDED V/C:						0.008					

NOTES:

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #1
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: U.S. 101 NB RAMPS

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	420	1053	0	0	425	143	0	0	0	573	0	58
AVIATION PLAN:	0	1	0	0	1	0	0	0	0	0	0	0
ECON. DEV. ALT:	10	9	0	0	12	0	0	0	0	32	0	0
CONTROL: 3 PHASE SIGNAL												
LANE CONFIGURATIONS:		L	TT		T	TR					L	LTR

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM	420	1054	0	0	426	143	0	0	0	573	0	58
BASELINE	*				**	**				**		**
VOLUMES	NORTH–SOUTH CRITICAL VOLUME:						705	CAPACITY:			1425	
(SHORT TERM + AFP)	EAST–WEST CRITICAL VOLUME:						316	V/C RATIO:			0.72	
	TOTAL CRITICAL VOLUME:						1021	LOS 'C'				

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM	430	1063	0	0	438	143	0	0	0	605	0	58
PLUS	*				**	**				**		**
ECONOMIC	NORTH–SOUTH CRITICAL VOLUME:						721					
DEVELOPMENT	EAST–WEST CRITICAL VOLUME:						332	CAPACITY:			1425	
ALTERNATIVE	TOTAL CRITICAL VOLUME:						1053	V/C RATIO:			0.74	
VOLUMES	PROJECT–ADDED TRIPS:						63	LOS 'C'				
	PROJECT–ADDED V/C:						0.022					

NOTES:

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #1
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG-TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: U.S. 101 NB RAMPS

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
LONG-TERM:	346	1101	0	0	267	73	0	0	34	703	0	46
AVIATION PLAN:	1	2	0	0	2	0	0	0	0	0	0	0
ECON. DEV. ALT:	16	16	0	0	19	0	0	0	0	46	0	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: L TT T TR L LTR

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	347	1103 **	0	0	269	73	0	0	34	703 **	0	46 **
	NORTH-SOUTH CRITICAL VOLUME:						552	CAPACITY:		1425		
	EAST-WEST CRITICAL VOLUME:						375	V/C RATIO:		0.65		
	TOTAL CRITICAL VOLUME:						927	LOS 'B'				
TRAFFIC SCENARIO	**NORTHBOUND L**	**NORTHBOUND T**	**NORTHBOUND R**	**SOUTHBOUND L**	**SOUTHBOUND T**	**SOUTHBOUND R**	**EASTBOUND L**	**EASTBOUND T**	**EASTBOUND R**	**WESTBOUND L**	**WESTBOUND T**	**WESTBOUND R**
LONG TERM PLUS ECONOMIC DEVELOPMENT ALTERNATIVE VOLUMES	363	1119 **	0	0	288	73	0	0	34	749 **	0	46 **
	NORTH-SOUTH CRITICAL VOLUME:						560					
	EAST-WEST CRITICAL VOLUME:						398	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						958	V/C RATIO:		0.67		
	PROJECT-ADDED TRIPS:						97	LOS 'B'				
	PROJECT-ADDED V/C:						0.022					

NOTES:

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #2
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: U.S. 101 SB RAMPS

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	0	1188	1304	49	983	0	89	0	91	0	0	0
AVIATION PLAN:	0	1	0	0	1	0	0	0	0	0	0	0
SPECIFIC PLAN:	0	10	13	0	42	0	0	0	13	0	0	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: T TR — L TT — LT R

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + SP)	0	1198 **	1317 **	49 *	1025	0	89 *	0	104	0	0	0
	NORTH–SOUTH CRITICAL VOLUME:						1307		CAPACITY:		1425	
	EAST–WEST CRITICAL VOLUME:						89		V/C RATIO:		0.98	
	TOTAL CRITICAL VOLUME:						1396		LOS 'E'			
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM PLUS PROJECT VOLUMES	0	1199 **	1317 **	49 *	1026	0	89 *	0	104	0	0	0
	NORTH–SOUTH CRITICAL VOLUME:						1308					
	EAST–WEST CRITICAL VOLUME:						89		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						1397		V/C RATIO:		0.98	
	PROJECT–ADDED TRIPS:						2		LOS 'E'			
	PROJECT–ADDED V/C:						0.001					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	0	1189 **	1304 **	49 *	984	0	89 *	0	91	0	0	0
	NORTH–SOUTH CRITICAL VOLUME:						1298		CAPACITY:		1425	
	EAST–WEST CRITICAL VOLUME:						89		V/C RATIO:		0.97	
	TOTAL CRITICAL VOLUME:						1385		LOS 'E'			
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM PLUS PROJECT VOLUMES	0	1199 **	1317 **	49 *	1026	0	89 *	0	104	0	0	0
	NORTH–SOUTH CRITICAL VOLUME:						1308					
	EAST–WEST CRITICAL VOLUME:						89		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						1397		V/C RATIO:		0.98	
	PROJECT–ADDED TRIPS:						78		LOS 'E'			
	PROJECT–ADDED V/C:						0.008					

NOTES:

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #2
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG-TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: U.S. 101 SB RAMPS

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG-TERM:	0	1348	1294	61	937	0	98	0	10	0	0	0
AVIATION PLAN:	0	3	0	0	2	0	0	0	0	0	0	0
SPECIFIC PLAN:	0	22	26	0	63	0	0	0	19	0	0	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: T TR — L TT — LT R

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM BASELINE VOLUMES (LONG TERM + SP)	0	1370	1320	61	1000	0	98	0	29	0	0	0
		**	**	*			*					
	NORTH-SOUTH CRITICAL VOLUME:						1406	CAPACITY:		1425		
	EAST-WEST CRITICAL VOLUME:						98	V/C RATIO:		1.06		
	TOTAL CRITICAL VOLUME:						1504	LOS 'F'				
TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM PLUS PROJECT VOLUMES	0	1373	1320	61	1002	0	98	0	29	0	0	0
		**	**	*			*					
	NORTH-SOUTH CRITICAL VOLUME:						1408					
	EAST-WEST CRITICAL VOLUME:						98	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						1506	V/C RATIO:		1.06		
	PROJECT-ADDED TRIPS:						5	LOS 'F'				
	PROJECT-ADDED V/C:						0.001					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	0	1351	1294	61	939	0	98	0	10	0	0	0
		**	**	*			*					
	NORTH-SOUTH CRITICAL VOLUME:						1384	CAPACITY:		1425		
	EAST-WEST CRITICAL VOLUME:						98	V/C RATIO:		1.04		
	TOTAL CRITICAL VOLUME:						1482	LOS 'F'				
TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM PLUS PROJECT VOLUMES	0	1373	1320	61	1002	0	98	0	29	0	0	0
		**	**	*			*					
	NORTH-SOUTH CRITICAL VOLUME:						1408					
	EAST-WEST CRITICAL VOLUME:						98	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						1506	V/C RATIO:		1.06		
	PROJECT-ADDED TRIPS:						130	LOS 'F'				
	PROJECT-ADDED V/C:						0.017					

NOTES:

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #2
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: U.S. 101 SB RAMPS

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	0	1188	1304	49	983	0	89	0	91	0	0	0
AVIATION PLAN:	0	1	0	0	1	0	0	0	0	0	0	0
ECON. DEV. ALT:	0	19	23	0	45	0	0	0	13	0	0	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: T TR L TT LT R

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM	0	1189	1304	49	984	0	89	0	91	0	0	0
BASELINE		**	**	*			*					
VOLUMES	NORTH–SOUTH CRITICAL VOLUME:						1296	CAPACITY:		1425		
(SHORT TERM + AFP)	EAST–WEST CRITICAL VOLUME:						89	V/C RATIO:		0.97		
	TOTAL CRITICAL VOLUME:						1385	LOS 'E'				

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM	0	1208	1327	49	1029	0	89	0	104	0	0	0
PLUS		**	**	*			*					
ECONOMIC	NORTH–SOUTH CRITICAL VOLUME:						1317					
DEVELOPMENT	EAST–WEST CRITICAL VOLUME:						89	CAPACITY:		1425		
ALTERNATIVE	TOTAL CRITICAL VOLUME:						1406	V/C RATIO:		0.99		
VOLUMES	PROJECT–ADDED TRIPS:						100	LOS 'E'				
	PROJECT–ADDED V/C:						0.015					

NOTES:

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #2
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: U.S. 101 SB RAMPS

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
LONG–TERM:	0	1348	1294	61	937	0	98	0	10	0	0	0
AVIATION PLAN:	0	3	0	0	2	0	0	0	0	0	0	0
ECON. DEV. ALT:	0	32	35	0	65	0	0	0	20	0	0	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: T TR L TT LT R

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	0	1351	1294	61	939	0	98	0	10	0	0	0
		**	**	*			*					
	NORTH–SOUTH CRITICAL VOLUME:						1384	CAPACITY:		1425		
	EAST–WEST CRITICAL VOLUME:						98	V/C RATIO:		1.04		
	TOTAL CRITICAL VOLUME:						1482	LOS 'F'				

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
LONG TERM PLUS ECONOMIC DEVELOPMENT ALTERNATIVE VOLUMES	0	1383	1329	61	1004	0	98	0	30	0	0	0
		**	**	*			*					
	NORTH–SOUTH CRITICAL VOLUME:						1418					
	EAST–WEST CRITICAL VOLUME:						98	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						1516	V/C RATIO:		1.06		
	PROJECT–ADDED TRIPS:						152	LOS 'F'				
	PROJECT–ADDED V/C:						0.024					

NOTES:

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #2A
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT-TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: U.S. 101 SB RAMPS — MITIGATED WITH ADDITIONAL NB RT LANE

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
EX + APP + PEND:	0	1188	1304	49	983	0	89	0	91	0	0	0
AVIATION PLAN:	0	1	0	0	1	0	0	0	0	0	0	0
SPECIFIC PLAN:	0	10	13	0	42	0	0	0	13	0	0	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: T TR R — L TT — LT R

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
SHORT TERM BASELINE VOLUMES (SHORT TERM + SP)	0	1198	1317	49	1025	0	89	0	104	0	0	0
		***	***	*			*					
	NORTH-SOUTH CRITICAL VOLUME:						887	CAPACITY:		1425		
	EAST-WEST CRITICAL VOLUME:						89	V/C RATIO:		0.68		
	TOTAL CRITICAL VOLUME:						976	LOS 'B'				
TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
SHORT TERM PLUS PROJECT VOLUMES	0	1199	1317	49	1026	0	89	0	104	0	0	0
		***	***	*			*					
	NORTH-SOUTH CRITICAL VOLUME:						888					
	EAST-WEST CRITICAL VOLUME:						89	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						977	V/C RATIO:		0.69		
	PROJECT-ADDED TRIPS:						2	LOS 'B'				
	PROJECT-ADDED V/C:						0.001					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	0	1189	1304	49	984	0	89	0	91	0	0	0
		***	***	*			*					
	NORTH-SOUTH CRITICAL VOLUME:						880	CAPACITY:		1425		
	EAST-WEST CRITICAL VOLUME:						89	V/C RATIO:		0.68		
	TOTAL CRITICAL VOLUME:						969	LOS 'B'				
TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
SHORT TERM PLUS PROJECT VOLUMES	0	1199	1317	49	1026	0	89	0	104	0	0	0
		***	***	*			*					
	NORTH-SOUTH CRITICAL VOLUME:						888					
	EAST-WEST CRITICAL VOLUME:						89	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						977	V/C RATIO:		0.69		
	PROJECT-ADDED TRIPS:						78	LOS 'B'				
	PROJECT-ADDED V/C:						0.006					

NOTES:

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #2A
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG-TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: U.S. 101 SB RAMPS — MITIGATED WITH ADDITIONAL NB RT LANE

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG-TERM:	0	1348	1294	61	937	0	98	0	10	0	0	0
AVIATION PLAN:	0	3	0	0	2	0	0	0	0	0	0	0
SPECIFIC PLAN:	0	22	26	0	63	0	0	0	19	0	0	0
CONTROL: 3 PHASE SIGNAL												
LANE CONFIGURATIONS:	T	TR	R	L	TT		LT	R				

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM BASELINE VOLUMES (LONG TERM + SP)	0	1370 ***	1320 ***	61 *	1000	0	98 *	0	29	0	0	0
	NORTH-SOUTH CRITICAL VOLUME:						958	CAPACITY:		1425		
	EAST-WEST CRITICAL VOLUME:						98	V/C RATIO:		0.74		
	TOTAL CRITICAL VOLUME:						1056	LOS 'C'				
TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM PLUS PROJECT VOLUMES	0	1373 ***	1320 ***	61 *	1002	0	98 *	0	29	0	0	0
	NORTH-SOUTH CRITICAL VOLUME:						959					
	EAST-WEST CRITICAL VOLUME:						98	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						1057	V/C RATIO:		0.74		
	PROJECT-ADDED TRIPS:						5	LOS 'C'				
	PROJECT-ADDED V/C:						0.001					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	0	1351 ***	1294 ***	61 *	939	0	98 *	0	10	0	0	0
	NORTH-SOUTH CRITICAL VOLUME:						942	CAPACITY:		1425		
	EAST-WEST CRITICAL VOLUME:						98	V/C RATIO:		0.73		
	TOTAL CRITICAL VOLUME:						1040	LOS 'C'				
TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM PLUS PROJECT VOLUMES	0	1373 ***	1320 ***	61 *	1002	0	98 *	0	29	0	0	0
	NORTH-SOUTH CRITICAL VOLUME:						959					
	EAST-WEST CRITICAL VOLUME:						98	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						1057	V/C RATIO:		0.74		
	PROJECT-ADDED TRIPS:						130	LOS 'C'				
	PROJECT-ADDED V/C:						0.012					

NOTES:

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #2A
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: U.S. 101 SB RAMPS MITIGATED WITH ADDITIONAL NB RT LANE

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
EX + APP + PEND:	0	1188	1304	49	983	0	89	0	91	0	0	0
AVIATION PLAN:	0	1	0	0	1	0	0	0	0	0	0	0
ECON. DEV. ALT:	0	19	23	0	45	0	0	0	13	0	0	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: T TR R L TT LT R

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	0	1189	1304	49	984	0	89	0	91	0	0	0
		***	***	*			*					
	NORTH–SOUTH CRITICAL VOLUME:						880	CAPACITY:		1425		
	EAST–WEST CRITICAL VOLUME:						89	V/C RATIO:		0.68		
	TOTAL CRITICAL VOLUME:						969	LOS 'B'				

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
SHORT TERM PLUS ECONOMIC DEVELOPMENT ALTERNATIVE VOLUMES	0	1208	1327	49	1029	0	89	0	104	0	0	0
		***	***	*			*					
	NORTH–SOUTH CRITICAL VOLUME:						894					
	EAST–WEST CRITICAL VOLUME:						89	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						983	V/C RATIO:		0.69		
	PROJECT–ADDED TRIPS:						100	LOS 'B'				
	PROJECT–ADDED V/C:						0.010					

NOTES:

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #2A
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: U.S. 101 SB RAMPS MITIGATED WITH ADDITIONAL NB RT LANE

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
LONG–TERM:	0	1348	1294	61	937	0	98	0	10	0	0	0
AVIATION PLAN:	0	3	0	0	2	0	0	0	0	0	0	0
ECON. DEV. ALT:	0	32	35	0	65	0	0	0	20	0	0	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: T TR R L TT LT R

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	0	1351	1294	61	939	0	98	0	10	0	0	0
		***	***	*			*					
	NORTH–SOUTH CRITICAL VOLUME:						942	CAPACITY:		1425		
	EAST–WEST CRITICAL VOLUME:						98	V/C RATIO:		0.73		
	TOTAL CRITICAL VOLUME:						1040	LOS 'C'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
LONG TERM PLUS ECONOMIC DEVELOPMENT ALTERNATIVE VOLUMES	0	1383	1329	61	1004	0	98	0	30	0	0	0
		***	***	*			*					
	NORTH–SOUTH CRITICAL VOLUME:						965					
	EAST–WEST CRITICAL VOLUME:						98	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						1063	V/C RATIO:		0.75		
	PROJECT–ADDED TRIPS:						152	LOS 'C'				
	PROJECT–ADDED V/C:						0.016					

NOTES:

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #3
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT-TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: LOS CARNEROS WAY

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	0	1785	53	181	798	0	0	0	0	15	0	448
AVIATION PLAN:	0	0	0	1	0	0	0	0	0	0	0	1
SPECIFIC PLAN:	0	7	0	42	13	0	0	0	0	0	0	16
LANE CONFIGURATIONS:		T	TR		L	TT					L	R

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + SP)	0	1792	53	223	811	0	0	0	0	15	0	464
		*	*	*	*					*		*
	NORTH-SOUTH CRITICAL VOLUME:						2879		DELAY/VEH:		12.1	
	EAST-WEST CRITICAL VOLUME:						479		LOS 'B'			
	TOTAL CRITICAL VOLUME:						3358					
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM PLUS PROJECT VOLUMES	0	1792	53	224	811	0	0	0	0	15	0	465
		*	*	*	*					*		*
	NORTH-SOUTH CRITICAL VOLUME:						2880					
	EAST-WEST CRITICAL VOLUME:						480		DELAY/VEH:		12.7	
	TOTAL CRITICAL VOLUME:						3360		LOS 'B'			
	PROJECT-ADDED TRIPS:						2					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	0	1785	53	182	798	0	0	0	0	15	0	449
		*	*	*	*					*		*
	NORTH-SOUTH CRITICAL VOLUME:						2818		DELAY/VEH:		12.7	
	EAST-WEST CRITICAL VOLUME:						464		LOS 'B'			
	TOTAL CRITICAL VOLUME:						3282					
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM PLUS PROJECT VOLUMES	0	1792	53	224	811	0	0	0	0	15	0	465
		*	*	*	*					*		*
	NORTH-SOUTH CRITICAL VOLUME:						2880					
	EAST-WEST CRITICAL VOLUME:						480		DELAY/VEH:		12.7	
	TOTAL CRITICAL VOLUME:						3360		LOS 'B'			
	PROJECT-ADDED TRIPS:						78					

NOTES:

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #3
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: LOS CARNEROS WAY

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	0	1785	53	181	798	0	0	0	0	15	0	448
AVIATION PLAN:	0	0	0	1	0	0	0	0	0	0	0	1
ECON. DEV. ALT:	0	7	0	45	13	0	0	0	0	0	0	36
LANE CONFIGURATIONS:		T	TR		L	TT					L	R

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	0	1785	53	182	798	0	0	0	0	15	0	449
		*	*	*	*					*		*
	NORTH–SOUTH CRITICAL VOLUME:						2818	DELAY/VEH:		12.7		
	EAST–WEST CRITICAL VOLUME:						464	LOS 'B'				
	TOTAL CRITICAL VOLUME:						3282					
TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
SHORT TERM PLUS ECONOMIC DEVELOPMENT ALTERNATIVE VOLUMES	0	1792	53	227	811	0	0	0	0	15	0	485
		*	*	*	*					*		*
	NORTH–SOUTH CRITICAL VOLUME:						2883					
	EAST–WEST CRITICAL VOLUME:						500	DELAY/VEH:		13.1		
	TOTAL CRITICAL VOLUME:						3383	LOS 'B'				
	PROJECT–ADDED TRIPS:						101					

NOTES:

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #4
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: HOLLISTER AVENUE

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	397	633	228	108	479	418	277	533	120	283	716	163
AVIATION PLAN:	0	0	0	0	0	0	0	3	0	0	3	0
SPECIFIC PLAN:	1	7	10	6	7	0	0	23	0	10	8	0
CONTROL: 4 PHASE SIGNAL												
LANE CONFIGURATIONS:	L	TT	R	L	TT	R	LL	T	TR	L	TT	R

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + SP)	398	640	238	114	486	418	305	556	120	293	724	163
	*				**		**				**	
	NORTH–SOUTH CRITICAL VOLUME:						641		CAPACITY:		1375	
	EAST–WEST CRITICAL VOLUME:						514		V/C RATIO:		0.84	
	TOTAL CRITICAL VOLUME:						1155		LOS 'D'			
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R	WESTBOUND L	T	R
SHORT TERM PLUS PROJECT VOLUMES	398	640	238	114	486	418	305	559	120	293	727	163
	*				**		**				**	
	NORTH–SOUTH CRITICAL VOLUME:						641					
	EAST–WEST CRITICAL VOLUME:						516		CAPACITY:		1375	
	TOTAL CRITICAL VOLUME:						1157		V/C RATIO:		0.84	
	PROJECT–ADDED TRIPS:						6		LOS 'D'			
	PROJECT–ADDED V/C:						0.001					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	397	633	228	108	479	418	305	536	120	283	719	163
	*				**		**				**	
	NORTH–SOUTH CRITICAL VOLUME:						637		CAPACITY:		1375	
	EAST–WEST CRITICAL VOLUME:						512		V/C RATIO:		0.84	
	TOTAL CRITICAL VOLUME:						1149		LOS 'D'			
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R	WESTBOUND L	T	R
SHORT TERM PLUS PROJECT VOLUMES	398	640	238	114	486	418	305	559	120	293	727	163
	*				**		**				**	
	NORTH–SOUTH CRITICAL VOLUME:						641					
	EAST–WEST CRITICAL VOLUME:						516		CAPACITY:		1375	
	TOTAL CRITICAL VOLUME:						1157		V/C RATIO:		0.84	
	PROJECT–ADDED TRIPS:						72		LOS 'D'			
	PROJECT–ADDED V/C:						0.006					

NOTES:
(a) Not critical due to R.T.O.R.
(b) 10% dual left turn penalty added.

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG-TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: HOLLISTER AVENUE

REF. #4

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG-TERM:	189	573	90	82	568	196	647	622	96	528	1131	52
AVIATION PLAN:	0	0	1	0	0	0	0	4	0	1	4	0
SPECIFIC PLAN:	1	7	17	6	7	0	0	37	0	16	21	0
CONTROL: 4 PHASE SIGNAL												
LANE CONFIGURATIONS:	L	TT	R	L	TT	R	LL	T	TR	L	TT	R

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R(a)	EASTBOUND L(b)	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM BASELINE VOLUMES (LONG TERM + SP)	190 *	580	107	88	575 **	196	712 **	659	96	544	1152 **	52
	NORTH-SOUTH CRITICAL VOLUME:						478	CAPACITY:			1375	
	EAST-WEST CRITICAL VOLUME:						932	V/C RATIO:			1.03	
	TOTAL CRITICAL VOLUME:						1410	LOS 'F'				
TRAFFIC SCENARIO	**NORTHBOUND L**	**NORTHBOUND T**	**NORTHBOUND R**	**SOUTHBOUND L**	**SOUTHBOUND T**	**SOUTHBOUND R(a)**	**EASTBOUND L(b)**	**EASTBOUND T**	**EASTBOUND R**	**WESTBOUND L**	**WESTBOUND T**	**WESTBOUND R**
LONG TERM PLUS PROJECT VOLUMES	190 *	580	108	88	575 **	196	712 **	663	96	545	1156 **	52
	NORTH-SOUTH CRITICAL VOLUME:						478					
	EAST-WEST CRITICAL VOLUME:						934	CAPACITY:			1375	
	TOTAL CRITICAL VOLUME:						1412	V/C RATIO:			1.03	
	PROJECT-ADDED TRIPS:						10	LOS 'F'				
	PROJECT-ADDED V/C:						0.001					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R(a)	EASTBOUND L(b)	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	189 *	573	91	82	568 **	196	712 **	626	96	529	1135 **	52
	NORTH-SOUTH CRITICAL VOLUME:						473	CAPACITY:			1375	
	EAST-WEST CRITICAL VOLUME:						924	V/C RATIO:			1.02	
	TOTAL CRITICAL VOLUME:						1397	LOS 'F'				
TRAFFIC SCENARIO	**NORTHBOUND L**	**NORTHBOUND T**	**NORTHBOUND R**	**SOUTHBOUND L**	**SOUTHBOUND T**	**SOUTHBOUND R(a)**	**EASTBOUND L(b)**	**EASTBOUND T**	**EASTBOUND R**	**WESTBOUND L**	**WESTBOUND T**	**WESTBOUND R**
LONG TERM PLUS PROJECT VOLUMES	190 *	580	108	88	575 **	196	712 **	663	96	545	1156 **	52
	NORTH-SOUTH CRITICAL VOLUME:						478					
	EAST-WEST CRITICAL VOLUME:						934	CAPACITY:			1375	
	TOTAL CRITICAL VOLUME:						1412	V/C RATIO:			1.03	
	PROJECT-ADDED TRIPS:						112	LOS 'F'				
	PROJECT-ADDED V/C:						0.011					

NOTES:
(a) Not critical due to R.T.O.R.
(b) 10% dual left turn penalty added.

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #4
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: HOLLISTER AVENUE

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
EX + APP + PEND:	397	633	228	108	479	418	277	533	120	283	716	163
AVIATION PLAN:	0	0	0	0	0	0	0	3	0	0	3	0
ECON. DEV. ALT:	1	7	11	7	7	0	0	25	0	14	18	0

CONTROL: 4 PHASE SIGNAL

LANE CONFIGURATIONS:	L TT R	L TT R	LL T TR	L TT R

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R(a)	EASTBOUND L(b)	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	397	633	228	108	479	418	305	536	120	283	719	163
	*				**		**				**	
	NORTH–SOUTH CRITICAL VOLUME:						637		CAPACITY:		1375	
	EAST–WEST CRITICAL VOLUME:						512		V/C RATIO:		0.84	
	TOTAL CRITICAL VOLUME:						1149		LOS 'D'			
TRAFFIC SCENARIO	**NORTHBOUND L**	**NORTHBOUND T**	**NORTHBOUND R**	**SOUTHBOUND L**	**SOUTHBOUND T**	**SOUTHBOUND R(a)**	**EASTBOUND L(b)**	**EASTBOUND T**	**EASTBOUND R**	**WESTBOUND L**	**WESTBOUND T**	**WESTBOUND R**
SHORT TERM PLUS ECONOMIC DEVELOPMENT ALTERNATIVE VOLUMES	398	640	239	115	486	418	305	561	120	297	737	163
	*				**		**				**	
	NORTH–SOUTH CRITICAL VOLUME:						641					
	EAST–WEST CRITICAL VOLUME:						521		CAPACITY:		1375	
	TOTAL CRITICAL VOLUME:						1162		V/C RATIO:		0.85	
	PROJECT–ADDED TRIPS:						90		LOS 'D'			
	PROJECT–ADDED V/C:						0.009					

NOTES:
(a) Not critical due to R.T.O.R.
(b) 10% dual left turn penalty added.

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #4
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: HOLLISTER AVENUE

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
LONG–TERM:	189	573	90	82	568	196	647	622	96	528	1131	52
AVIATION PLAN:	0	0	1	0	0	0	0	4	0	1	4	0
ECON. DEV. ALT:	1	7	18	7	7	0	0	38	0	21	30	0
CONTROL: 4 PHASE SIGNAL												
LANE CONFIGURATIONS:	L	TT	R	L	TT	R	LL	T	TR	L	TT	R

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R	WESTBOUND L	T	R
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	189	573	91	82	568	196	712	626	96	529	1135	52
	*				**		**				**	
	NORTH–SOUTH CRITICAL VOLUME:						473		CAPACITY:		1375	
	EAST–WEST CRITICAL VOLUME:						924		V/C RATIO:		1.02	
	TOTAL CRITICAL VOLUME:						1397		LOS 'F'			
TRAFFIC SCENARIO	**NORTHBOUND L**	**T**	**R**	**SOUTHBOUND L**	**T**	**R(a)**	**EASTBOUND L(b)**	**T**	**R**	**WESTBOUND L**	**T**	**R**
LONG TERM PLUS ECONOMIC DEVELOPMENT ALTERNATIVE VOLUMES	190	580	109	89	575	196	712	664	96	550	1165	52
	*				**		**				**	
	NORTH–SOUTH CRITICAL VOLUME:						478					
	EAST–WEST CRITICAL VOLUME:						939		CAPACITY:		1375	
	TOTAL CRITICAL VOLUME:						1417		V/C RATIO:		1.03	
	PROJECT–ADDED TRIPS:						129		LOS 'F'			
	PROJECT–ADDED V/C:						0.015					

NOTES:
(a) Not critical due to R.T.O.R.
(b) 10% dual left turn penalty added.

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS REF. #4A
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT-TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: HOLLISTER AVENUE MITIGATED WITH NB, SB & WB LT LANES

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	397	633	228	108	479	418	277	533	120	283	716	163
AVIATION PLAN:	0	0	0	0	0	0	0	3	0	0	3	0
SPECIFIC PLAN:	1	7	10	6	7	0	0	23	0	10	8	0
CONTROL: 4 PHASE SIGNAL												
LANE CONFIGURATIONS:	LL	TT	R	LL	TT	R	LL	T	TR	LL	TT	R

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L(a)	T	R	L(a)	T	R(b)	L(a)	T	R	L(a)	T	R
SHORT TERM	438	640	238	125	486	418	305	556	120	322	724	163
BASELINE	**				**		**				**	
VOLUMES	NORTH-SOUTH CRITICAL VOLUME:						462		CAPACITY:		1375	
(SHORT TERM + SP)	EAST-WEST CRITICAL VOLUME:						514		V/C RATIO:		0.71	
	TOTAL CRITICAL VOLUME:						976		LOS 'C'			
TRAFFIC	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L(a)	T	R	L(a)	T	R(b)	L(a)	T	R	L(a)	T	R
	438	640	238	125	486	418	305	559	120	322	727	163
	**				**		**				**	
	NORTH-SOUTH CRITICAL VOLUME:						462					
SHORT TERM	EAST-WEST CRITICAL VOLUME:						516		CAPACITY:		1375	
PLUS PROJECT	TOTAL CRITICAL VOLUME:						978		V/C RATIO:		0.71	
VOLUMES	PROJECT-ADDED TRIPS:						6		LOS 'C'			
	PROJECT-ADDED V/C:						0.001					

SPECIFIC PLAN IMPACTS

TRAFFIC	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L(a)	T	R	L(a)	T	R(b)	L(a)	T	R	L(a)	T	R
SHORT TERM	437	633	228	119	479	418	305	536	120	311	719	163
BASELINE	**				**		**				**	
VOLUMES	NORTH-SOUTH CRITICAL VOLUME:						458		CAPACITY:		1375	
(SHORT TERM + AFP)	EAST-WEST CRITICAL VOLUME:						512		V/C RATIO:		0.71	
	TOTAL CRITICAL VOLUME:						970		LOS 'C'			
TRAFFIC	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L(a)	T	R	L(a)	T	R(b)	L(a)	T	R	L(a)	T	R
	438	640	238	125	486	418	305	559	120	322	727	163
	**				**		**				**	
	NORTH-SOUTH CRITICAL VOLUME:						462					
SHORT TERM	EAST-WEST CRITICAL VOLUME:						516		CAPACITY:		1375	
PLUS PROJECT	TOTAL CRITICAL VOLUME:						978		V/C RATIO:		0.71	
VOLUMES	PROJECT-ADDED TRIPS:						72		LOS 'C'			
	PROJECT-ADDED V/C:						0.006					

NOTES:
(a) 10% dual left turn penalty added.
(b) Not critical due to R.T.O.R.

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #4A
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG-TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: HOLLISTER AVENUE — MITIGATED WITH NB, SB AND WB LT LANES

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG-TERM:	189	573	90	82	568	196	647	622	96	528	1131	52
AVIATION PLAN:	0	0	1	0	0	0	0	4	0	1	4	0
SPECIFIC PLAN:	1	7	17	6	7	0	0	37	0	16	21	0
CONTROL: 4 PHASE SIGNAL												
LANE CONFIGURATIONS:	LL	TT	R	LL	TT	R	LL	T	TR	LL	TT	R

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L(a)	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L(a)	SOUTHBOUND T	SOUTHBOUND R(b)	EASTBOUND L(a)	EASTBOUND T	EASTBOUND R	WESTBOUND L(a)	WESTBOUND T	WESTBOUND R
LONG TERM BASELINE VOLUMES (LONG TERM + SP)	209 **	580	107	97	575 **	196	712 **	659	96	598	1152 **	52
	NORTH-SOUTH CRITICAL VOLUME:						393	CAPACITY:			1375	
	EAST-WEST CRITICAL VOLUME:						932	V/C RATIO:			0.96	
	TOTAL CRITICAL VOLUME:						1325	LOS 'E'				
TRAFFIC SCENARIO	NORTHBOUND L(a)	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L(a)	SOUTHBOUND T	SOUTHBOUND R(b)	EASTBOUND L(a)	EASTBOUND T	EASTBOUND R	WESTBOUND L(a)	WESTBOUND T	WESTBOUND R
LONG TERM PLUS PROJECT VOLUMES	209 **	580	108	97	575 **	196	712 **	663	96	600	1156 **	52
	NORTH-SOUTH CRITICAL VOLUME:						393					
	EAST-WEST CRITICAL VOLUME:						934	CAPACITY:			1375	
	TOTAL CRITICAL VOLUME:						1327	V/C RATIO:			0.97	
	PROJECT-ADDED TRIPS:						10	LOS 'E'				
	PROJECT-ADDED V/C:						0.001					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L(a)	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L(a)	SOUTHBOUND T	SOUTHBOUND R(b)	EASTBOUND L(a)	EASTBOUND T	EASTBOUND R	WESTBOUND L(a)	WESTBOUND T	WESTBOUND R
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	208 **	573	91	90	568 **	196	712 **	626	96	582	1135 **	52
	NORTH-SOUTH CRITICAL VOLUME:						388	CAPACITY:			1375	
	EAST-WEST CRITICAL VOLUME:						924	V/C RATIO:			0.95	
	TOTAL CRITICAL VOLUME:						1312	LOS 'E'				
TRAFFIC SCENARIO	NORTHBOUND L(a)	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L(a)	SOUTHBOUND T	SOUTHBOUND R(b)	EASTBOUND L(a)	EASTBOUND T	EASTBOUND R	WESTBOUND L(a)	WESTBOUND T	WESTBOUND R
LONG TERM PLUS PROJECT VOLUMES	190 **	580	108	88	575 **	196	712 **	663	96	545	1156 **	52
	NORTH-SOUTH CRITICAL VOLUME:						383					
	EAST-WEST CRITICAL VOLUME:						934	CAPACITY:			1375	
	TOTAL CRITICAL VOLUME:						1317	V/C RATIO:			0.96	
	PROJECT-ADDED TRIPS:						112	LOS 'E'				
	PROJECT-ADDED V/C:						0.004					

NOTES:
(a) 10% dual left turn penalty added.
(b) Not critical due to R.T.O.R.

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #4A
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: HOLLISTER AVENUE MITIGATED WITH NB, SB & WB LT LANES

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
EX + APP + PEND:	397	633	228	108	479	418	277	533	120	283	716	163
AVIATION PLAN:	0	0	0	0	0	0	0	3	0	0	3	0
ECON. DEV. ALT:	1	7	11	7	7	0	0	25	0	14	18	0
CONTROL: 4 PHASE SIGNAL												
LANE CONFIGURATIONS:	LL	TT	R	LL	TT	R	LL	T	TR	LL	TT	R

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L(a)	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L(a)	SOUTHBOUND T	SOUTHBOUND R(b)	EASTBOUND L(a)	EASTBOUND T	EASTBOUND R	WESTBOUND L(a)	WESTBOUND T	WESTBOUND R
SHORT TERM	437	633	228	119	479	418	305	536	120	311	719	163
BASELINE	**				**		**				**	
VOLUMES	NORTH–SOUTH CRITICAL VOLUME:						458		CAPACITY:		1375	
(SHORT TERM + AFP)	EAST–WEST CRITICAL VOLUME:						512		V/C RATIO:		0.71	
	TOTAL CRITICAL VOLUME:						970		LOS 'C'			
TRAFFIC SCENARIO	NORTHBOUND L(a)	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L(a)	SOUTHBOUND T	SOUTHBOUND R(b)	EASTBOUND L(a)	EASTBOUND T	EASTBOUND R	WESTBOUND L(a)	WESTBOUND T	WESTBOUND R
SHORT TERM	438	640	239	127	486	418	305	561	120	327	737	163
PLUS	**				**		**				**	
ECONOMIC	NORTH–SOUTH CRITICAL VOLUME:						462					
DEVELOPMENT	EAST–WEST CRITICAL VOLUME:						521		CAPACITY:		1375	
ALTERNATIVE	TOTAL CRITICAL VOLUME:						983		V/C RATIO:		0.71	
VOLUMES	PROJECT–ADDED TRIPS:						90		LOS 'C'			
	PROJECT–ADDED V/C:						0.009					

NOTES:
(a) 10% dual left turn penalty added.
(b) Not critical due to R.T.O.R.

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #4A
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: LOS CARNEROS ROAD
E/W STREET: HOLLISTER AVENUE MITIGATED WITH NB, SB AND WB LT LANES

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
LONG–TERM:	189	573	90	82	568	196	647	622	96	528	1131	52
AVIATION PLAN:	0	0	1	0	0	0	0	4	0	1	4	0
ECON. DEV. ALT:	1	7	18	7	7	0	0	38	0	21	30	0
CONTROL: 4 PHASE SIGNAL												
LANE CONFIGURATIONS:	LL	TT	R	LL	TT	R	LL	T	TR	LL	TT	R

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L(a)	T	R	SOUTHBOUND L(a)	T	R(b)	EASTBOUND L(a)	T	R	WESTBOUND L(a)	T	R
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	208	573	91	90	568	196	712	626	96	582	1135	52
	**				**		**				**	
	NORTH–SOUTH CRITICAL VOLUME:						388	CAPACITY:			1375	
	EAST–WEST CRITICAL VOLUME:						924	V/C RATIO:			0.95	
	TOTAL CRITICAL VOLUME:						1312	LOS 'E'				
TRAFFIC SCENARIO	NORTHBOUND L(a)	T	R	SOUTHBOUND L(a)	T	R(b)	EASTBOUND L(a)	T	R	WESTBOUND L(a)	T	R
LONG TERM PLUS ECONOMIC DEVELOPMENT ALTERNATIVE VOLUMES	190	580	109	89	575	196	712	664	96	550	1165	52
	**				**		**				**	
	NORTH–SOUTH CRITICAL VOLUME:						383					
	EAST–WEST CRITICAL VOLUME:						939	CAPACITY:			1375	
	TOTAL CRITICAL VOLUME:						1322	V/C RATIO:			0.96	
	PROJECT–ADDED TRIPS:						129	LOS 'E'				
	PROJECT–ADDED V/C:						0.007					

NOTES:
(a) 10% dual left turn penalty added.
(b) Not critical due to R.T.O.R.

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #5
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT–TERM CONDITIONS
A.M. PEAK HOUR
N/S STREET: FAIRVIEW AVENUE
E/W STREET: U.S. 101 NB RAMPS

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	0	0	0	0	89	982	431	0	98	0	640	380
AVIATION PLAN:	0	0	0	0	0	2	2	0	2	0	5	0
SPECIFIC PLAN:	0	0	0	0	0	1	1	0	1	0	9	0
CONTROL: 3 PHASE SIGNAL												
LANE CONFIGURATIONS:					T	RR		LL	R		T	R

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R(a)	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + SP)	0	0	0	0	89 *	983	475 **	0	99	0	649 *	380
	NORTH–SOUTH CRITICAL VOLUME:						89	CAPACITY:			1425	
	EAST–WEST CRITICAL VOLUME:						887	V/C RATIO:			0.68	
	TOTAL CRITICAL VOLUME:						976	LOS 'B'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R(a)	WESTBOUND L	T	R
SHORT TERM PLUS PROJECT VOLUMES	0	0	0	0	89 *	985	477 **	0	101	0	654 *	380
	NORTH–SOUTH CRITICAL VOLUME:						89					
	EAST–WEST CRITICAL VOLUME:						893	CAPACITY:			1425	
	TOTAL CRITICAL VOLUME:						982	V/C RATIO:			0.69	
	PROJECT–ADDED TRIPS:						11	LOS 'B'				
	PROJECT–ADDED V/C:						0.004					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R(a)	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	0	0	0	0	89 *	984	476 **	0	100	0	645 *	380
	NORTH–SOUTH CRITICAL VOLUME:						89	CAPACITY:			1425	
	EAST–WEST CRITICAL VOLUME:						883	V/C RATIO:			0.68	
	TOTAL CRITICAL VOLUME:						972	LOS 'B'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R(a)	WESTBOUND L	T	R
SHORT TERM PLUS PROJECT VOLUMES	0	0	0	0	89 *	985	477 **	0	101	0	654 *	380
	NORTH–SOUTH CRITICAL VOLUME:						89					
	EAST–WEST CRITICAL VOLUME:						893	CAPACITY:			1425	
	TOTAL CRITICAL VOLUME:						982	V/C RATIO:			0.69	
	PROJECT–ADDED TRIPS:						12	LOS 'B'				
	PROJECT–ADDED V/C:						0.007					

NOTES:
(a) Free right turn movement.
(b) 10% dual left turn penalty added.

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #5
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: FAIRVIEW AVENUE
E/W STREET: U.S. 101 NB RAMPS

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	0	0	0	0	183	829	818	0	253	0	276	544
AVIATION PLAN:	0	0	0	0	0	2	2	0	2	0	4	0
SPECIFIC PLAN:	0	0	0	0	1	10	5	0	4	0	63	0
CONTROL: 3 PHASE SIGNAL												
LANE CONFIGURATIONS:					T	RR		LL	R		T	R

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R(a)	WESTBOUND L	T	R(c)
SHORT TERM BASELINE VOLUMES (SHORT TERM + SP)	0	0	0	0	184 *	839	905 **	0	257	0	339	360 *
	NORTH–SOUTH CRITICAL VOLUME:						184	CAPACITY:			1425	
	EAST–WEST CRITICAL VOLUME:						813	V/C RATIO:			0.70	
	TOTAL CRITICAL VOLUME:						997	LOS 'B'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R(a)	WESTBOUND L	T	R(c)
SHORT TERM PLUS PROJECT VOLUMES	0	0	0	0	184 *	841	908 **	0	259	0	343	360 *
	NORTH–SOUTH CRITICAL VOLUME:						184					
	EAST–WEST CRITICAL VOLUME:						814	CAPACITY:			1425	
	TOTAL CRITICAL VOLUME:						998	V/C RATIO:			0.70	
	PROJECT–ADDED TRIPS:						10	LOS 'B'				
	PROJECT–ADDED V/C:						0.001					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R(a)	WESTBOUND L	T	R(c)
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	0	0	0	0	183 *	831	902 **	0	255	0	280	361 *
	NORTH–SOUTH CRITICAL VOLUME:						183	CAPACITY:			1425	
	EAST–WEST CRITICAL VOLUME:						812	V/C RATIO:			0.70	
	TOTAL CRITICAL VOLUME:						995	LOS 'B'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R(a)	WESTBOUND L	T	R(c)
SHORT TERM PLUS PROJECT VOLUMES	0	0	0	0	184 *	841	908 **	0	259	0	343	360 *
	NORTH–SOUTH CRITICAL VOLUME:						184					
	EAST–WEST CRITICAL VOLUME:						814	CAPACITY:			1425	
	TOTAL CRITICAL VOLUME:						998	V/C RATIO:			0.70	
	PROJECT–ADDED TRIPS:						83	LOS 'B'				
	PROJECT–ADDED V/C:						0.002					

NOTES:
(a) Free right turn movement.
(b) 10% dual left turn penalty added.
(c) Volume reduced for SB overlap.

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #5
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG-TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: FAIRVIEW AVENUE
E/W STREET: U.S. 101 NB RAMPS

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
LONG-TERM:	0	0	0	0	151	789	1097	0	363	0	374	581
AVIATION PLAN:	0	0	0	0	0	3	3	0	4	0	6	0
SPECIFIC PLAN:	0	0	0	0	1	17	11	0	10	0	104	0
CONTROL: 3 PHASE SIGNAL												
LANE CONFIGURATIONS:					T	RR		LL	R		T	R

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R(a)	WESTBOUND L	T	R(c)
LONG TERM BASELINE VOLUMES (LONG TERM + SP)	0	0	0	0	152 *	806	1219 **	0	373	0	478 *	429
	NORTH-SOUTH CRITICAL VOLUME:						152	CAPACITY:			1425	
	EAST-WEST CRITICAL VOLUME:						1087	V/C RATIO:			0.87	
	TOTAL CRITICAL VOLUME:						1239	LOS 'D'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R(a)	WESTBOUND L	T	R(c)
LONG TERM PLUS PROJECT VOLUMES	0	0	0	0	152 *	809	1222 **	0	377	0	484 *	429
	NORTH-SOUTH CRITICAL VOLUME:						152					
	EAST-WEST CRITICAL VOLUME:						1095	CAPACITY:			1425	
	TOTAL CRITICAL VOLUME:						1247	V/C RATIO:			0.88	
	PROJECT-ADDED TRIPS:						16	LOS 'D'				
	PROJECT-ADDED V/C:						0.006					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R(a)	WESTBOUND L	T	R(c)
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	0	0	0	0	151 *	792	1210 **	0	367	0	380	430 *
	NORTH-SOUTH CRITICAL VOLUME:						151	CAPACITY:			1425	
	EAST-WEST CRITICAL VOLUME:						1035	V/C RATIO:			0.83	
	TOTAL CRITICAL VOLUME:						1186	LOS 'D'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R(a)	WESTBOUND L	T	R(c)
LONG TERM PLUS PROJECT VOLUMES	0	0	0	0	152 *	809	1222 **	0	377	0	484 *	429
	NORTH-SOUTH CRITICAL VOLUME:						152					
	EAST-WEST CRITICAL VOLUME:						1095	CAPACITY:			1425	
	TOTAL CRITICAL VOLUME:						1247	V/C RATIO:			0.88	
	PROJECT-ADDED TRIPS:						143	LOS 'D'				
	PROJECT-ADDED V/C:						0.043					

NOTES:
(a) Free right turn movement.
(b) 10% dual left turn penalty added.
(c) Volume reduced for SB overlap.

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #5
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT–TERM CONDITIONS
A.M. PEAK HOUR
N/S STREET: FAIRVIEW AVENUE
E/W STREET: U.S. 101 NB RAMPS

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	0	0	0	0	89	982	431	0	98	0	640	380
AVIATION PLAN:	0	0	0	0	0	2	2	0	2	0	5	0
ECON. DEV. ALT:	0	0	0	0	0	6	2	0	2	0	37	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: T RR LL R T R

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R(a)	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	0	0	0	0	89 *	984	476 **	0	100	0	645 *	380
	NORTH–SOUTH CRITICAL VOLUME:						89		CAPACITY:		1425	
	EAST–WEST CRITICAL VOLUME:						883		V/C RATIO:		0.68	
	TOTAL CRITICAL VOLUME:						972		LOS 'B'			
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R(a)	WESTBOUND L	T	R
SHORT TERM PLUS ECONOMIC DEVELOPMENT ALTERNATIVE VOLUMES	0	0	0	0	89 *	990	479 **	0	102	0	682 *	380
	NORTH–SOUTH CRITICAL VOLUME:						89					
	EAST–WEST CRITICAL VOLUME:						921		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						1010		V/C RATIO:		0.71	
	PROJECT–ADDED TRIPS:						47		LOS 'C'			
	PROJECT–ADDED V/C:						0.027					

NOTES:
(a) Free right turn movement.
(b) 10% dual left turn penalty added.

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #5
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: FAIRVIEW AVENUE
E/W STREET: U.S. 101 NB RAMPS

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	0	0	0	0	183	829	818	0	253	0	276	544
AVIATION PLAN:	0	0	0	0	0	2	2	0	2	0	4	0
ECON. DEV. ALT:	0	0	0	0	1	11	9	0	9	0	68	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: T RR LL R T R

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R(a)	WESTBOUND L	T	R(c)
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	0	0	0	0	183 *	831	902 **	0	255	0	280	361 *
	NORTH–SOUTH CRITICAL VOLUME:						183		CAPACITY:		1425	
	EAST–WEST CRITICAL VOLUME:						812		V/C RATIO:		0.70	
	TOTAL CRITICAL VOLUME:						995		LOS 'B'			
TRAFFIC SCENARIO	**NORTHBOUND L**	**T**	**R**	**SOUTHBOUND L**	**T**	**R(a)**	**EASTBOUND L(b)**	**T**	**R(a)**	**WESTBOUND L**	**T**	**R(c)**
SHORT TERM PLUS ECONOMIC DEVELOPMENT ALTERNATIVE VOLUMES	0	0	0	0	184 *	842	912 **	0	264	0	348	360 *
	NORTH–SOUTH CRITICAL VOLUME:						184					
	EAST–WEST CRITICAL VOLUME:						816		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						1000		V/C RATIO:		0.70	
	PROJECT–ADDED TRIPS:						98		LOS 'B'			
	PROJECT–ADDED V/C:						0.004					

NOTES:
(a) Free right turn movement.
(b) 10% dual left turn penalty added.
(c) Volume reduced for SB overlap.

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #5
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: FAIRVIEW AVENUE
E/W STREET: U.S. 101 NB RAMPS

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
LONG–TERM:	0	0	0	0	151	789	1097	0	363	0	374	581
AVIATION PLAN:	0	0	0	0	0	3	3	0	4	0	6	0
ECON. DEV. ALT:	0	0	0	0	1	18	16	0	15	0	109	0
CONTROL: 3 PHASE SIGNAL												
LANE CONFIGURATIONS:					T	RR		LL	R		T	R

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R(a)	WESTBOUND L	T	R(c)
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	0	0	0	0	151 *	792	1210 **	0	367	0	380	430 *
	NORTH–SOUTH CRITICAL VOLUME:						151		CAPACITY:		1425	
	EAST–WEST CRITICAL VOLUME:						1035		V/C RATIO:		0.83	
	TOTAL CRITICAL VOLUME:						1186		LOS 'D'			
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R(a)	WESTBOUND L	T	R(c)
LONG TERM PLUS ECONOMIC DEVELOPMENT ALTERNATIVE VOLUMES	0	0	0	0	152 *	810	1228 **	0	382	0	489 *	429
	NORTH–SOUTH CRITICAL VOLUME:						152					
	EAST–WEST CRITICAL VOLUME:						1103		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						1255		V/C RATIO:		0.88	
	PROJECT–ADDED TRIPS:						159		LOS 'D'			
	PROJECT–ADDED V/C:						0.048					

NOTES:
(a) Free right turn movement.
(b) 10% dual left turn penalty added.
(c) Volume reduced for SB overlap.

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #5A
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: FAIRVIEW AVENUE
E/W STREET: U.S. 101 NB RAMPS — MITIGATED WITH WIDENED OFF–RAMP

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
LONG–TERM:	0	0	0	0	151	789	1097	0	363	0	374	581
AVIATION PLAN:	0	0	0	0	0	3	3	0	4	0	6	0
SPECIFIC PLAN:	0	0	0	0	1	17	11	0	10	0	104	0
CONTROL: 3 PHASE SIGNAL												
LANE CONFIGURATIONS:					T	RR		LL	R		T	TR R

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R(a)	WESTBOUND L	T	R(c)
LONG TERM BASELINE VOLUMES (LONG TERM + SP)	0	0	0	0	152 *	806	1219 **	0	373	0	478 ***	429 ***
	NORTH–SOUTH CRITICAL VOLUME:						152	CAPACITY:			1425	
	EAST–WEST CRITICAL VOLUME:						911	V/C RATIO:			0.75	
	TOTAL CRITICAL VOLUME:						1063	LOS 'C'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R(a)	WESTBOUND L	T	R(c)
LONG TERM PLUS PROJECT VOLUMES	0	0	0	0	152 *	809	1222 **	0	377	0	484 ***	429 ***
	NORTH–SOUTH CRITICAL VOLUME:						152					
	EAST–WEST CRITICAL VOLUME:						915	CAPACITY:			1425	
	TOTAL CRITICAL VOLUME:						1067	V/C RATIO:			0.75	
	PROJECT–ADDED TRIPS:						16	LOS 'C'				
	PROJECT–ADDED V/C:						0.003					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R(a)	WESTBOUND L	T	R(c)
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	0	0	0	0	151 *	792	1210 **	0	367	0	380 ***	430 ***
	NORTH–SOUTH CRITICAL VOLUME:						151	CAPACITY:			1425	
	EAST–WEST CRITICAL VOLUME:						875	V/C RATIO:			0.72	
	TOTAL CRITICAL VOLUME:						1026	LOS 'C'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R(a)	WESTBOUND L	T	R(c)
LONG TERM PLUS PROJECT VOLUMES	0	0	0	0	152 *	809	1222 **	0	377	0	484 ***	429 ***
	NORTH–SOUTH CRITICAL VOLUME:						152					
	EAST–WEST CRITICAL VOLUME:						915	CAPACITY:			1425	
	TOTAL CRITICAL VOLUME:						1067	V/C RATIO:			0.75	
	PROJECT–ADDED TRIPS:						143	LOS 'C'				
	PROJECT–ADDED V/C:						0.029					

NOTES:
(a) Free right turn movement.
(b) 10% dual left turn penalty added.
(c) Volume reduced for SB overlap.

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #5A
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: FAIRVIEW AVENUE
E/W STREET: U.S. 101 NB RAMPS MITIGATED WITH WIDENED OFF–RAMP

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
LONG–TERM:	0	0	0	0	151	789	1097	0	363	0	374	581
AVIATION PLAN:	0	0	0	0	0	3	3	0	4	0	6	0
ECON. DEV. ALT:	0	0	0	0	1	18	16	0	15	0	109	0
CONTROL: 3 PHASE SIGNAL												
LANE CONFIGURATIONS:					T	RR		LL	R		T TR	R

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R(a)	WESTBOUND L	T	R(c)
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	0	0	0	0	151 *	792	1210 **	0	367	0	380 ***	430 ***
	NORTH–SOUTH CRITICAL VOLUME:						151		CAPACITY:		1425	
	EAST–WEST CRITICAL VOLUME:						875		V/C RATIO:		0.72	
	TOTAL CRITICAL VOLUME:						1026		LOS 'C'			
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L(b)	T	R(a)	WESTBOUND L	T	R(c)
LONG TERM PLUS ECONOMIC DEVELOPMENT ALTERNATIVE VOLUMES	0	0	0	0	152 *	810	1228 **	0	382	0	489 ***	429 ***
	NORTH–SOUTH CRITICAL VOLUME:						152					
	EAST–WEST CRITICAL VOLUME:						920		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						1072		V/C RATIO:		0.75	
	PROJECT–ADDED TRIPS:						159		LOS 'C'			
	PROJECT–ADDED V/C:						0.032					

NOTES:
(a) Free right turn movement.
(b) 10% dual left turn penalty added.
(c) Volume reduced for SB overlap.

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #6
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: FAIRVIEW AVENUE
E/W STREET: U.S. 101 SB RAMPS

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	0	896	763	399	760	0	145	0	159	0	0	0
AVIATION PLAN:	0	4	5	0	6	0	0	0	3	0	0	0
SPECIFIC PLAN:	0	8	25	0	73	0	1	0	10	0	0	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: T TR — L TT — LT R

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R(a)	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + SP)	0	904	788	399	833	0	146	0	169	0	0	0
		**	**	*			*					
	NORTH–SOUTH CRITICAL VOLUME:						1245		CAPACITY:		1425	
	EAST–WEST CRITICAL VOLUME:						146		V/C RATIO:		0.98	
	TOTAL CRITICAL VOLUME:						1391		LOS 'E'			
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R(a)	WESTBOUND L	T	R
SHORT TERM PLUS PROJECT VOLUMES	0	908	793	399	839	0	146	0	172	0	0	0
		**	**	*			*					
	NORTH–SOUTH CRITICAL VOLUME:						1250					
	EAST–WEST CRITICAL VOLUME:						146		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						1396		V/C RATIO:		0.98	
	PROJECT–ADDED TRIPS:						18		LOS 'E'			
	PROJECT–ADDED V/C:						0.004					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R(a)	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	0	900	768	399	766	0	145	0	162	0	0	0
		**	**	*			*					
	NORTH–SOUTH CRITICAL VOLUME:						1233		CAPACITY:		1425	
	EAST–WEST CRITICAL VOLUME:						145		V/C RATIO:		0.97	
	TOTAL CRITICAL VOLUME:						1378		LOS 'E'			
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R(a)	WESTBOUND L	T	R
SHORT TERM PLUS PROJECT VOLUMES	0	908	793	399	839	0	146	0	172	0	0	0
		**	**	*			*					
	NORTH–SOUTH CRITICAL VOLUME:						1250					
	EAST–WEST CRITICAL VOLUME:						146		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						1396		V/C RATIO:		0.98	
	PROJECT–ADDED TRIPS:						117		LOS 'E'			
	PROJECT–ADDED V/C:						0.013					

NOTES:
(a) Not critical due to R.T.O.R.

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #6
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG-TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: FAIRVIEW AVENUE
E/W STREET: U.S. 101 SB RAMPS

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG-TERM:	0	1460	1055	448	761	0	200	0	173	0	0	0
AVIATION PLAN:	0	7	9	0	9	0	0	0	6	0	0	0
SPECIFIC PLAN:	0	20	62	0	121	0	1	0	17	0	0	0
CONTROL: 3 PHASE SIGNAL												
LANE CONFIGURATIONS:		T	TR		L	TT		LT	R			

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R(a)	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM BASELINE VOLUMES (LONG TERM + SP)	0	1480 **	1117 **	448 *	882	0	201 *	0	190	0	0	0
	NORTH-SOUTH CRITICAL VOLUME:						1747		CAPACITY:		1425	
	EAST-WEST CRITICAL VOLUME:						201		V/C RATIO:		1.37	
	TOTAL CRITICAL VOLUME:						1948		LOS 'F'			
TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R(a)	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM PLUS PROJECT VOLUMES	0	1487 **	1126 **	448 *	891	0	201 *	0	196	0	0	0
	NORTH-SOUTH CRITICAL VOLUME:						1755					
	EAST-WEST CRITICAL VOLUME:						201		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						1956		V/C RATIO:		1.37	
	PROJECT-ADDED TRIPS:						31		LOS 'F'			
	PROJECT-ADDED V/C:						0.006					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R(a)	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	0	1467 **	1064 **	448 *	770	0	200 *	0	179	0	0	0
	NORTH-SOUTH CRITICAL VOLUME:						1714		CAPACITY:		1425	
	EAST-WEST CRITICAL VOLUME:						200		V/C RATIO:		1.34	
	TOTAL CRITICAL VOLUME:						1914		LOS 'F'			
TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R(a)	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM PLUS PROJECT VOLUMES	0	1487 **	1126 **	448 *	891	0	201 *	0	196	0	0	0
	NORTH-SOUTH CRITICAL VOLUME:						1755					
	EAST-WEST CRITICAL VOLUME:						201		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						1956		V/C RATIO:		1.37	
	PROJECT-ADDED TRIPS:						221		LOS 'F'			
	PROJECT-ADDED V/C:						0.029					

NOTES:
(a) Not critical due to R.T.O.R.

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS REF. #6
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: FAIRVIEW AVENUE
E/W STREET: U.S. 101 SB RAMPS WITH FUNDED AND SCHEDULED IMPROVEMENTS

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	0	896	763	399	760	0	145	0	159	0	0	0
AVIATION PLAN:	0	4	5	0	6	0	0	0	3	0	0	0
SPECIFIC PLAN:	0	8	25	0	73	0	1	0	10	0	0	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: TT RR LL TT LT R

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R	EASTBOUND L	T	R(b)	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + SP)	0	904	788	439	833	0	146	0	169	0	0	0
		**		**			*					
	NORTH–SOUTH CRITICAL VOLUME:						671	CAPACITY:		1425		
	EAST–WEST CRITICAL VOLUME:						146	V/C RATIO:		0.57		
	TOTAL CRITICAL VOLUME:						817	LOS 'A'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R	EASTBOUND L	T	R(b)	WESTBOUND L	T	R
SHORT TERM PLUS PROJECT VOLUMES	0	908	793	399	839	0	146	0	172	0	0	0
		**		**			*					
	NORTH–SOUTH CRITICAL VOLUME:						654					
	EAST–WEST CRITICAL VOLUME:						146	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						800	V/C RATIO:		0.56		
	PROJECT–ADDED TRIPS:						18	LOS 'A'				
	PROJECT–ADDED V/C:						–0.012					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R	EASTBOUND L	T	R(b)	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	0	900	768	439	766	0	145	0	162	0	0	0
		**		**			*					
	NORTH–SOUTH CRITICAL VOLUME:						669	CAPACITY:		1425		
	EAST–WEST CRITICAL VOLUME:						145	V/C RATIO:		0.57		
	TOTAL CRITICAL VOLUME:						814	LOS 'A'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R	EASTBOUND L	T	R(b)	WESTBOUND L	T	R
SHORT TERM PLUS PROJECT VOLUMES	0	908	793	439	839	0	146	0	172	0	0	0
		**		**			*					
	NORTH–SOUTH CRITICAL VOLUME:						673					
	EAST–WEST CRITICAL VOLUME:						146	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						819	V/C RATIO:		0.57		
	PROJECT–ADDED TRIPS:						117	LOS 'A'				
	PROJECT–ADDED V/C:						0.004					

NOTES:
(a) 10% dual left–turn factor applied.
(b) Not critical due to R.T.O.R.

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS REF. #6
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG-TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: FAIRVIEW AVENUE
E/W STREET: U.S. 101 SB RAMPS WITH FUNDED AND SCHEDULED IMPROVEMENTS

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
LONG-TERM:	0	1460	1055	448	761	0	200	0	173	0	0	0
AVIATION PLAN:	0	7	9	0	9	0	0	0	6	0	0	0
SPECIFIC PLAN:	0	20	62	0	121	0	1	0	17	0	0	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: TT RR LL TT LT R

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
LONG TERM BASELINE VOLUMES (LONG TERM + SP)	0	1480 **	1117	493 **	882	0	201 *	0	190	0	0	0
	NORTH-SOUTH CRITICAL VOLUME:						986	CAPACITY:		1425		
	EAST-WEST CRITICAL VOLUME:						201	V/C RATIO:		0.83		
	TOTAL CRITICAL VOLUME:						1187	LOS 'D'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
LONG TERM PLUS PROJECT VOLUMES	0	1487 **	1126	493 **	891	0	201 *	0	196	0	0	0
	NORTH-SOUTH CRITICAL VOLUME:						990					
	EAST-WEST CRITICAL VOLUME:						201	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						1191	V/C RATIO:		0.84		
	PROJECT-ADDED TRIPS:						31	LOS 'D'				
	PROJECT-ADDED V/C:						0.003					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	0	1467 **	1064	493 **	770	0	200 *	0	179	0	0	0
	NORTH-SOUTH CRITICAL VOLUME:						980	CAPACITY:		1425		
	EAST-WEST CRITICAL VOLUME:						200	V/C RATIO:		0.83		
	TOTAL CRITICAL VOLUME:						1180	LOS 'D'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
LONG TERM PLUS PROJECT VOLUMES	0	1487 **	1126	493 **	891	0	201 *	0	196	0	0	0
	NORTH-SOUTH CRITICAL VOLUME:						990					
	EAST-WEST CRITICAL VOLUME:						201	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						1191	V/C RATIO:		0.84		
	PROJECT-ADDED TRIPS:						221	LOS 'D'				
	PROJECT-ADDED V/C:						0.008					

NOTES:
(a) 10% dual left-turn factor applied.

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #6
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: FAIRVIEW AVENUE
E/W STREET: U.S. 101 SB RAMPS WITH FUNDED AND SCHEDULED IMPROVEMENTS

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	0	896	763	399	760	0	145	0	159	0	0	0
AVIATION PLAN:	0	4	5	0	6	0	0	0	3	0	0	0
ECON. DEV. ALT:	0	18	53	0	79	0	1	0	11	0	0	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: TT RR LL TT LT R

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R	EASTBOUND L	T	R(b)	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	0	900 **	768	439 **	766	0	145 *	0	162	0	0	0
	NORTH–SOUTH CRITICAL VOLUME:						669		CAPACITY:		1425	
	EAST–WEST CRITICAL VOLUME:						145		V/C RATIO:		0.57	
	TOTAL CRITICAL VOLUME:						814		LOS 'A'			
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R	EASTBOUND L	T	R(b)	WESTBOUND L	T	R
SHORT TERM PLUS ECONOMIC DEVELOPMENT ALTERNATIVE VOLUMES	0	918 **	821	439 **	845	0	146 *	0	173	0	0	0
	NORTH–SOUTH CRITICAL VOLUME:						678					
	EAST–WEST CRITICAL VOLUME:						146		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						824		V/C RATIO:		0.58	
	PROJECT–ADDED TRIPS:						162		LOS 'A'			
	PROJECT–ADDED V/C:						0.007					

NOTES:
(a) 10% dual left–turn factor applied.
(b) Not critical due to R.T.O.R.

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #6
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: FAIRVIEW AVENUE
E/W STREET: U.S. 101 SB RAMPS WITH FUNDED AND SCHEDULED IMPROVEMENTS

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
LONG–TERM:	0	1460	1055	448	761	0	200	0	173	0	0	0
AVIATION PLAN:	0	7	9	0	9	0	0	0	6	0	0	0
ECON. DEV. ALT:	0	30	90	0	127	0	1	0	18	0	0	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: TT RR LL TT LT R

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	0	1467 **	1064	493 **	770	0	200 *	0	179	0	0	0
	NORTH–SOUTH CRITICAL VOLUME:						980		CAPACITY:		1425	
	EAST–WEST CRITICAL VOLUME:						200		V/C RATIO:		0.83	
	TOTAL CRITICAL VOLUME:						1180		LOS 'D'			
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
LONG TERM PLUS ECONOMIC DEVELOPMENT ALTERNATIVE VOLUMES	0	1497 **	1154	493 **	897	0	201 *	0	197	0	0	0
	NORTH–SOUTH CRITICAL VOLUME:						995					
	EAST–WEST CRITICAL VOLUME:						201		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						1196		V/C RATIO:		0.84	
	PROJECT–ADDED TRIPS:						266		LOS 'D'			
	PROJECT–ADDED V/C:						0.011					

NOTES:
(a) 10% dual left–turn factor applied.

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #6A
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT-TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: FAIRVIEW AVENUE
E/W STREET: U.S. 101 SB RAMPS — MITIGATED WITH ADDITONIAL SB LT AND NB RT LANES

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	0	896	763	399	760	0	145	0	159	0	0	0
AVIATION PLAN:	0	4	5	0	6	0	0	0	3	0	0	0
SPECIFIC PLAN:	0	8	25	0	73	0	1	0	10	0	0	0
CONTROL: 3 PHASE SIGNAL												
LANE CONFIGURATIONS:	TT	RR		LL	TT		LT	R				

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R	EASTBOUND L	T	R(b)	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + SP)	0	904 **	788	439 **	833	0	146 *	0	169	0	0	0
	NORTH-SOUTH CRITICAL VOLUME:						671	CAPACITY:		1425		
	EAST-WEST CRITICAL VOLUME:						146	V/C RATIO:		0.57		
	TOTAL CRITICAL VOLUME:						817	LOS 'A'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R	EASTBOUND L	T	R(b)	WESTBOUND L	T	R
SHORT TERM PLUS PROJECT VOLUMES	0	908 **	793	399 **	839	0	146 *	0	172	0	0	0
	NORTH-SOUTH CRITICAL VOLUME:						654					
	EAST-WEST CRITICAL VOLUME:						146	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						800	V/C RATIO:		0.56		
	PROJECT-ADDED TRIPS:						18	LOS 'A'				
	PROJECT-ADDED V/C:						-0.012					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R	EASTBOUND L	T	R(b)	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	0	900 **	768	439 **	766	0	145 *	0	162	0	0	0
	NORTH-SOUTH CRITICAL VOLUME:						669	CAPACITY:		1425		
	EAST-WEST CRITICAL VOLUME:						145	V/C RATIO:		0.57		
	TOTAL CRITICAL VOLUME:						814	LOS 'A'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R	EASTBOUND L	T	R(b)	WESTBOUND L	T	R
SHORT TERM PLUS PROJECT VOLUMES	0	908 **	793	439 **	839	0	146 *	0	172	0	0	0
	NORTH-SOUTH CRITICAL VOLUME:						673					
	EAST-WEST CRITICAL VOLUME:						146	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						819	V/C RATIO:		0.57		
	PROJECT-ADDED TRIPS:						117	LOS 'A'				
	PROJECT-ADDED V/C:						0.004					

NOTES:
(a) 10% dual left-turn factor applied.
(b) Not critical due to R.T.O.R.

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #6A
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG-TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: FAIRVIEW AVENUE
E/W STREET: U.S. 101 SB RAMPS — MITIGATED WITH ADDITIONAL SB LT & NB RT LANES

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
LONG-TERM:	0	1460	1055	448	761	0	200	0	173	0	0	0
AVIATION PLAN:	0	7	9	0	9	0	0	0	6	0	0	0
SPECIFIC PLAN:	0	20	62	0	121	0	1	0	17	0	0	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: TT RR — LL TT — LT R

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
LONG TERM BASELINE VOLUMES (LONG TERM + SP)	0	1480 **	1117	493 **	882	0	201 *	0	190	0	0	0
	NORTH-SOUTH CRITICAL VOLUME:						986	CAPACITY:		1425		
	EAST-WEST CRITICAL VOLUME:						201	V/C RATIO:		0.83		
	TOTAL CRITICAL VOLUME:						1187	LOS 'D'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
LONG TERM PLUS PROJECT VOLUMES	0	1487 **	1126	493 **	891	0	201 *	0	196	0	0	0
	NORTH-SOUTH CRITICAL VOLUME:						990					
	EAST-WEST CRITICAL VOLUME:						201	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						1191	V/C RATIO:		0.84		
	PROJECT-ADDED TRIPS:						31	LOS 'D'				
	PROJECT-ADDED V/C:						0.003					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	0	1467 **	1064	493 **	770	0	200 *	0	179	0	0	0
	NORTH-SOUTH CRITICAL VOLUME:						980	CAPACITY:		1425		
	EAST-WEST CRITICAL VOLUME:						200	V/C RATIO:		0.83		
	TOTAL CRITICAL VOLUME:						1180	LOS 'D'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
LONG TERM PLUS PROJECT VOLUMES	0	1487 **	1126	493 **	891	0	201 *	0	196	0	0	0
	NORTH-SOUTH CRITICAL VOLUME:						990					
	EAST-WEST CRITICAL VOLUME:						201	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						1191	V/C RATIO:		0.84		
	PROJECT-ADDED TRIPS:						221	LOS 'D'				
	PROJECT-ADDED V/C:						0.008					

NOTES:
(a) 10% dual left-turn factor applied.

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS REF. #7
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT-TERM CONDITIONS
A.M. PEAK HOUR
N/S STREET: FAIRVIEW AVENUE
E/W STREET: HOLLISTER AVENUE WITH MEASURE D PROJECT

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	90	154	32	347	410	676	142	247	94	39	435	235
AVIATION PLAN:	3	7	0	0	8	2	2	0	4	0	0	0
SPECIFIC PLAN:	2	0	0	0	0	11	6	4	1	0	7	0
CONTROL: 4 PHASE SIGNAL												
LANE CONFIGURATIONS:	L	T	TR	LL	TT	R	LL	TT	R	L	TT	R

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R(b)	EASTBOUND L(a)	T	R	WESTBOUND L	T	R(c)
SHORT TERM BASELINE VOLUMES (SHORT TERM + SP)	92	154	32	382	410	687	163	251	95	39	442	235
	*				**		**				**	
	NORTH-SOUTH CRITICAL VOLUME:						297	CAPACITY:			1375	
	EAST-WEST CRITICAL VOLUME:						302	V/C RATIO:			0.44	
	TOTAL CRITICAL VOLUME:						599	LOS 'A'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R(b)	EASTBOUND L(a)	T	R	WESTBOUND L	T	R(c)
SHORT TERM PLUS PROJECT VOLUMES	95	161	32	382	418	689	165	251	99	39	442	235
	*				**		**				**	
	NORTH-SOUTH CRITICAL VOLUME:						304					
	EAST-WEST CRITICAL VOLUME:						304	CAPACITY:			1375	
	TOTAL CRITICAL VOLUME:						608	V/C RATIO:			0.44	
	PROJECT-ADDED TRIPS:						26	LOS 'A'				
	PROJECT-ADDED V/C:						0.007					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R(b)	EASTBOUND L(a)	T	R	WESTBOUND L	T	R(c)
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	93	161	32	382	418	678	158	247	98	39	435	235
	*				**		**				**	
	NORTH-SOUTH CRITICAL VOLUME:						302	CAPACITY:			1375	
	EAST-WEST CRITICAL VOLUME:						297	V/C RATIO:			0.44	
	TOTAL CRITICAL VOLUME:						599	LOS 'A'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R(b)	EASTBOUND L(a)	T	R	WESTBOUND L	T	R(c)
SHORT TERM PLUS PROJECT VOLUMES	95	161	32	347	418	689	150	251	99	39	442	235
	*				**		**				**	
	NORTH-SOUTH CRITICAL VOLUME:						304					
	EAST-WEST CRITICAL VOLUME:						296	CAPACITY:			1375	
	TOTAL CRITICAL VOLUME:						600	V/C RATIO:			0.44	
	PROJECT-ADDED TRIPS:						31	LOS 'A'				
	PROJECT-ADDED V/C:						0.001					

NOTES:
(a) 10% dual left-turn factor applied.
(b) Free right turn movement.
(c) Not critical due to R.T.O.R.

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #7
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT-TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: FAIRVIEW AVENUE
E/W STREET: HOLLISTER AVENUE — WITH MEASURE D PROJECT

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
EX + APP + PEND:	185	432	92	237	252	312	520	563	155	57	566	444
AVIATION PLAN:	3	7	0	0	7	2	2	1	3	0	1	0
SPECIFIC PLAN:	12	0	0	0	0	83	33	19	5	0	46	0
CONTROL: 4 PHASE SIGNAL												
LANE CONFIGURATIONS:	L	T	TR	LL	TT	R	LL	TT	R	L	TT	R

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L(a)	SOUTHBOUND T	SOUTHBOUND R(b)	EASTBOUND L(a)	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R(c)
SHORT TERM BASELINE VOLUMES (SHORT TERM + SP)	197	432	92	261	252	395	608	582	160	57	612	444
		**	**	**			**				**	
	NORTH-SOUTH CRITICAL VOLUME:						392	CAPACITY:			1375	
	EAST-WEST CRITICAL VOLUME:						610	V/C RATIO:			0.73	
	TOTAL CRITICAL VOLUME:						1002	LOS 'C'				
TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L(a)	SOUTHBOUND T	SOUTHBOUND R(b)	EASTBOUND L(a)	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R(c)
SHORT TERM PLUS PROJECT VOLUMES	200	439	92	261	259	397	611	583	163	57	613	444
		**	**	**			**				**	
	NORTH-SOUTH CRITICAL VOLUME:						396					
	EAST-WEST CRITICAL VOLUME:						612	CAPACITY:			1375	
	TOTAL CRITICAL VOLUME:						1008	V/C RATIO:			0.73	
	PROJECT-ADDED TRIPS:						26	LOS 'C'				
	PROJECT-ADDED V/C:						0.004					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L(a)	SOUTHBOUND T	SOUTHBOUND R(b)	EASTBOUND L(a)	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R(c)
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	188	439	92	261	259	314	574	564	158	57	567	444
		**	**	**			**				**	
	NORTH-SOUTH CRITICAL VOLUME:						396	CAPACITY:			1375	
	EAST-WEST CRITICAL VOLUME:						571	V/C RATIO:			0.70	
	TOTAL CRITICAL VOLUME:						967	LOS 'B'				
TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L(a)	SOUTHBOUND T	SOUTHBOUND R(b)	EASTBOUND L(a)	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R(c)
SHORT TERM PLUS PROJECT VOLUMES	200	439	92	261	259	397	611	583	163	57	613	444
		**	**	**			**				**	
	NORTH-SOUTH CRITICAL VOLUME:						396					
	EAST-WEST CRITICAL VOLUME:						612	CAPACITY:			1375	
	TOTAL CRITICAL VOLUME:						1008	V/C RATIO:			0.73	
	PROJECT-ADDED TRIPS:						198	LOS 'C'				
	PROJECT-ADDED V/C:						0.030					

NOTES:
(a) 10% dual left-turn factor applied.
(b) Free right turn movement.
(c) Not critical due to R.T.O.R.

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS REF. #7
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: FAIRVIEW AVENUE
E/W STREET: HOLLISTER AVENUE WITH MEASURE D PROJECT

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
LONG–TERM:	210	584	90	418	461	152	720	712	142	71	812	510
AVIATION PLAN:	5	13	0	0	11	4	3	1	5	0	1	0
SPECIFIC PLAN:	18	0	0	0	0	138	82	43	11	0	73	0
CONTROL: 4 PHASE SIGNAL												
LANE CONFIGURATIONS:	L	T	TR	LL	TT	R	LL	TT	R	L	TT	R

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R(b)	EASTBOUND L(a)	T	R	WESTBOUND L	T	R(c)
LONG TERM BASELINE VOLUMES (LONG TERM + SP)	228	584	90	460	461	290	882	755	153	71	885	510
		**	**	**			**				**	
	NORTH–SOUTH CRITICAL VOLUME:						567		CAPACITY:		1375	
	EAST–WEST CRITICAL VOLUME:						884		V/C RATIO:		1.06	
	TOTAL CRITICAL VOLUME:						1451		LOS 'F'			
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R(b)	EASTBOUND L(a)	T	R	WESTBOUND L	T	R(c)
LONG TERM PLUS PROJECT VOLUMES	233	597	90	460	472	294	886	756	158	71	886	510
		**	**	**			**				**	
	NORTH–SOUTH CRITICAL VOLUME:						574					
	EAST–WEST CRITICAL VOLUME:						886		CAPACITY:		1375	
	TOTAL CRITICAL VOLUME:						1460		V/C RATIO:		1.06	
	PROJECT–ADDED TRIPS:						43		LOS 'F'			
	PROJECT–ADDED V/C:						0.007					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R(b)	EASTBOUND L(a)	T	R	WESTBOUND L	T	R(c)
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	215	597	90	460	472	156	795	713	147	71	813	510
		**	**	**			**				**	
	NORTH–SOUTH CRITICAL VOLUME:						574		CAPACITY:		1375	
	EAST–WEST CRITICAL VOLUME:						805		V/C RATIO:		1.00	
	TOTAL CRITICAL VOLUME:						1379		LOS 'E'			
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R(b)	EASTBOUND L(a)	T	R	WESTBOUND L	T	R(c)
LONG TERM PLUS PROJECT VOLUMES	233	597	90	460	472	294	886	756	158	71	886	510
		**	**	**			**				**	
	NORTH–SOUTH CRITICAL VOLUME:						574					
	EAST–WEST CRITICAL VOLUME:						886		CAPACITY:		1375	
	TOTAL CRITICAL VOLUME:						1460		V/C RATIO:		1.06	
	PROJECT–ADDED TRIPS:						365		LOS 'F'			
	PROJECT–ADDED V/C:						0.059					

NOTES:
(a) 10% dual left–turn factor applied.
(b) Free right turn movement.
(c) Not critical due to R.T.O.R.

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #7
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT–TERM CONDITIONS
A.M. PEAK HOUR
N/S STREET: FAIRVIEW AVENUE
E/W STREET: HOLLISTER AVENUE WITH MEASURE D PROJECT

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	90	154	32	347	410	676	142	247	94	39	435	235
AVIATION PLAN:	3	7	0	0	8	2	2	0	4	0	0	0
ECON. DEV. ALT:	6	0	0	0	0	49	14	7	2	0	25	0
CONTROL: 4 PHASE SIGNAL												
LANE CONFIGURATIONS:	L	T	TR	LL	TT	R	LL	TT	R	L	TT	R

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R(b)	EASTBOUND L(a)	T	R	WESTBOUND L	T	R(c)
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	93	161	32	382	418	678	158	247	98	39	435	235
	*				**		**				**	
	NORTH–SOUTH CRITICAL VOLUME:						302		CAPACITY:		1375	
	EAST–WEST CRITICAL VOLUME:						297		V/C RATIO:		0.44	
	TOTAL CRITICAL VOLUME:						599		LOS 'A'			
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L(a)	T	R(b)	EASTBOUND L(a)	T	R	WESTBOUND L	T	R(c)
SHORT TERM PLUS ECONOMIC DEVELOPMENT ALTERNATIVE VOLUMES	99	161	32	382	418	727	174	254	100	39	460	235
	*				**		**				**	
	NORTH–SOUTH CRITICAL VOLUME:						308					
	EAST–WEST CRITICAL VOLUME:						317		CAPACITY:		1375	
	TOTAL CRITICAL VOLUME:						625		V/C RATIO:		0.45	
	PROJECT–ADDED TRIPS:						103		LOS 'A'			
	PROJECT–ADDED V/C:						0.019					

NOTES:
(a) 10% dual left–turn factor applied.
(b) Free right turn movement.
(c) Not critical due to R.T.O.R.

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #7
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: FAIRVIEW AVENUE
E/W STREET: HOLLISTER AVENUE WITH MEASURE D PROJECT

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
EX + APP + PEND:	185	432	92	237	252	312	520	563	155	57	566	444
AVIATION PLAN:	3	7	0	0	7	2	2	1	3	0	1	0
ECON. DEV. ALT:	12	0	0	0	0	90	71	38	9	0	49	0
CONTROL: 4 PHASE SIGNAL												
LANE CONFIGURATIONS:	L	T	TR	LL	TT	R	LL	TT	R	L	TT	R

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L(a)	SOUTHBOUND T	SOUTHBOUND R(b)	EASTBOUND L(a)	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R(c)
SHORT TERM	188	439	92	261	259	314	574	564	158	57	567	444
BASELINE		**	**	**			**				**	
VOLUMES	NORTH–SOUTH CRITICAL VOLUME:						396	CAPACITY:			1375	
(SHORT TERM + AFP)	EAST–WEST CRITICAL VOLUME:						571	V/C RATIO:			0.70	
	TOTAL CRITICAL VOLUME:						967	LOS 'B'				
TRAFFIC SCENARIO	**NORTHBOUND L**	**NORTHBOUND T**	**NORTHBOUND R**	**SOUTHBOUND L(a)**	**SOUTHBOUND T**	**SOUTHBOUND R(b)**	**EASTBOUND L(a)**	**EASTBOUND T**	**EASTBOUND R**	**WESTBOUND L**	**WESTBOUND T**	**WESTBOUND R(c)**
SHORT TERM	200	439	92	261	259	404	652	602	167	57	616	444
PLUS		**	**	**			**				**	
ECONOMIC	NORTH–SOUTH CRITICAL VOLUME:						396					
DEVELOPMENT	EAST–WEST CRITICAL VOLUME:						634	CAPACITY:			1375	
ALTERNATIVE	TOTAL CRITICAL VOLUME:						1030	V/C RATIO:			0.75	
VOLUMES	PROJECT–ADDED TRIPS:						269	LOS 'C'				
	PROJECT–ADDED V/C:						0.046					

NOTES:
(a) 10% dual left–turn factor applied.
(b) Free right turn movement.
(c) Not critical due to R.T.O.R.

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: FAIRVIEW AVENUE
E/W STREET: HOLLISTER AVENUE

REF. #7

WITH MEASURE D PROJECT

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG–TERM:	210	584	90	418	461	152	720	712	142	71	812	510
AVIATION PLAN:	5	13	0	0	11	4	3	1	5	0	1	0
ECON. DEV. ALT:	19	0	0	0	0	145	120	62	16	0	77	0
CONTROL: 4 PHASE SIGNAL												
LANE CONFIGURATIONS:	L	T	TR	LL	TT	R	LL	TT	R	L	TT	R

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L(a)	SOUTHBOUND T	SOUTHBOUND R(b)	EASTBOUND L(a)	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R(c)
LONG TERM	215	597	90	460	472	156	795	713	147	71	813	510
BASELINE		**	**	**			**				**	
VOLUMES	NORTH–SOUTH CRITICAL VOLUME:						574		CAPACITY:		1375	
(LONG TERM + AFP)	EAST–WEST CRITICAL VOLUME:						805		V/C RATIO:		1.00	
	TOTAL CRITICAL VOLUME:						1379		LOS 'E'			
TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L(a)	SOUTHBOUND T	SOUTHBOUND R(b)	EASTBOUND L(a)	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R(c)
LONG TERM	234	597	90	460	472	301	927	775	163	71	890	510
PLUS		**	**	**			**				**	
ECONOMIC	NORTH–SOUTH CRITICAL VOLUME:						574					
DEVELOPMENT	EAST–WEST CRITICAL VOLUME:						909		CAPACITY:		1375	
ALTERNATIVE	TOTAL CRITICAL VOLUME:						1483		V/C RATIO:		1.08	
VOLUMES	PROJECT–ADDED TRIPS:						439		LOS 'F'			
	PROJECT–ADDED V/C:						0.076					

NOTES:
(a) 10% dual left–turn factor applied.
(b) Free right turn movement.
(c) Not critical due to R.T.O.R.

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #8
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT-TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: S.R. 217 SB RAMPS
E/W STREET: HOLLISTER AVENUE

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	0	0	0	59	0	618	0	1579	50	139	874	0
AVIATION PLAN:	0	0	0	0	0	0	0	1	0	4	1	0
SPECIFIC PLAN:	0	0	0	0	0	0	0	14	0	0	35	0
CONTROL: 3 PHASE SIGNAL												
LANE CONFIGURATIONS:				LR	R			T	TR		L	TT

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + SP)	0	0	0	59 **	0	618 **	0	1593 **	50 **	139 *	909	0
	NORTH-SOUTH CRITICAL VOLUME:						339		CAPACITY:		1425	
	EAST-WEST CRITICAL VOLUME:						961		V/C RATIO:		0.91	
	TOTAL CRITICAL VOLUME:						1300		LOS 'E'			
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM PLUS PROJECT VOLUMES	0	0	0	59 **	0	618 **	0	1594 **	50 **	143 *	910	0
	NORTH-SOUTH CRITICAL VOLUME:						339					
	EAST-WEST CRITICAL VOLUME:						965		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						1304		V/C RATIO:		0.92	
	PROJECT-ADDED TRIPS:						6		LOS 'E'			
	PROJECT-ADDED V/C:						0.003					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	0	0	0	59 **	0	618 **	0	1580 **	50 **	143 *	875	0
	NORTH-SOUTH CRITICAL VOLUME:						339		CAPACITY:		1425	
	EAST-WEST CRITICAL VOLUME:						958		V/C RATIO:		0.91	
	TOTAL CRITICAL VOLUME:						1297		LOS 'E'			
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM PLUS PROJECT VOLUMES	0	0	0	59 **	0	618 **	0	1594 **	50 **	143 *	910	0
	NORTH-SOUTH CRITICAL VOLUME:						339					
	EAST-WEST CRITICAL VOLUME:						965		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						1304		V/C RATIO:		0.92	
	PROJECT-ADDED TRIPS:						49		LOS 'E'			
	PROJECT-ADDED V/C:						0.005					

NOTES:

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #8
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG-TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: S.R. 217 SB RAMPS
E/W STREET: HOLLISTER AVENUE

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
LONG-TERM:	0	0	0	85	0	817	0	1632	34	221	1340	0
AVIATION PLAN:	0	0	0	0	0	0	0	1	0	7	1	0
SPECIFIC PLAN:	0	0	0	0	0	0	0	33	0	0	55	0
CONTROL: 3 PHASE SIGNAL												
LANE CONFIGURATIONS:				LR	R			T	TR		L	TT

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM BASELINE VOLUMES (LONG TERM + SP)	0	0	0	85 **	0	817 **	0	1665 **	34 **	221 *	1395	0
	NORTH-SOUTH CRITICAL VOLUME:						452	CAPACITY:			1425	
	EAST-WEST CRITICAL VOLUME:						1071	V/C RATIO:			1.07	
	TOTAL CRITICAL VOLUME:						1523	LOS 'F'				
TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM PLUS PROJECT VOLUMES	0	0	0	85 **	0	817 **	0	1666 **	34 **	228 *	1396	0
	NORTH-SOUTH CRITICAL VOLUME:						452					
	EAST-WEST CRITICAL VOLUME:						1078	CAPACITY:			1425	
	TOTAL CRITICAL VOLUME:						1530	V/C RATIO:			1.07	
	PROJECT-ADDED TRIPS:						9	LOS 'F'				
	PROJECT-ADDED V/C:						0.005					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	0	0	0	85 **	0	817 **	0	1633 **	34 **	228 *	1341	0
	NORTH-SOUTH CRITICAL VOLUME:						452	CAPACITY:			1425	
	EAST-WEST CRITICAL VOLUME:						1062	V/C RATIO:			1.06	
	TOTAL CRITICAL VOLUME:						1514	LOS 'F'				
TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM PLUS PROJECT VOLUMES	0	0	0	85 **	0	817 **	0	1666 **	34 **	228 *	1396	0
	NORTH-SOUTH CRITICAL VOLUME:						452					
	EAST-WEST CRITICAL VOLUME:						1078	CAPACITY:			1425	
	TOTAL CRITICAL VOLUME:						1530	V/C RATIO:			1.07	
	PROJECT-ADDED TRIPS:						88	LOS 'F'				
	PROJECT-ADDED V/C:						0.011					

NOTES:

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #8
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: S.R. 217 SB RAMPS
E/W STREET: HOLLISTER AVENUE

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	0	0	0	59	0	618	0	1579	50	139	874	0
AVIATION PLAN:	0	0	0	0	0	0	0	1	0	4	1	0
ECON. DEV. ALT:	0	0	0	0	0	0	0	28	0	0	37	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: LR R T TR L TT

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
SHORT TERM	0	0	0	59	0	618	0	1580	50	143	875	0
BASELINE				**		**		**	**	*		
VOLUMES	NORTH–SOUTH CRITICAL VOLUME:						339		CAPACITY:		1425	
(SHORT TERM + AFP)	EAST–WEST CRITICAL VOLUME:						958		V/C RATIO:		0.91	
	TOTAL CRITICAL VOLUME:						1297		LOS 'E'			

TRAFFIC SCENARIO	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
SHORT TERM	0	0	0	59	0	618	0	1608	50	143	912	0
PLUS				**		**		**	**	*		
ECONOMIC	NORTH–SOUTH CRITICAL VOLUME:						339					
DEVELOPMENT	EAST–WEST CRITICAL VOLUME:						972		CAPACITY:		1425	
ALTERNATIVE	TOTAL CRITICAL VOLUME:						1311		V/C RATIO:		0.92	
VOLUMES	PROJECT–ADDED TRIPS:						65		LOS 'E'			
	PROJECT–ADDED V/C:						0.010					

NOTES:

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #8
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: S.R. 217 SB RAMPS
E/W STREET: HOLLISTER AVENUE

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
LONG–TERM:	0	0	0	85	0	817	0	1632	34	221	1340	0
AVIATION PLAN:	0	0	0	0	0	0	0	1	0	7	1	0
ECON. DEV. ALT:	0	0	0	0	0	0	0	47	0	0	58	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: LR R T TR L TT

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	0	0	0	85 **	0	817 **	0	1633 **	34 **	228 *	1341	0
	NORTH–SOUTH CRITICAL VOLUME:						452	CAPACITY:		1425		
	EAST–WEST CRITICAL VOLUME:						1062	V/C RATIO:		1.06		
	TOTAL CRITICAL VOLUME:						1514	LOS 'F'				
TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM PLUS ECONOMIC DEVELOPMENT ALTERNATIVE VOLUMES	0	0	0	85 **	0	817 **	0	1680 **	34 **	228 *	1399	0
	NORTH–SOUTH CRITICAL VOLUME:						452					
	EAST–WEST CRITICAL VOLUME:						1085	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						1537	V/C RATIO:		1.08		
	PROJECT–ADDED TRIPS:						105	LOS 'F'				
	PROJECT–ADDED V/C:						0.016					

NOTES:

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS REF. #8A
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT-TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: S.R. 217 SB RAMPS
E/W STREET: HOLLISTER AVENUE MITIGATED WITH ADDITIONAL LANE ON OFF-RAMP

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	0	0	0	59	0	618	0	1579	50	139	874	0
AVIATION PLAN:	0	0	0	0	0	0	0	1	0	4	1	0
SPECIFIC PLAN:	0	0	0	0	0	0	0	14	0	0	35	0
CONTROL: 3 PHASE SIGNAL												
LANE CONFIGURATIONS:				L	RR			T	TR		L	TT

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + SP)	0	0	0	59	0	433 **	0	1593 **	50 **	139 *	909	0
	NORTH-SOUTH CRITICAL VOLUME:						216	CAPACITY:			1425	
	EAST-WEST CRITICAL VOLUME:						961	V/C RATIO:			0.83	
	TOTAL CRITICAL VOLUME:						1177	LOS 'D'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM PLUS PROJECT VOLUMES	0	0	0	59	0	433 **	0	1594 **	50 **	143 *	910	0
	NORTH-SOUTH CRITICAL VOLUME:						216					
	EAST-WEST CRITICAL VOLUME:						965	CAPACITY:			1425	
	TOTAL CRITICAL VOLUME:						1181	V/C RATIO:			0.83	
	PROJECT-ADDED TRIPS:						6	LOS 'D'				
	PROJECT-ADDED V/C:						0.003					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	0	0	0	59	0	433 **	0	1580 **	50 **	143 *	875	0
	NORTH-SOUTH CRITICAL VOLUME:						216	CAPACITY:			1425	
	EAST-WEST CRITICAL VOLUME:						958	V/C RATIO:			0.82	
	TOTAL CRITICAL VOLUME:						1174	LOS 'D'				
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM PLUS PROJECT VOLUMES	0	0	0	59	0	433 **	0	1594 **	50 **	143 *	910	0
	NORTH-SOUTH CRITICAL VOLUME:						216					
	EAST-WEST CRITICAL VOLUME:						965	CAPACITY:			1425	
	TOTAL CRITICAL VOLUME:						1181	V/C RATIO:			0.83	
	PROJECT-ADDED TRIPS:						49	LOS 'D'				
	PROJECT-ADDED V/C:						0.005					

NOTES:
(a) 30% R.T.O.R.

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #8A
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG-TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: S.R. 217 SB RAMPS
E/W STREET: HOLLISTER AVENUE — MITIGATED WITH WIDENED OFF-RAMP

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG-TERM:	0	0	0	85	0	817	0	1632	34	221	1340	0
AVIATION PLAN:	0	0	0	0	0	0	0	1	0	7	1	0
SPECIFIC PLAN:	0	0	0	0	0	0	0	33	0	0	55	0
CONTROL: 3 PHASE SIGNAL												
LANE CONFIGURATIONS:				L	RR			T	TR		L	TT

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R(a)	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM BASELINE VOLUMES (LONG TERM + SP)	0	0	0	85	0	572 **	0	1665 **	34 **	221 *	1395	0
	NORTH-SOUTH CRITICAL VOLUME:						286	CAPACITY:		1425		
	EAST-WEST CRITICAL VOLUME:						1071	V/C RATIO:		0.95		
	TOTAL CRITICAL VOLUME:						1357	LOS 'E'				
TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R(a)	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM PLUS PROJECT VOLUMES	0	0	0	85	0	572 **	0	1666 **	34 **	228 *	1396	0
	NORTH-SOUTH CRITICAL VOLUME:						286					
	EAST-WEST CRITICAL VOLUME:						1078	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						1364	V/C RATIO:		0.96		
	PROJECT-ADDED TRIPS:						9	LOS 'E'				
	PROJECT-ADDED V/C:						0.005					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R(a)	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	0	0	0	85	0	572 **	0	1633 **	34 **	228 *	1341	0
	NORTH-SOUTH CRITICAL VOLUME:						286	CAPACITY:		1425		
	EAST-WEST CRITICAL VOLUME:						1062	V/C RATIO:		0.95		
	TOTAL CRITICAL VOLUME:						1348	LOS 'E'				
TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R(a)	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM PLUS PROJECT VOLUMES	0	0	0	85	0	572 **	0	1666 **	34 **	228 *	1396	0
	NORTH-SOUTH CRITICAL VOLUME:						286					
	EAST-WEST CRITICAL VOLUME:						1078	CAPACITY:		1425		
	TOTAL CRITICAL VOLUME:						1364	V/C RATIO:		0.96		
	PROJECT-ADDED TRIPS:						88	LOS 'E'				
	PROJECT-ADDED V/C:						0.011					

NOTES:
30% R.T.O.R.

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #8A
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: S.R. 217 SB RAMPS
E/W STREET: HOLLISTER AVENUE MITIGATED WITH ADDITIONAL LANE ON OFF–RAMP

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	0	0	0	59	0	618	0	1579	50	139	874	0
AVIATION PLAN:	0	0	0	0	0	0	0	1	0	4	1	0
ECON. DEV. ALT:	0	0	0	0	0	0	0	28	0	0	37	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: L RR T TR L TT

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	0	0	0	59	0	433 **	0	1580 **	50 **	143 *	875	0
	NORTH–SOUTH CRITICAL VOLUME:						216		CAPACITY:		1425	
	EAST–WEST CRITICAL VOLUME:						958		V/C RATIO:		0.82	
	TOTAL CRITICAL VOLUME:						1174		LOS 'D'			
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM PLUS ECONOMIC DEVELOPMENT ALTERNATIVE VOLUMES	0	0	0	59	0	433 **	0	1608 **	50 **	143 *	912	0
	NORTH–SOUTH CRITICAL VOLUME:						216					
	EAST–WEST CRITICAL VOLUME:						972		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						1188		V/C RATIO:		0.83	
	PROJECT–ADDED TRIPS:						65		LOS 'D'			
	PROJECT–ADDED V/C:						0.010					

NOTES:
(a) 30% R.T.O.R.

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #8A
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: S.R. 217 SB RAMPS
E/W STREET: HOLLISTER AVENUE MITIGATED WITH WIDENED OFF–RAMP

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
LONG–TERM:	0	0	0	85	0	817	0	1632	34	221	1340	0
AVIATION PLAN:	0	0	0	0	0	0	0	1	0	7	1	0
ECON. DEV. ALT:	0	0	0	0	0	0	0	47	0	0	58	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: L RR T TR L TT

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L	T	R	WESTBOUND L	T	R
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	0	0	0	85	0	572 **	0	1633 **	34 **	228 *	1341	0
	NORTH–SOUTH CRITICAL VOLUME:						286		CAPACITY:		1425	
	EAST–WEST CRITICAL VOLUME:						1062		V/C RATIO:		0.95	
	TOTAL CRITICAL VOLUME:						1348		LOS 'E'			
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R(a)	EASTBOUND L	T	R	WESTBOUND L	T	R
LONG TERM PLUS ECONOMIC DEVELOPMENT ALTERNATIVE VOLUMES	0	0	0	85	0	572 **	0	1680 **	34 **	228 *	1399	0
	NORTH–SOUTH CRITICAL VOLUME:						286					
	EAST–WEST CRITICAL VOLUME:						1085		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						1371		V/C RATIO:		0.96	
	PROJECT–ADDED TRIPS:						105		LOS 'E'			
	PROJECT–ADDED V/C:						0.016					

NOTES:
30% R.T.O.R.

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #9
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT-TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: S.R. 217 NB RAMPS
E/W STREET: HOLLISTER AVENUE

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	223	233	268	0	0	0	653	830	86	43	745	86
AVIATION PLAN:	0	0	3	0	0	0	0	1	0	0	5	0
SPECIFIC PLAN:	0	0	0	0	0	0	0	14	0	0	35	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: LT TR — LL T TR — L TT R

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L(a)	T	R	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + SP)	223	233	268	0	0	0	718	844	86	43	780	86
	**	**	**				**				**	
	NORTH-SOUTH CRITICAL VOLUME:						363		CAPACITY:		1425	
	EAST-WEST CRITICAL VOLUME:						749		V/C RATIO:		0.78	
	TOTAL CRITICAL VOLUME:						1112		LOS 'C'			
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L(a)	T	R	WESTBOUND L	T	R
SHORT TERM PLUS PROJECT VOLUMES	223	233	271	0	0	0	718	845	86	43	785	86
	**	**	**				**				**	
	NORTH-SOUTH CRITICAL VOLUME:						365					
	EAST-WEST CRITICAL VOLUME:						752		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						1117		V/C RATIO:		0.78	
	PROJECT-ADDED TRIPS:						9		LOS 'C'			
	PROJECT-ADDED V/C:						0.004					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L(a)	T	R	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	223	233	271	0	0	0	718	831	86	43	750	86
	**	**	**				**				**	
	NORTH-SOUTH CRITICAL VOLUME:						365		CAPACITY:		1425	
	EAST-WEST CRITICAL VOLUME:						734		V/C RATIO:		0.77	
	TOTAL CRITICAL VOLUME:						1099		LOS 'C'			
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L(a)	T	R	WESTBOUND L	T	R
SHORT TERM PLUS PROJECT VOLUMES	223	233	271	0	0	0	718	845	86	43	785	86
	**	**	**				**				**	
	NORTH-SOUTH CRITICAL VOLUME:						365					
	EAST-WEST CRITICAL VOLUME:						752		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						1117		V/C RATIO:		0.78	
	PROJECT-ADDED TRIPS:						49		LOS 'C'			
	PROJECT-ADDED V/C:						0.013					

NOTES:
(a) 10% dual left turn penalty added.

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #9
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG-TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: S.R. 217 NB RAMPS
E/W STREET: HOLLISTER AVENUE

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG-TERM:	343	202	199	0	0	0	623	1004	136	44	948	76
AVIATION PLAN:	0	0	6	0	0	0	0	1	0	0	8	0
SPECIFIC PLAN:	0	0	0	0	0	0	0	33	0	0	55	0
CONTROL: 3 PHASE SIGNAL												
LANE CONFIGURATIONS:	LT	TR					LL	T	TR	L	TT	R

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L(a)	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM BASELINE VOLUMES (LONG TERM + SP)	343 **	202 **	199 **	0	0	0	685 **	1037	136	44	1003 **	76
	NORTH-SOUTH CRITICAL VOLUME:						373		CAPACITY:		1425	
	EAST-WEST CRITICAL VOLUME:						845		V/C RATIO:		0.85	
	TOTAL CRITICAL VOLUME:						1218		LOS 'D'			
TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L(a)	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM PLUS PROJECT VOLUMES	343 **	202 **	205 **	0	0	0	685 **	1038	136	44	1011 **	76
	NORTH-SOUTH CRITICAL VOLUME:						376					
	EAST-WEST CRITICAL VOLUME:						849		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						1225		V/C RATIO:		0.86	
	PROJECT-ADDED TRIPS:						15		LOS 'D'			
	PROJECT-ADDED V/C:						0.005					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L(a)	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	343 **	202 **	205 **	0	0	0	685 **	1005	136	44	956 **	76
	NORTH-SOUTH CRITICAL VOLUME:						376		CAPACITY:		1425	
	EAST-WEST CRITICAL VOLUME:						821		V/C RATIO:		0.84	
	TOTAL CRITICAL VOLUME:						1197		LOS 'D'			
TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L(a)	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
LONG TERM PLUS PROJECT VOLUMES	343 **	202 **	205 **	0	0	0	685 **	1038	136	44	1011 **	76
	NORTH-SOUTH CRITICAL VOLUME:						376					
	EAST-WEST CRITICAL VOLUME:						849		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						1225		V/C RATIO:		0.86	
	PROJECT-ADDED TRIPS:						88		LOS 'D'			
	PROJECT-ADDED V/C:						0.020					

NOTES:
(a) 10% dual left turn penalty added.

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: S.R. 217 NB RAMPS
E/W STREET: HOLLISTER AVENUE

REF. #9

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
EX + APP + PEND:	223	233	268	0	0	0	653	830	86	43	745	86
AVIATION PLAN:	0	0	3	0	0	0	0	1	0	0	5	0
ECON. DEV. ALT:	0	0	0	0	0	0	0	28	0	0	37	0
CONTROL: 3 PHASE SIGNAL												
LANE CONFIGURATIONS:	LT	TR					LL	T	TR	L	TT	R

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L(a)	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	223	233	271	0	0	0	718	831	86	43	750	86
	**	**	**				**				**	
	NORTH–SOUTH CRITICAL VOLUME:						365		CAPACITY:		1425	
	EAST–WEST CRITICAL VOLUME:						734		V/C RATIO:		0.77	
	TOTAL CRITICAL VOLUME:						1099		LOS 'C'			
TRAFFIC SCENARIO	**NORTHBOUND L**	**NORTHBOUND T**	**NORTHBOUND R**	**SOUTHBOUND L**	**SOUTHBOUND T**	**SOUTHBOUND R**	**EASTBOUND L(a)**	**EASTBOUND T**	**EASTBOUND R**	**WESTBOUND L**	**WESTBOUND T**	**WESTBOUND R**
SHORT TERM PLUS ECONOMIC DEVELOPMENT ALTERNATIVE VOLUMES	223	233	271	0	0	0	718	859	86	43	787	86
	**	**	**				**				**	
	NORTH–SOUTH CRITICAL VOLUME:						365					
	EAST–WEST CRITICAL VOLUME:						753		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						1118		V/C RATIO:		0.78	
	PROJECT–ADDED TRIPS:						65		LOS 'C'			
	PROJECT–ADDED V/C:						0.013					

NOTES:
(a) 10% dual left turn penalty added.

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #9
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: S.R. 217 NB RAMPS
E/W STREET: HOLLISTER AVENUE

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
LONG–TERM:	343	202	199	0	0	0	623	1004	136	44	948	76
AVIATION PLAN:	0	0	6	0	0	0	0	1	0	0	8	0
ECON. DEV. ALT:	0	0	0	0	0	0	0	47	0	0	58	0
CONTROL: 3 PHASE SIGNAL												
LANE CONFIGURATIONS:	LT	TR					LL	T	TR	L	TT	R

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L(a)	T	R	WESTBOUND L	T	R
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	343	202	205	0	0	0	685	1005	136	44	956	76
	**	**	**				**				**	
	NORTH–SOUTH CRITICAL VOLUME:						376		CAPACITY:		1425	
	EAST–WEST CRITICAL VOLUME:						821		V/C RATIO:		0.84	
	TOTAL CRITICAL VOLUME:						1197		LOS 'D'			
TRAFFIC SCENARIO	**NORTHBOUND L**	**T**	**R**	**SOUTHBOUND L**	**T**	**R**	**EASTBOUND L(a)**	**T**	**R**	**WESTBOUND L**	**T**	**R**
LONG TERM PLUS ECONOMIC DEVELOPMENT ALTERNATIVE VOLUMES	343	202	205	0	0	0	685	1052	136	44	1014	76
	**	**	**				**				**	
	NORTH–SOUTH CRITICAL VOLUME:						376					
	EAST–WEST CRITICAL VOLUME:						850		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						1226		V/C RATIO:		0.86	
	PROJECT–ADDED TRIPS:						105		LOS 'D'			
	PROJECT–ADDED V/C:						0.020					

NOTES:
(a) 10% dual left turn penalty added.

* SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS REF. #9A
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: S.R. 217 NB RAMPS
E/W STREET: HOLLISTER AVENUE MITIGATED WITH ADDITOINAL NB LANES ON WARD DRIVE

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
LONG–TERM:	343	202	199	0	0	0	623	1004	136	44	948	76
AVIATION PLAN:	0	0	6	0	0	0	0	1	0	0	8	0
SPECIFIC PLAN:	0	0	0	0	0	0	0	33	0	0	55	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: LL T R LL T TR L TT R

AVIATION FACILITIES PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L(a)	T	R	SOUTHBOUND L	T	R	EASTBOUND L(a)	T	R	WESTBOUND L	T	R
LONG TERM BASELINE VOLUMES (LONG TERM + SP)	377	202 *	199	0	0	0	685 **	1037	136	44	1003 **	76
	NORTH–SOUTH CRITICAL VOLUME:						202		CAPACITY:		1425	
	EAST–WEST CRITICAL VOLUME:						845		V/C RATIO:		0.73	
	TOTAL CRITICAL VOLUME:						1047		LOS 'C'			
TRAFFIC SCENARIO	NORTHBOUND L(a)	T	R	SOUTHBOUND L	T	R	EASTBOUND L(a)	T	R	WESTBOUND L	T	R
LONG TERM PLUS PROJECT VOLUMES	377	202 *	205	0	0	0	685 **	1038	136	44	1011 **	76
	NORTH–SOUTH CRITICAL VOLUME:						202					
	EAST–WEST CRITICAL VOLUME:						849		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						1051		V/C RATIO:		0.74	
	PROJECT–ADDED TRIPS:						15		LOS 'C'			
	PROJECT–ADDED V/C:						0.003					

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L(a)	T	R	SOUTHBOUND L	T	R	EASTBOUND L(a)	T	R	WESTBOUND L	T	R
LONG TERM BASELINE VOLUMES (LONG TERM + AFP)	377	202 *	205	0	0	0	685 **	1005	136	44	956 **	76
	NORTH–SOUTH CRITICAL VOLUME:						202		CAPACITY:		1425	
	EAST–WEST CRITICAL VOLUME:						821		V/C RATIO:		0.72	
	TOTAL CRITICAL VOLUME:						1023		LOS 'C'			
TRAFFIC SCENARIO	NORTHBOUND L(a)	T	R	SOUTHBOUND L	T	R	EASTBOUND L(a)	T	R	WESTBOUND L	T	R
LONG TERM PLUS PROJECT VOLUMES	377	202 *	205	0	0	0	685 **	1038	136	44	1011 **	76
	NORTH–SOUTH CRITICAL VOLUME:						202					
	EAST–WEST CRITICAL VOLUME:						849		CAPACITY:		1425	
	TOTAL CRITICAL VOLUME:						1051		V/C RATIO:		0.74	
	PROJECT–ADDED TRIPS:						88		LOS 'C'			
	PROJECT–ADDED V/C:						0.020					

NOTES:
(a) 10% dual left turn penalty added.

SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #10
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT–TERM CONDITIONS
A.M. PEAK HOUR
N/S STREET: FOWLER ROAD
E/W STREET: AIRPORT ENTRANCE

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	0	0	0	0	0	0	74	144	0	0	155	55
AVIATION PLAN:	0	0	0	0	0	0	36	10	0	0	0	12
ECON. DEV. ALT:	0	0	0	0	0	0	0	4	0	0	1	0
LANE CONFIGURATIONS:								L T			T R	

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	0	0	0	0	0	0	110 *	154 *	0	0	155 *	67 *
	NORTH–SOUTH CRITICAL VOLUME:						0		DELAY/VEH:	NA		
	EAST–WEST CRITICAL VOLUME:						486		LOS 'A'			
	TOTAL CRITICAL VOLUME:						486					
TRAFFIC SCENARIO	NORTHBOUND L	NORTHBOUND T	NORTHBOUND R	SOUTHBOUND L	SOUTHBOUND T	SOUTHBOUND R	EASTBOUND L	EASTBOUND T	EASTBOUND R	WESTBOUND L	WESTBOUND T	WESTBOUND R
SHORT TERM PLUS ECONOMIC DEVELOPMENT ALTERNATIVE VOLUMES	0	0	0	0	0	0	110 *	158 *	0	0	156 *	67 *
	NORTH–SOUTH CRITICAL VOLUME:						0					
	EAST–WEST CRITICAL VOLUME:						491		DELAY/VEH:	NA		
	TOTAL CRITICAL VOLUME:						491		LOS 'A'			
	PROJECT–ADDED TRIPS:						5					

NOTES:

*SANTA BARBARA AIRPORT SPECIFIC PLAN EIR/EIS – ECONOMIC DEVELOPMENT ALT REF. #9A
INTERSECTION LEVEL OF SERVICE CALCULATIONS – LONG–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: S.R. 217 NB RAMPS
E/W STREET: HOLLISTER AVENUE MITIGATED WITH ADDITOINAL NB LANES ON WARD DRIVE

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
LONG–TERM:	343	202	199	0	0	0	623	1004	136	44	948	76
AVIATION PLAN:	0	0	6	0	0	0	0	1	0	0	8	0
ECON. DEV. ALT:	0	0	0	0	0	0	0	47	0	0	58	0

CONTROL: 3 PHASE SIGNAL
LANE CONFIGURATIONS: LL T R LL T TR L TT R

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L(a)	T	R	SOUTHBOUND L	T	R	EASTBOUND L(a)	T	R	WESTBOUND L	T	R
LONG TERM	377	202	205	0	0	0	685	1005	136	44	956	76
BASELINE		*					**				**	
VOLUMES	NORTH–SOUTH CRITICAL VOLUME:						202		CAPACITY:		1425	
(LONG TERM + AFP)	EAST–WEST CRITICAL VOLUME:						821		V/C RATIO:		0.72	
	TOTAL CRITICAL VOLUME:						1023		LOS 'C'			
TRAFFIC SCENARIO	NORTHBOUND L(a)	T	R	SOUTHBOUND L	T	R	EASTBOUND L(a)	T	R	WESTBOUND L	T	R
LONG TERM	377	202	205	0	0	0	685	1052	136	44	1014	76
PLUS		*					**				**	
ECONOMIC	NORTH–SOUTH CRITICAL VOLUME:						202					
DEVELOPMENT	EAST–WEST CRITICAL VOLUME:						850		CAPACITY:		1425	
ALTERNATIVE	TOTAL CRITICAL VOLUME:						1052		V/C RATIO:		0.74	
VOLUMES	PROJECT–ADDED TRIPS:						105		LOS 'C'			
	PROJECT–ADDED V/C:						0.020					

NOTES:
(a) 10% dual left turn penalty added.

SANTA BARBARA AIRPORT AVIATION FACILITIES PLAN & SPECIFIC PLAN EIR/EIS — REF. #10
INTERSECTION LEVEL OF SERVICE CALCULATIONS – SHORT–TERM CONDITIONS
P.M. PEAK HOUR
N/S STREET: FOWLER ROAD
E/W STREET: AIRPORT ENTRANCE

INTERSECTION TURNING VOLUME/CONFIGURATION SUMMARY DATA

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
SCENARIO	L	T	R	L	T	R	L	T	R	L	T	R
EX + APP + PEND:	0	0	0	0	0	0	55	349	0	0	217	30
AVIATION PLAN:	0	0	0	0	0	0	26	10	0	0	0	10
ECON. DEV. ALT:	0	0	0	0	0	0	0	7	0	0	6	0
LANE CONFIGURATIONS:								L T			T R	

SPECIFIC PLAN IMPACTS

TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM BASELINE VOLUMES (SHORT TERM + AFP)	0	0	0	0	0	0	81 *	359 *	0	0	217 *	40 *
	NORTH–SOUTH CRITICAL VOLUME:						0	DELAY/VEH:	NA			
	EAST–WEST CRITICAL VOLUME:						697	LOS 'A'				
	TOTAL CRITICAL VOLUME:						697					
TRAFFIC SCENARIO	NORTHBOUND L	T	R	SOUTHBOUND L	T	R	EASTBOUND L	T	R	WESTBOUND L	T	R
SHORT TERM PLUS ECONOMIC DEVELOPMENT ALTERNATIVE VOLUMES	0	0	0	0	0	0	81 *	366 *	0	0	223 *	40 *
	NORTH–SOUTH CRITICAL VOLUME:						0					
	EAST–WEST CRITICAL VOLUME:						710	DELAY/VEH:	NA			
	TOTAL CRITICAL VOLUME:						710	LOS 'A'				
	PROJECT–ADDED TRIPS:						13					

NOTES:

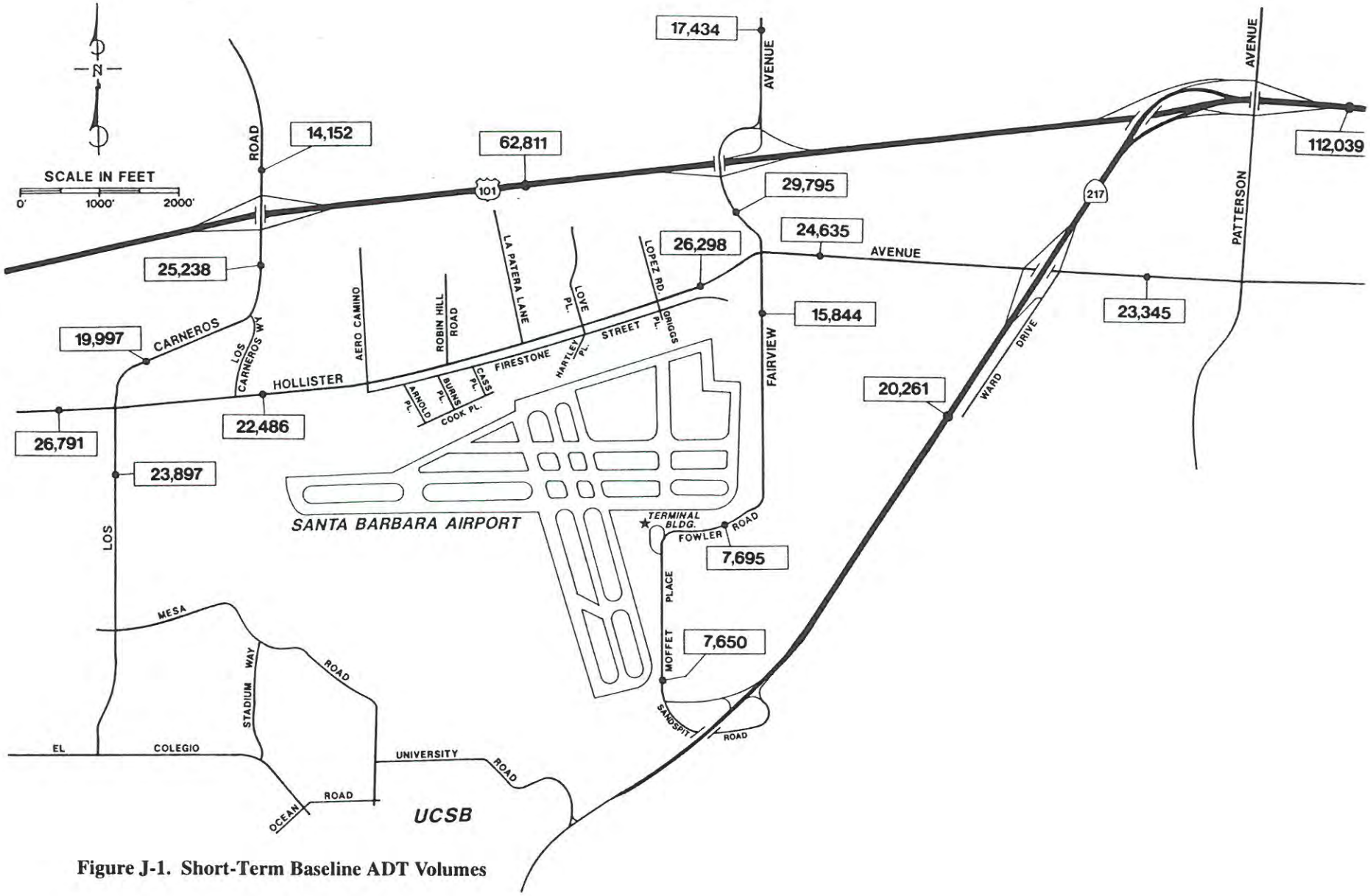


Figure J-1. Short-Term Baseline ADT Volumes

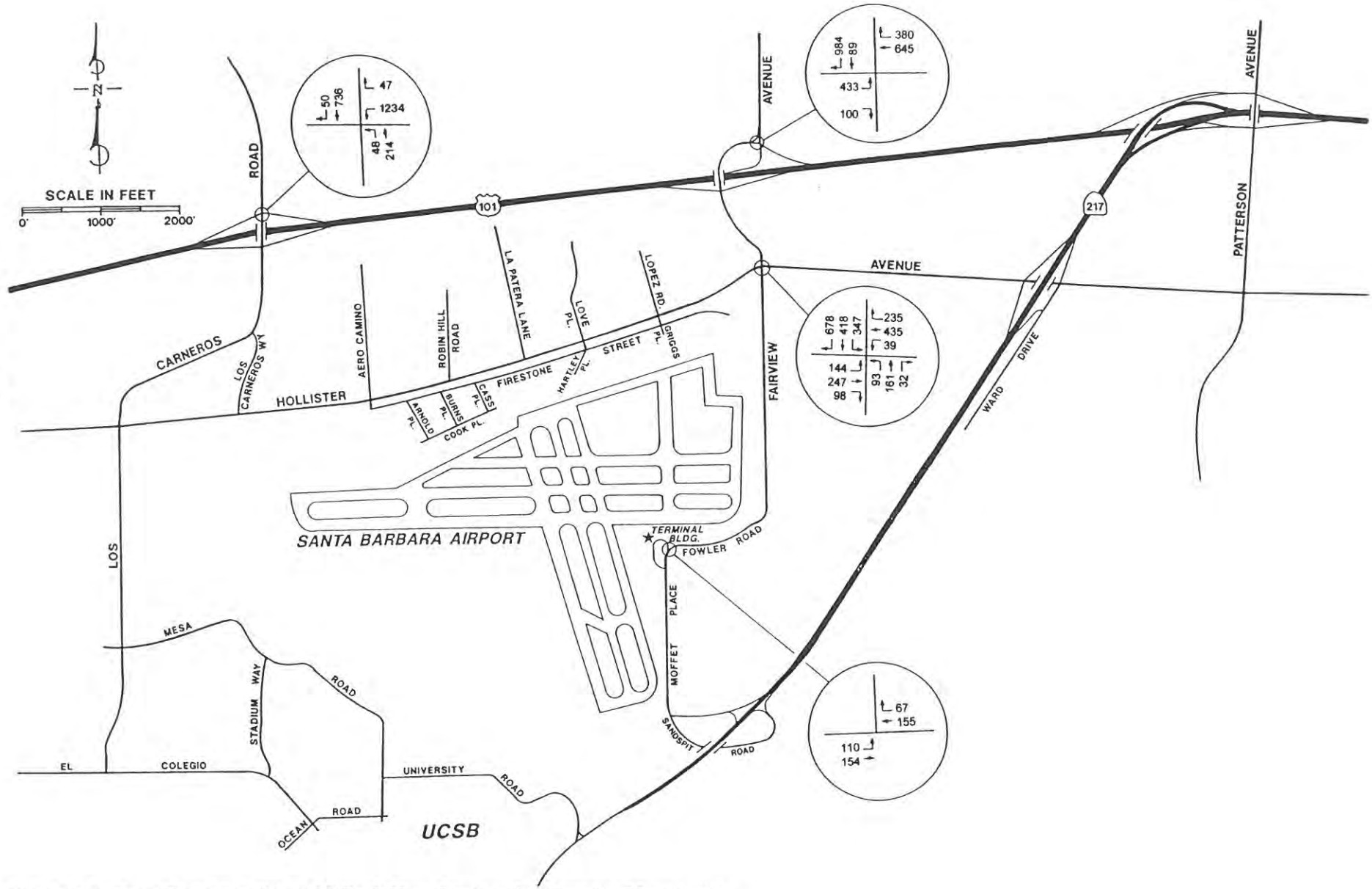


Figure J-2. Short-Term Baseline A.M. Peak Hour Intersection Turning Movements

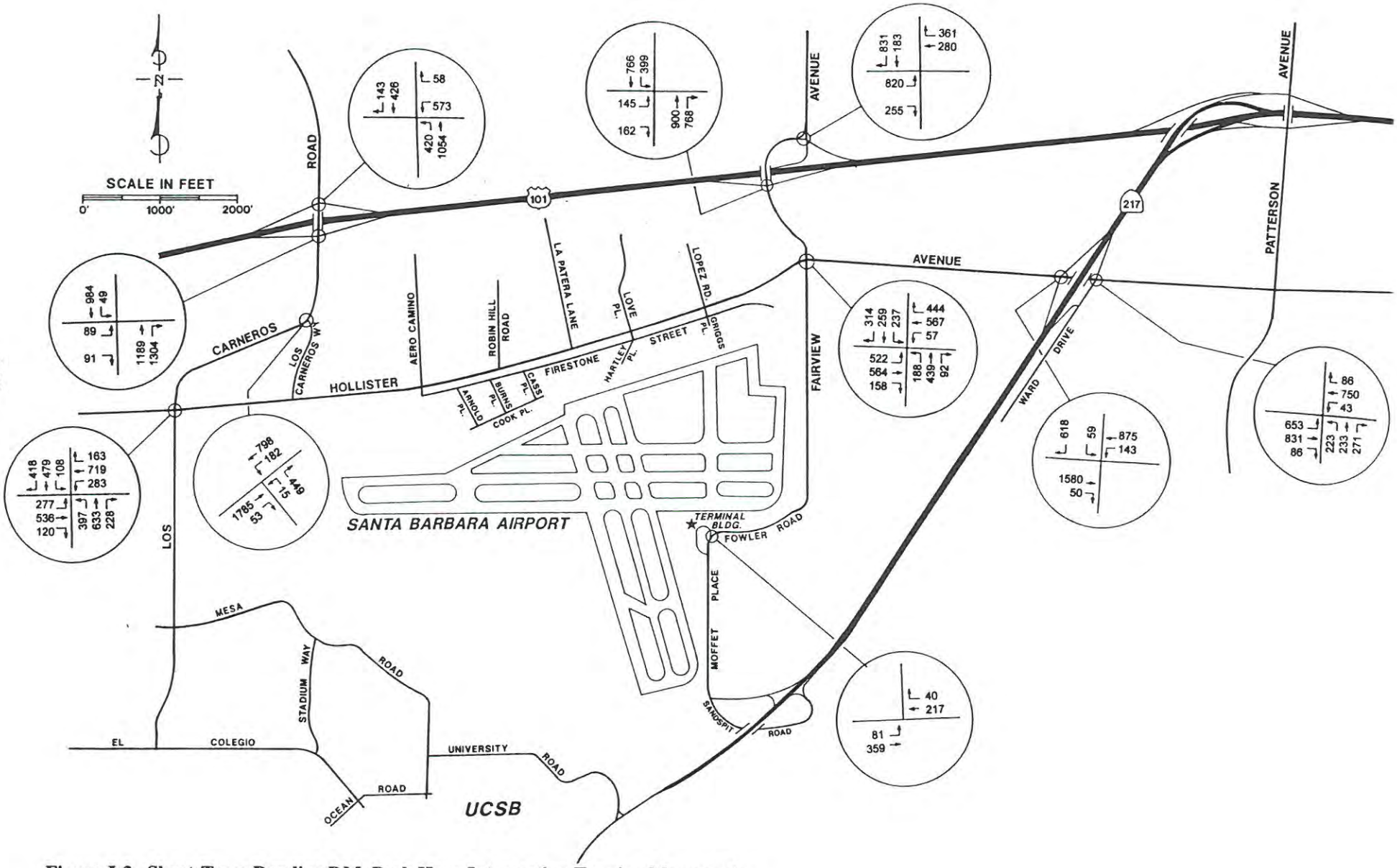


Figure J-3. Short-Term Baseline P.M. Peak Hour Intersection Turning Movements

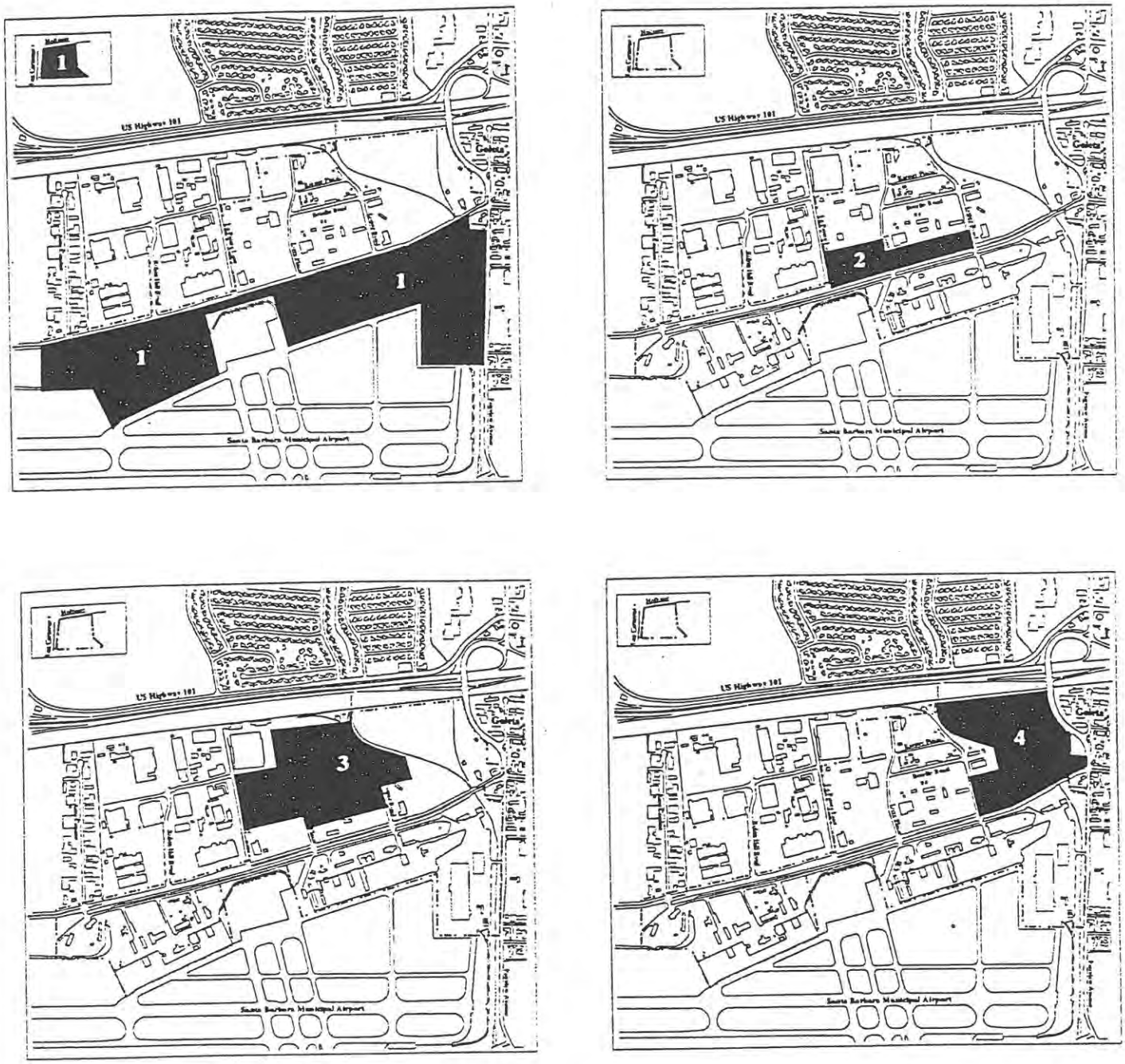


Figure J-4. Specific Plan Subareas

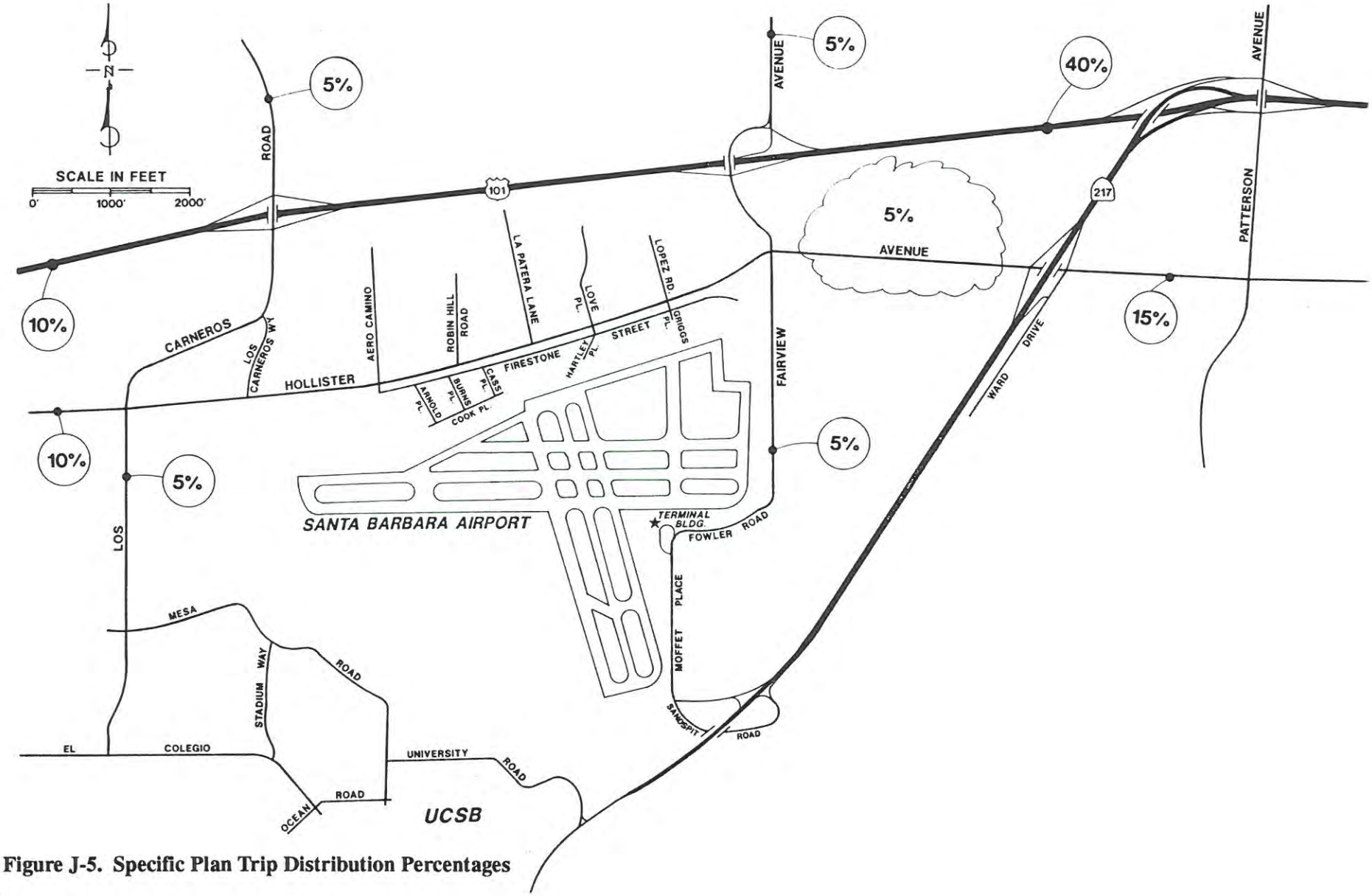


Figure J-5. Specific Plan Trip Distribution Percentages

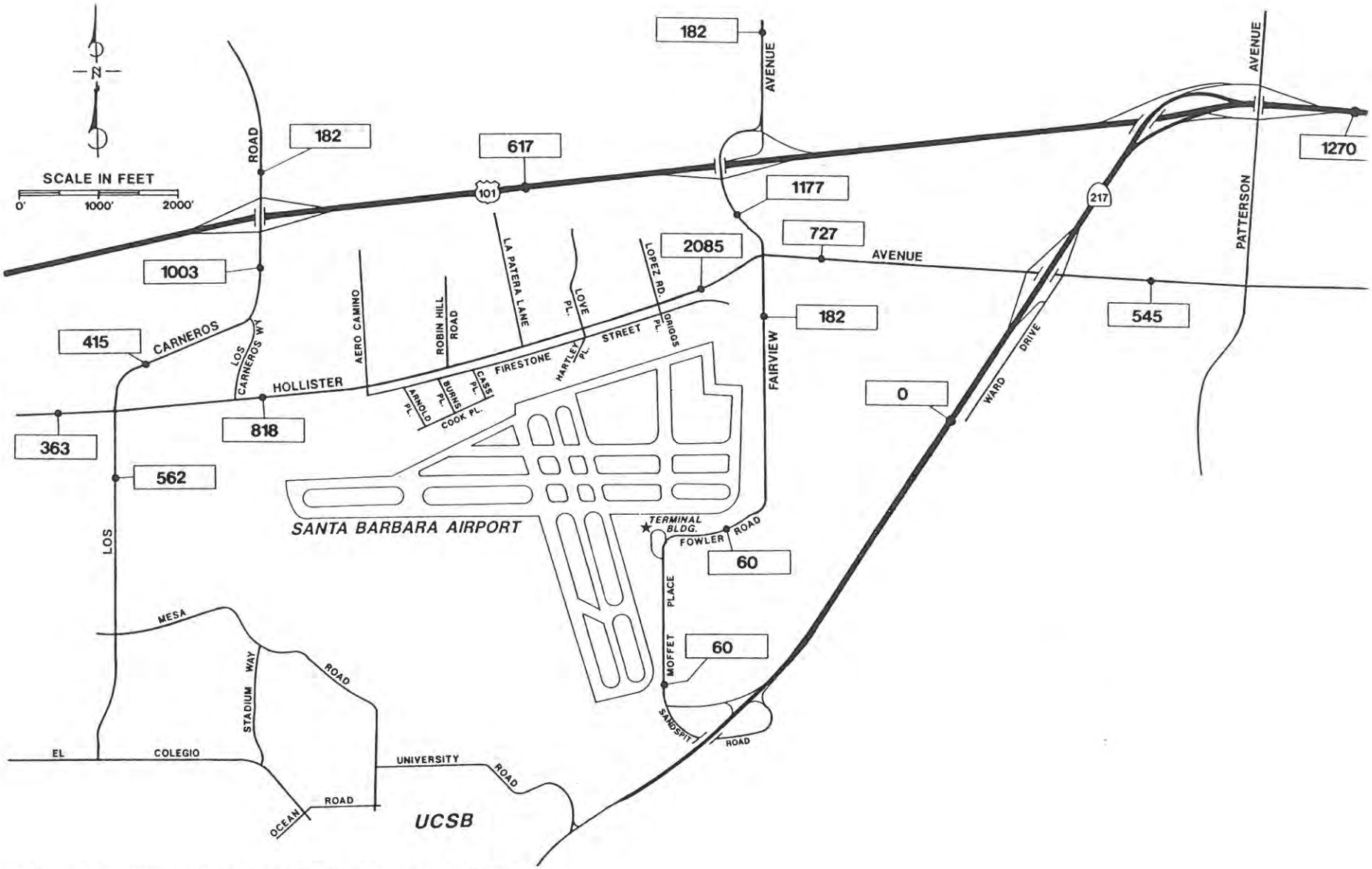


Figure J-6. Short-Term Specific Plan Added ADT Volumes

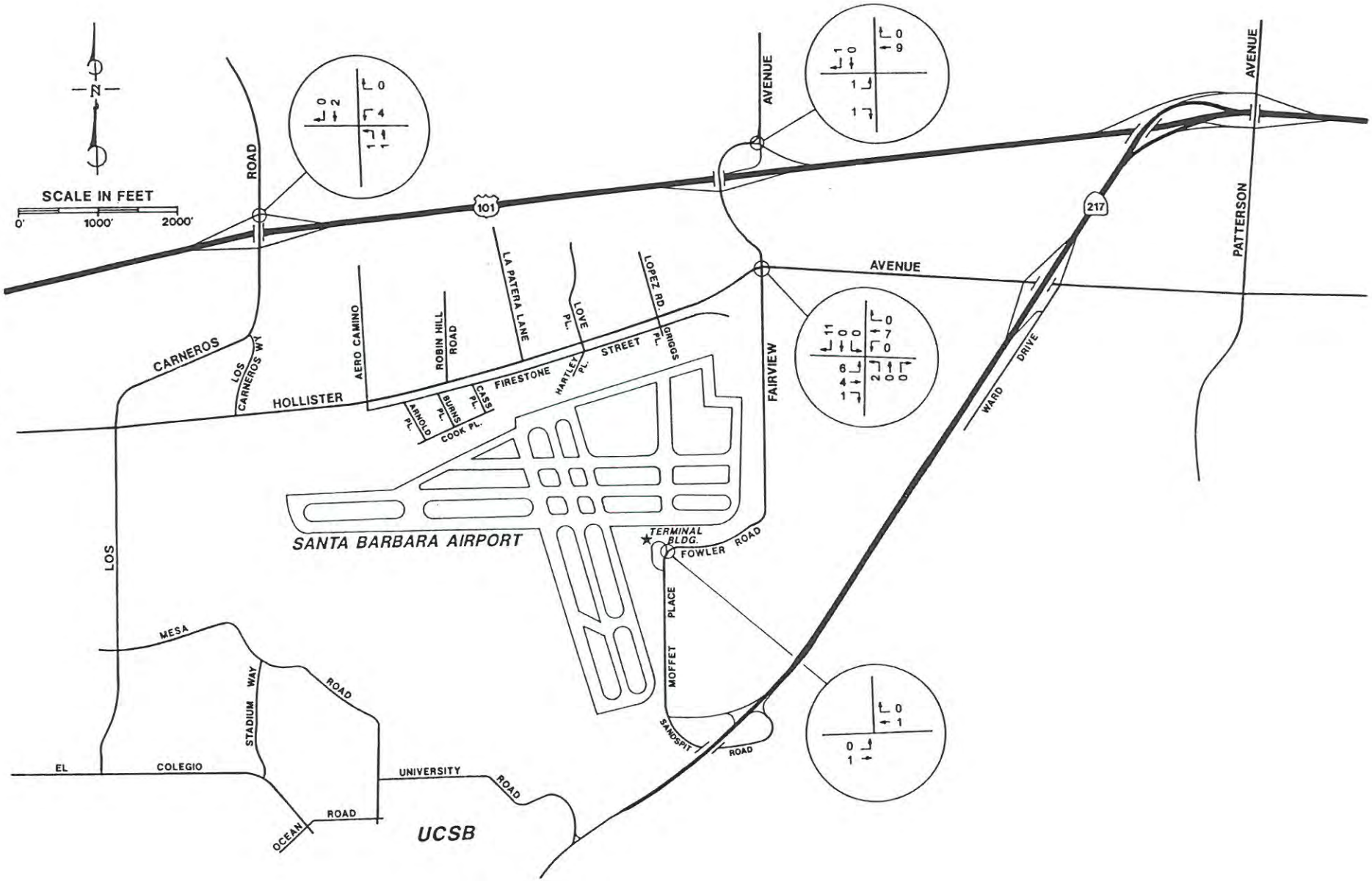


Figure J-7. Short-Term Specific Plan Added A.M. Peak Hour Intersection Turning Movements

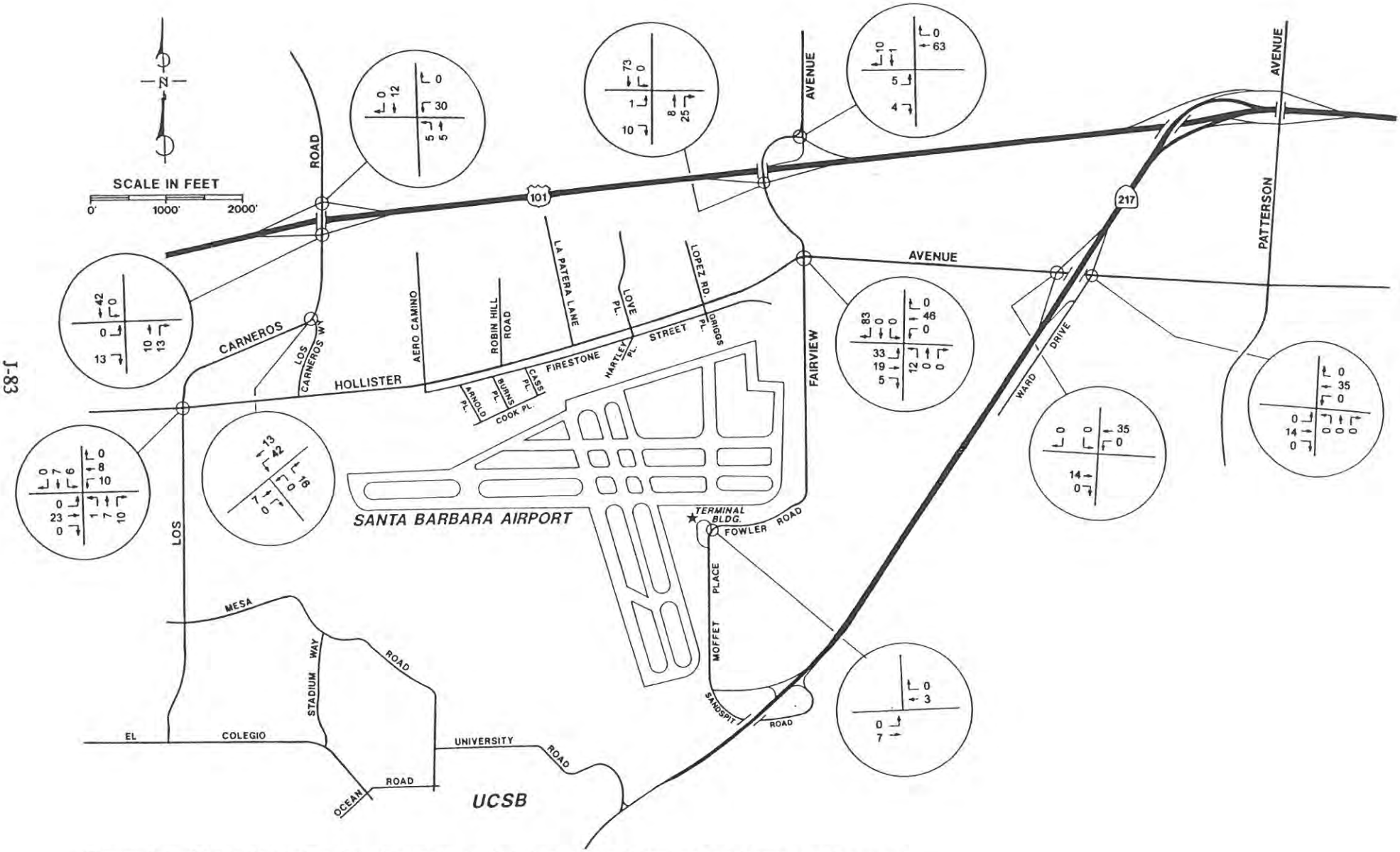


Figure J-8. Short-Term Specific Plan Added P.M. Peak Hour Intersection Turning Movements

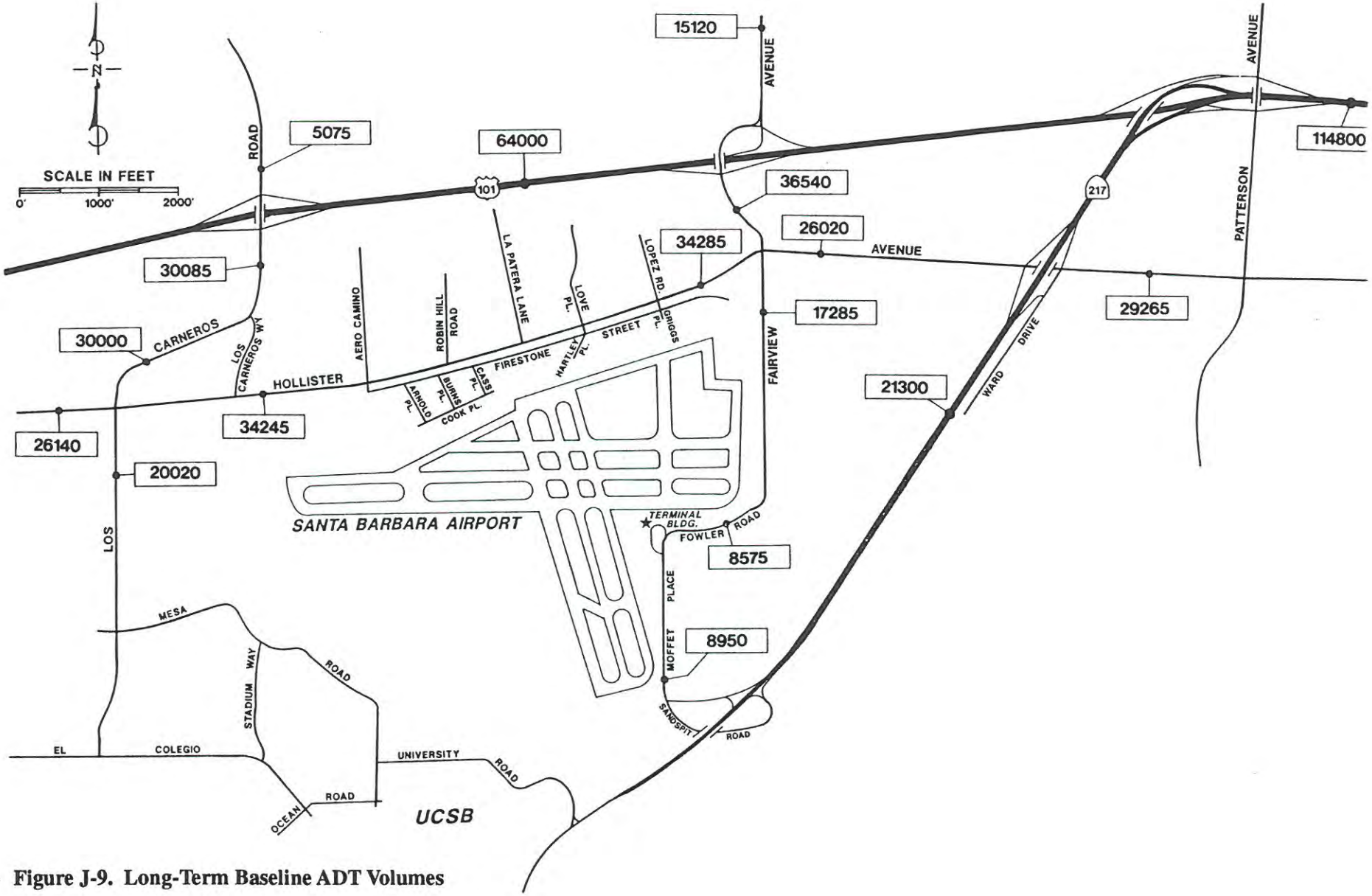


Figure J-9. Long-Term Baseline ADT Volumes

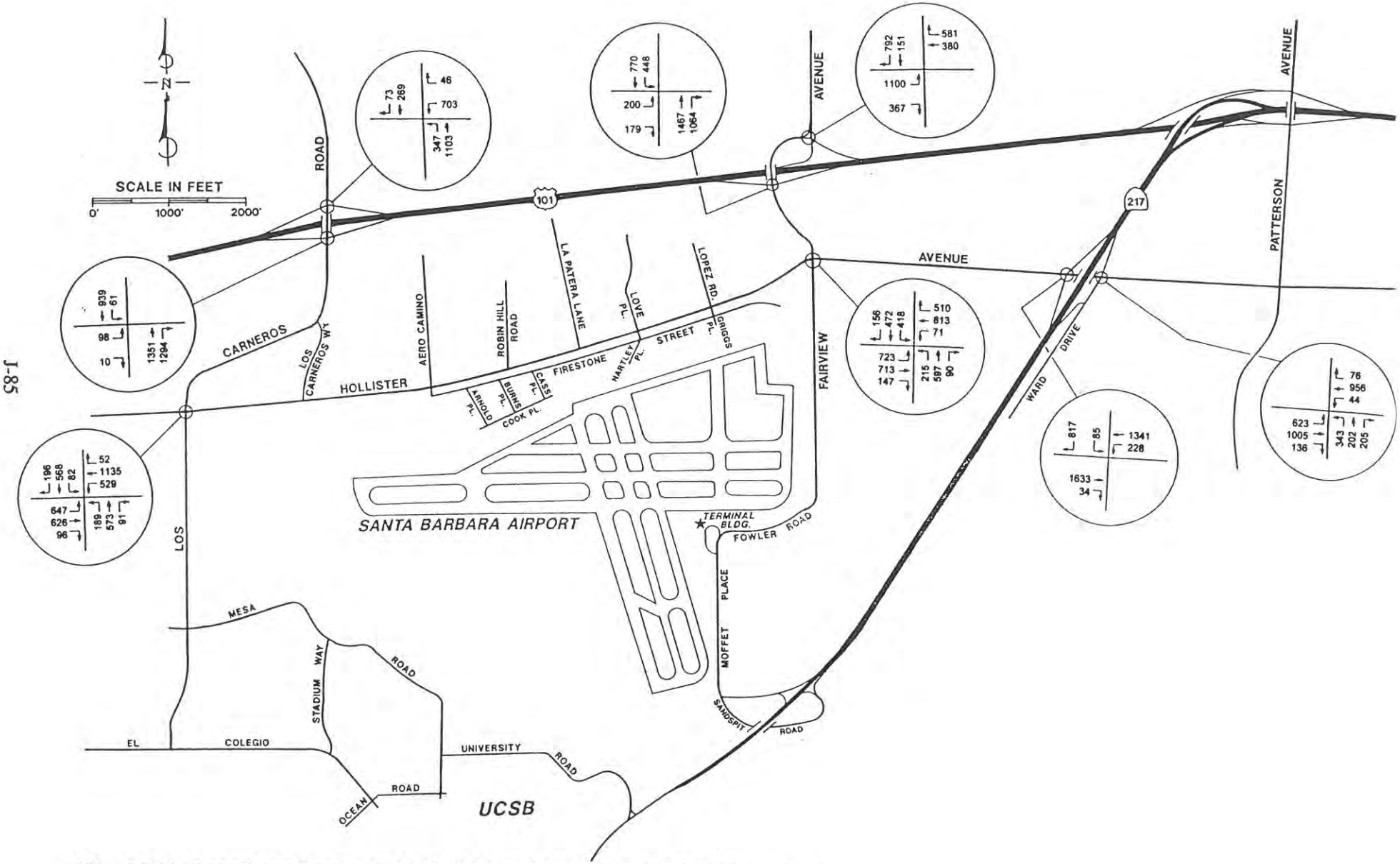


Figure J-10. Long-Term Baseline P.M. Peak Hour Intersection Turning Movements

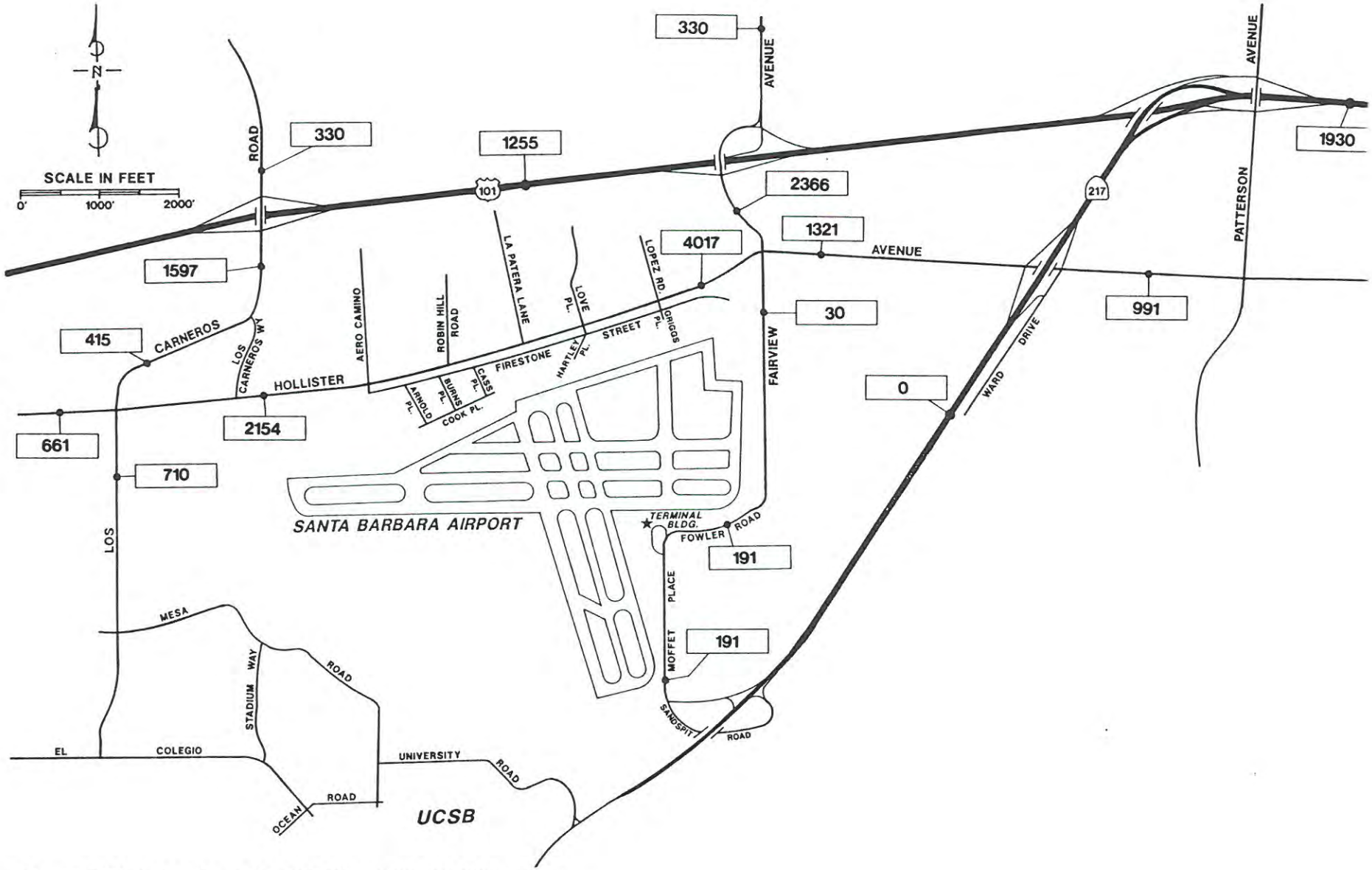


Figure J-11. Long-Term Specific Plan Added ADT Volumes

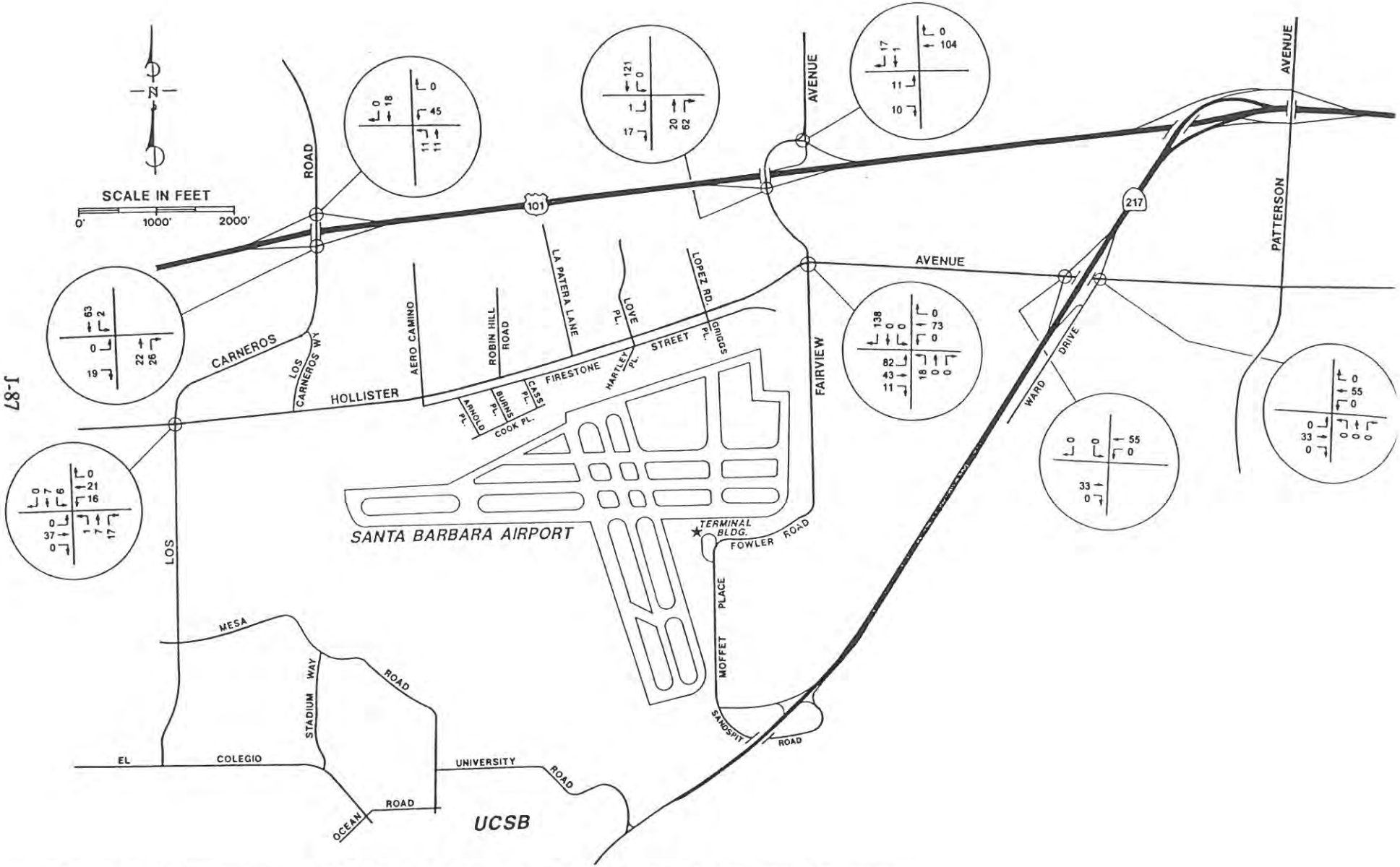


Figure J-12. Long-Term Specific Plan Added P.M. Peak Hour Intersection Turning Movements

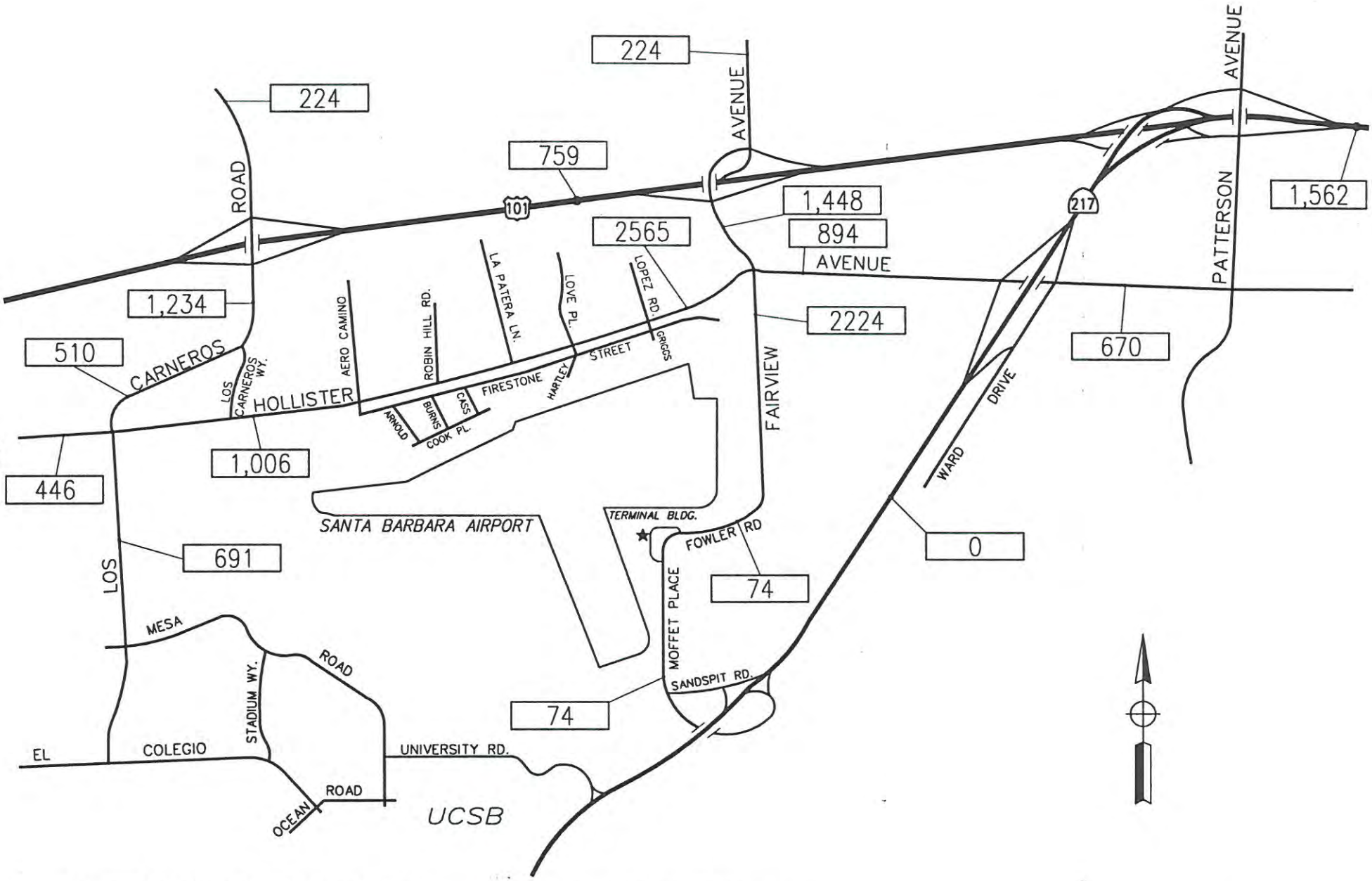


Figure J-13. Short-Term Economic Development Alternative Added ADT Volumes

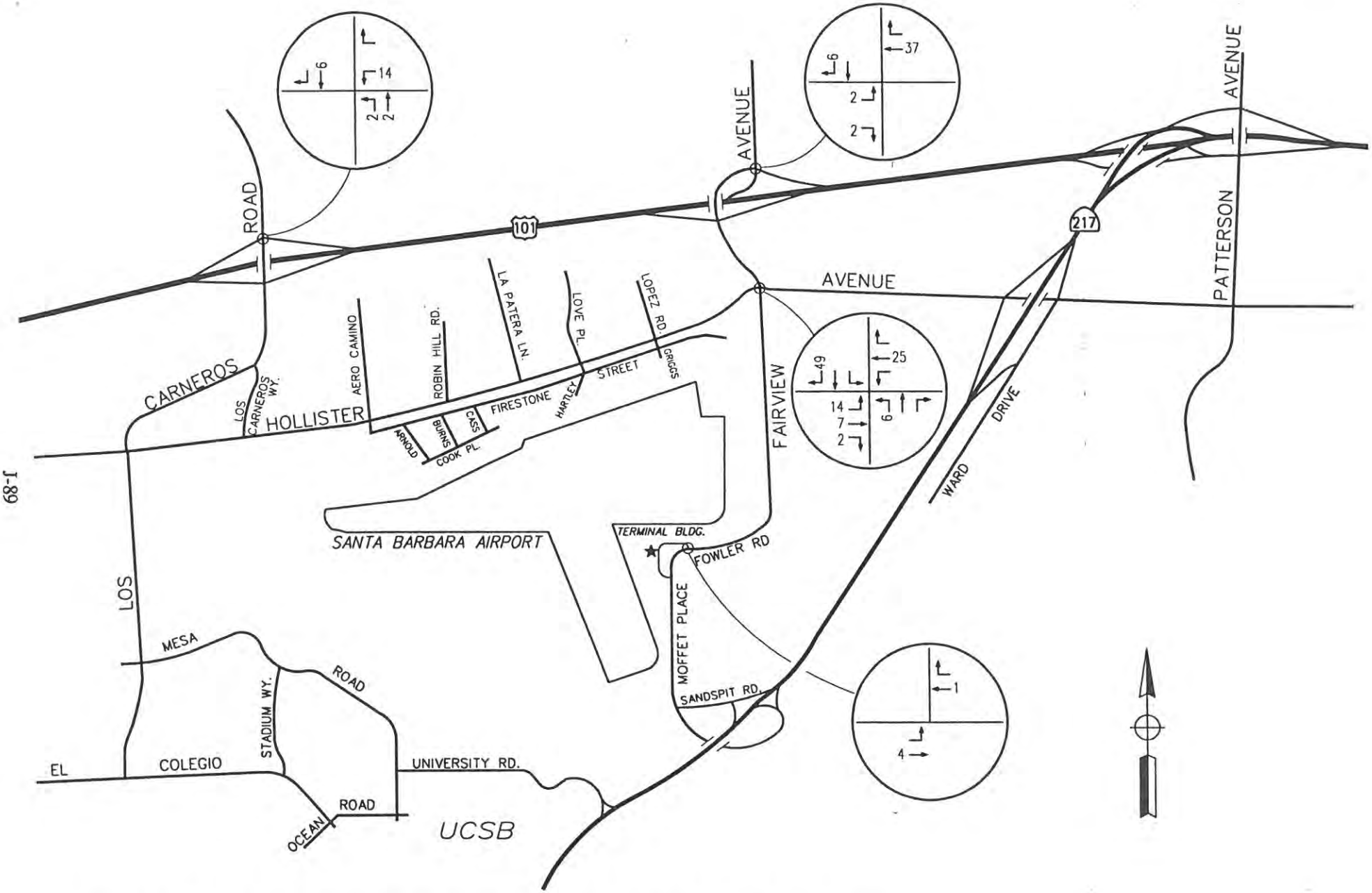


Figure J-14. Short-Term Economic Development Alternative Added A.M. Peak Hour Volumes

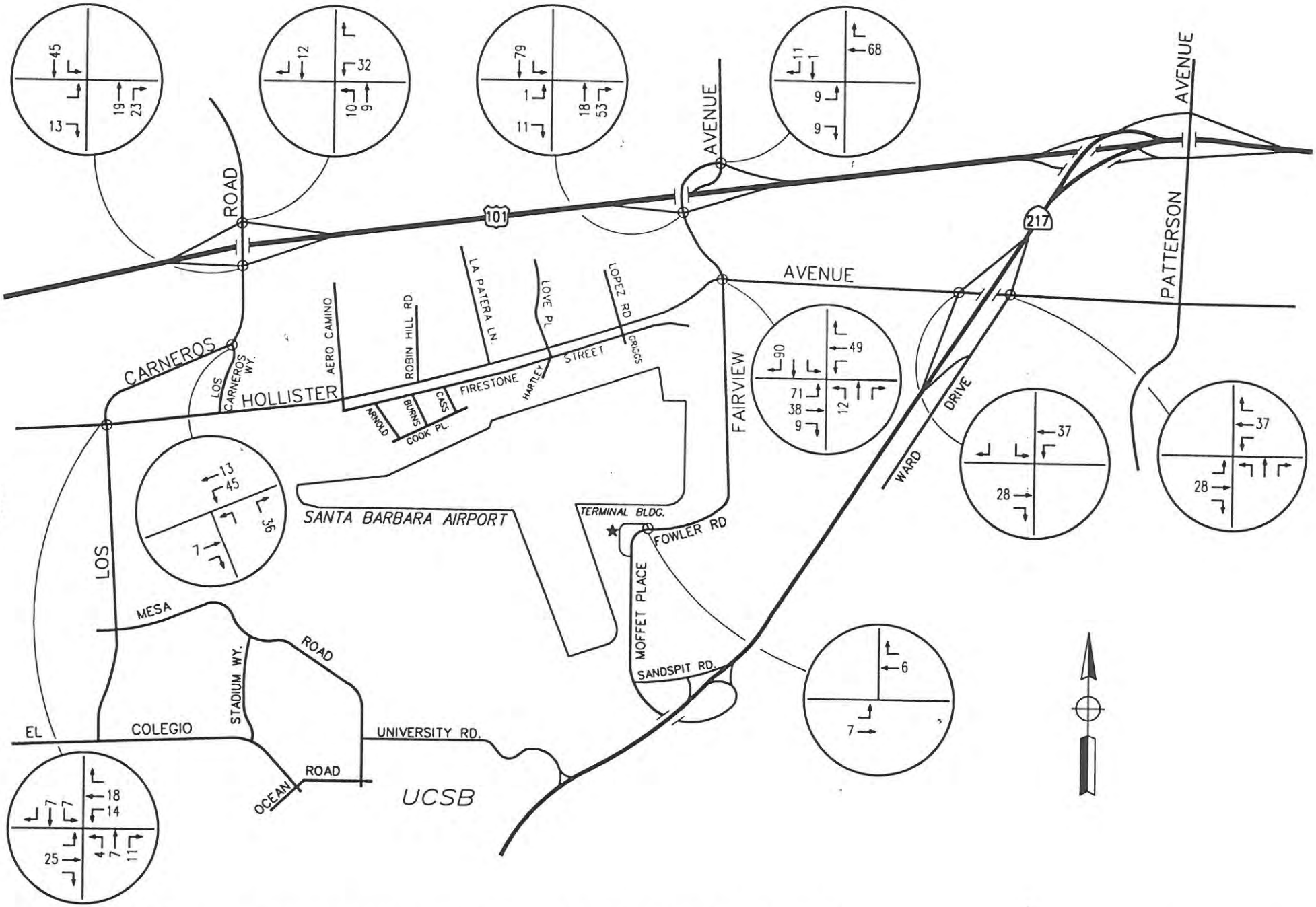


Figure J-15. Short-Term Economic Development Alternative Added P.M. Peak Hour Volumes

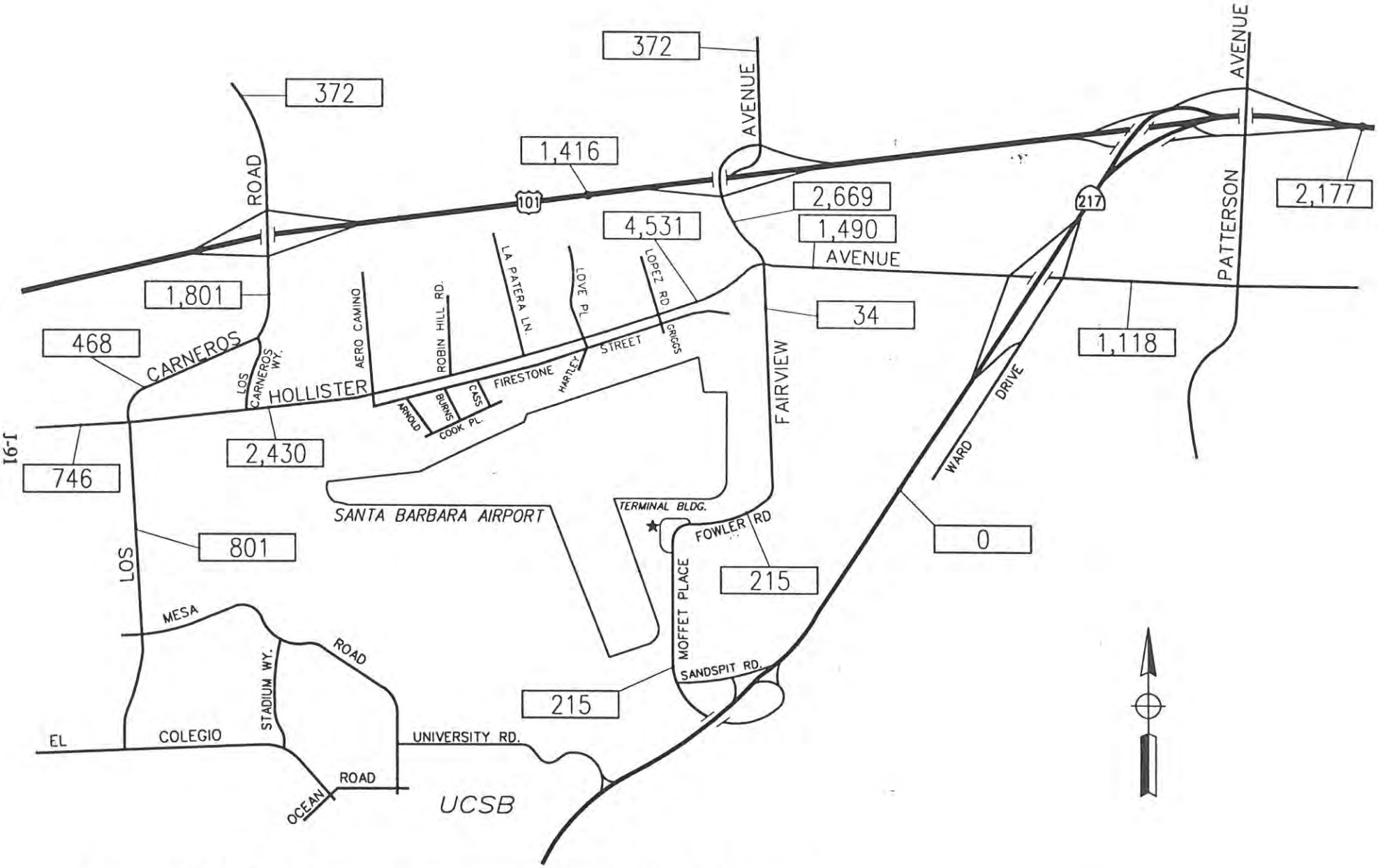


Figure J-16. Long-Term Economic Development Alternative Added ADT Volumes

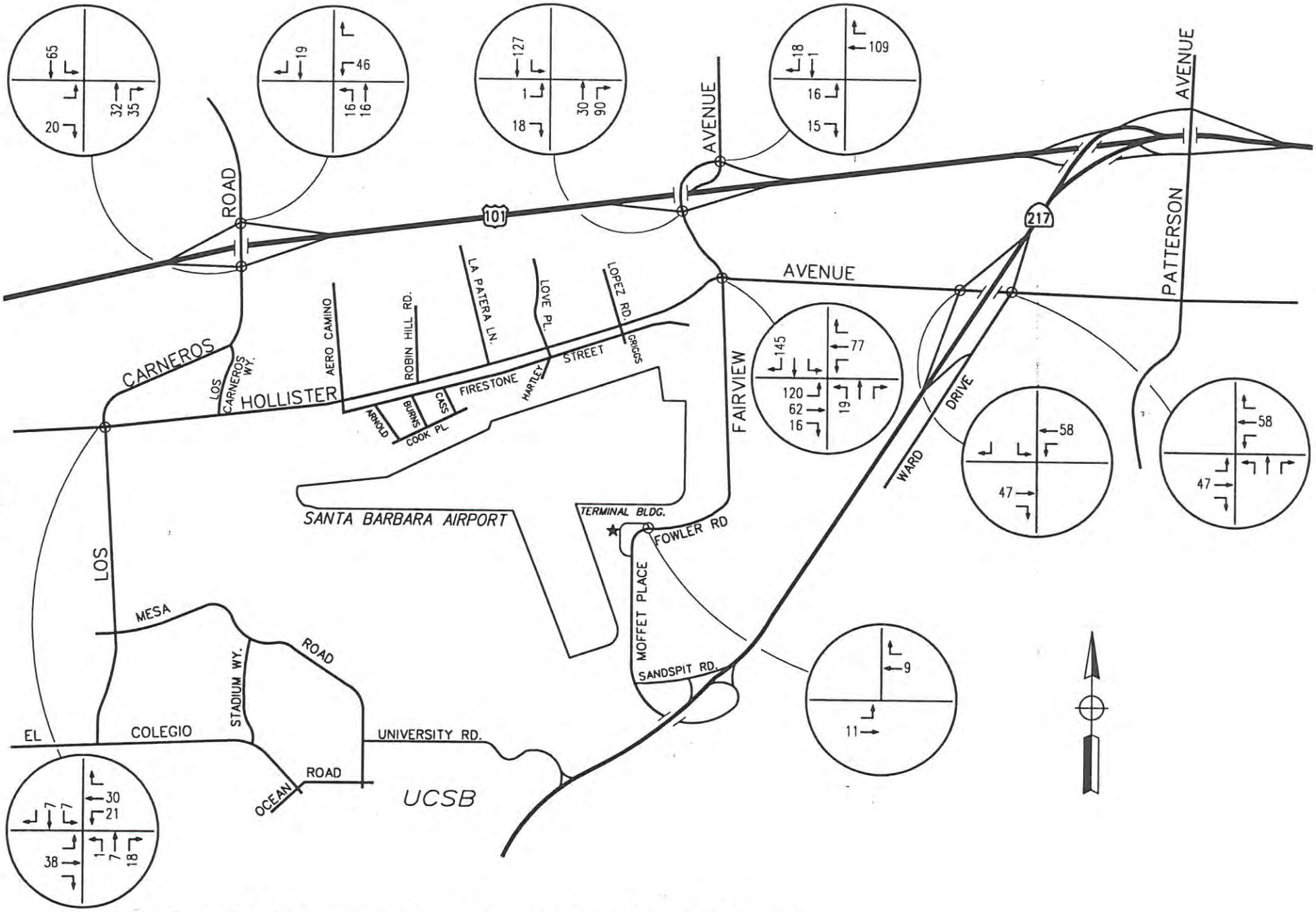


Figure J-17. Long-Term Economic Development Alternative Added P.M. Peak Hour Volumes

Appendix K

Determination of Eligibility for Historic Resources at the Santa Barbara Municipal Airport (available under separate cover at the City of Santa Barbara Planning Division, 630 Garden Street, 2nd Floor, Santa Barbara, CA 93101)

Appendix L

Specific Plan (under separate cover)

Appendix M

Ground Transportation Impacts Errata

GROUND TRANSPORTATION IMPACTS ERRATA

When work originally began on this EIR/EA in 1994, the City used the most up-to-date information then available in the preparation of this document. This information included 1993 traffic counts for the affected intersections, traffic generation for the proposed Specific Plan and Economic Development Alternative and the traffic generated by a list of cumulative projects in the study area provided by Santa Barbara County. This information was analyzed by the traffic consultant, using the Goleta Valley Traffic Model, developed by Santa Barbara County as part of the preparation of the Goleta Community Plan.

After the September 3, 1996 end of the review period for the Draft Airport Specific Plan EIR/EA, Santa Barbara County released an updated Goleta Valley Traffic Model (final report released September 17, 1996). This model includes 1996 traffic counts for all major intersections in the Goleta Valley, as well as short-term and long-term traffic projections for these intersections. The 1996 model was further updated in February 1997 (released February 28, 1997). For a variety of reasons, traffic volumes at many intersections dropped between 1993 and 1996, as shown in Table 3.20-2A below. The tables are numbered to match the related tables in the text of the EIR/EA with the addition of "A" at the end. This has been done so that they can be directly compared by the reader.

Table 3.20-2A
Existing 1993 and 1997 P.M. Peak Hour Levels of Service

Intersection	*Jurisdiction*	*Control Type*	*1993 V/C Ratio/LOS*	*1997 V/C Ratio/LOS*
Los Carneros Rd./U.S. 101 NB Ramps	County	Signal	0.54/A	0.51/A
Los Carneros Rd./U.S. 101 SB Ramps	County	Signal	0.75/C	0.76/C
Los Carneros Rd./Los Carneros Way[a]	County	1-way yield	NA/B	NA/B
Los Carneros Rd./Hollister Ave.	County	Signal	0.61/A	0.58/A
Fairview Ave./U.S. 101 NB Ramps	County	Signal	0.67/B	0.73/C
Fairview Ave./U.S. 101 SB Ramps	County	Signal	**0.89/D**	**0.82/D**
Fairview Ave./Hollister Ave.	City/County	Signal	**0.89/D**	0.63/B
SR 217 SB Ramps/Hollister Ave.	County	Signal	**0.85/D**	0.76/C
SR 217 NB Ramps/Hollister/Ward	County	Signal	0.71/C	0.60/A
Moffett Rd./Fowler Rd.[b]	City	1-way stop	NA/B	NA/B

Note: a. Improvements to intersection were under construction at the time of the 1993 counts. It now operates as a 1-way yield controlled intersection.
b. V/C ratio not applicable. Level of service based on average vehicle delay measured in the field.

These most recent counts and improvements to the Traffic Model have led to a number of changes to the projected traffic volumes and levels of service for many intersections. Tables are in the Executive Summary of the EIR/EA which summarize the changes in the short-term and long-term impacts for both the Specific Plan and Economic Development Alternatives. The changes are examined in more detail in the following discussion. This discussion includes both the Specific Plan and Economic Development Alternatives.

Specific Plan Impacts

The revised model results in reduced impacts with development of the Specific Plan and also reduces the mitigation necessary to mitigate those impacts. For the short-term (shown in Table 3.20-6A), this means that improvements necessary to mitigate impacts to the SR 217 Southbound Ramps and Hollister Avenue intersection (Mitigation Measure 3.20-6) will not be required.

For the long-term (shown on Table 3.20-8A), there will be several mitigation measures that will not be required at all. These include improvements to mitigate impacts on the Los Carneros Road/Los Carneros Way (Measure 3.20-4), Los Carneros Road/Hollister Avenue (Measure 3.20-5), Fairview Avenue/U.S. 101 Northbound (Measure 3.20-6) and SR 217 Northbound Ramps/Hollister Avenue/Ward Drive (Measure 3.20-8) intersections. All impacts will be mitigated to less than significant levels, except at the Fairview Ave./Hollister Ave. intersection. Development of the Specific Plan will result in a significant unavoidable traffic impact at this intersection. The changes to required mitigation measures are summarized in Table M-1.

Table 3.20-6A
Specific Plan
Short-Term P.M. Peak Hour Levels of Service with Updated Model

Intersection	*V/C Ratio/LOS*		*Project-Added*	
	Short-Term Baseline	*Short-Term + Project*	*V/C Ratio*	*Impact*
Los Carneros Rd./U.S. 101 NB Ramps	0.70/B	0.72/C	0.02	No
Los Carneros Rd./U.S. 101 SB Ramps	0.95/E	0.96/E	0.01	**Yes**
Los Carneros Rd./Los Carneros Way[a]	NA/B	NA/B	NA	No
Los Carneros Rd./Hollister Ave.	0.80/C	0.81/D	0.01	No
Fairview Ave./U.S. 101 NB Ramps	0.75/C	0.75/C	0.00[c]	No
Fairview Ave./U.S. 101 SB Ramps[b]	0.50/A	0.50/A	0.00[c]	No
Fairview Ave./Hollister Ave.	0.68/B	0.71/C	0.03	No
SR 217 SB Ramps/Hollister Ave.	0.82/D	0.83/D	0.01	No
SR 217 NB Ramps/Hollister Ave./Ward Dr.	0.66/B	0.67/B	0.01	No

Note:
a. This intersection was not updated by the Goleta Valley Traffic Model. Also, V/C ratio not applicable - yield controlled intersection.
b. LOS assumes construction of funded improvement project scheduled to begin in 1999.
c. The change in LOS is less than 0.005, which rounds out to 0.00.

Table 3.20-8A
Specific Plan
Long-Term P.M. Peak Hour Levels of Service with Updated Model

Intersection	V/C RATIO/LOS		PROJECT-ADDED	
	Long-Term Baseline	*Long-Term + Project*	*V/C Ratio*	*Impact*
Los Carneros Rd./U.S. 101 NB Ramps	0.69/C	0.71/C	0.02	No
Los Carneros Rd./U.S. 101 SB Ramps	0.90/D	0.92/D	0.02	**Yes**
Los Carneros Rd./Los Carneros Way[a]	NA/B	NA/B	NA	No
Los Carneros Rd./Hollister Ave.	0.78/C	0.79/C	0.01	No
Fairview Ave./U.S. 101 NB Ramps	0.71/C	0.75/C	0.04	No
Fairview Ave./U.S. 101 SB Ramps[a]	0.81/D	0.82/D	0.01	No
Fairview Ave./Hollister Ave.[b]	0.76/C	0.82/D	0.06	**Yes**
SR 217 SB Ramps/Hollister Ave.	0.75/C	0.76/C	0.01	No
SR 217 NB Ramps/Hollister Ave./Ward Dr.	0.66/A	0.68/A	0.02	No

Note: a. LOS assumes construction of funded improvement project scheduled to begin in 1999.
b. LOS assumes completion of funded improvement project scheduled for 1996.

Economic Development Alternative

For the Economic Development Alternative, changes to the impacts and required mitigation measures are very similar to those for the Specific Plan. For the short-term (shown on Table 3.20-12A), it would not be necessary to mitigate impacts at SR 217 Southbound Ramps/Hollister Avenue intersection (Measure 3.20-3).

For the long-term (shown on Table 3.20-14A), there will be several mitigation measures that will not be required at all. These include improvements to mitigate impacts on the Los Carneros Road/Los Carneros Way (Measure 3.20-4), Los Carneros Road/Hollister Avenue (Measure 3.20-5), Fairview Avenue/U.S. 101 Northbound (Measure 3.20-6) and the SR 217 Northbound Ramps/Hollister Avenue/Ward Drive (Measure 3.20-8) intersections. All impacts will be mitigated to less than significant levels, except at the Fairview Ave./Hollister Ave. intersection. Development of the Economic Development Alternative will result in a significant unavoidable traffic impact at this intersection. The changes to required mitigation measures are summarized in Table M-2.

Table 3.20-12A
Economic Development Alternative
Short-Term P.M. Peak Hour Levels of Service with Updated Model

Intersection	V/C RATIO/LOS		PROJECT-ADDED	
	Short-Term Baseline	*Short-Term + Project*	*V/C Ratio*	*Impact*
Los Carneros Rd./U.S. 101 NB Ramps	0.70/B	0.72/B	0.02	No
Los Carneros Rd./U.S. 101 SB Ramps	0.95/E	0.97/E	0.02	**Yes**
Los Carneros Rd./Los Carneros Way[a]	NA/B	NA/B	NA	No
Los Carneros Rd./Hollister Ave.	0.80/C	0.81/D	0.01	No
Fairview Ave./U.S. 101 NB Ramps	0.75/C	0.75/C	0.00[c]	No
Fairview Ave./U.S. 101 SB Ramps[b]	0.50/A	0.51/A	0.01	No
Fairview Ave./Hollister Ave.	0.68/B	0.73/C	0.05	No
SR 217 SB Ramps/Hollister Ave.	0.82/D	0.83/D	0.01	No
SR 217 NB Ramps/Hollister Ave./Ward Dr.	0.66/B	0.67/B	0.01	No

Note: a. This intersection was not updated by the Goleta Valley Traffic Model. Also, V/C ratio not applicable - yield controlled intersection
b. LOS assumes construction of funded improvement project scheduled to begin in 1999.
c. The change in LOS is less than 0.005, which rounds out to 0.00.

Table 3.20-14A
Economic Development Alternative
Long-Term P.M. Peak Hour Levels of Service with Updated Model

Intersection	V/C RATIO/LOS		PROJECT-ADDED	
	Long-Term Baseline	*Long-Term + Project*	*V/C Ratio*	*Impact*
Los Carneros Rd./U.S. 101 NB Ramps	0.69/B	0.71/C	0.02	No
Los Carneros Rd./U.S. 101 SB Ramps	0.90/D	0.92/E	0.02	**Yes**
Los Carneros Rd./Los Carneros Way[a]	NA/B	NA/B	NA	No
Los Carneros Rd./Hollister Ave.	0.78/C	0.79/C	0.01	No
Fairview Ave./U.S. 101 NB Ramps	0.71/C	0.76/C	0.05	No
Fairview Ave./U.S. 101 SB Ramps[b]	0.81/D	0.82/D	0.01	No
Fairview Ave./Hollister Ave.	0.76/C	0.84/D	0.08	**Yes**
SR 217 SB Ramps/Hollister Ave.	0.75/C	0.77/C	0.02	No
SR 217 NB Ramps/Hollister Ave./Ward Dr.	0.66/B	0.68/B	0.02	No

Note: a. LOS assumes construction of funded improvement project scheduled to begin in 1999.
b. LOS assumes completion of funded improvement project scheduled for 1996.

Table M-1
Changes to Specific Plan Mitigation Measures
Resulting From an Updated Goleta Valley Traffic Model

Mitigation Measure	*Specific Plan Short-Term*		*Specific Plan Long-Term*	
	EIR/EA Mitigation	*Updated Mitigation*	*EIR/EA Mitigation*	*Updated Mitigation*
3.20-2: At Los Carneros and U.S. 101 Southbound ramps, an additional northbound right-turn lane shall be provided.	**Yes**	**Yes**	**Yes**	**Yes**
3.20-4: At Los Carneros Road and Hollister Avenue, additional southbound and northbound left-turn lanes on Los Carneros Road and an additional left-turn lane on Hollister Avenue shall be provided.	No	No	**Yes**	No
3.20-5: At Fairview Avenue and the U.S. 101 Northbound Ramps, the offramp shall be widened to include one through lane, a shared + through lane and one right turn lane.	No	No	**Yes**	No
3.20-6: At Fairview Avenue and Hollister Avenue, extend Kellogg Avenue from its southern terminus to South Fairview Avenue at Fowler Road and include a half-diamond interchange at State Route 217.*	No	No	**Yes**	**Yes**
3.20-8: At State Route 217 Southbound Ramps and Hollister Avenue, widen the offramp to provide an additional lane. Also, extend Kellogg Avenue from its southern terminus to South Fairview Avenue at Fowler Road and include a half-diamond interchange at State Route 217.*	**Yes**	No	**Yes**	No

*The half-diamond interchange at SR 217 may be replaced with conversion of SR 217 to an expressway and signalization at the SR 217/South Kellogg intersection.

Table M-2
Changes to Economic Development Alternative Mitigation Measures Resulting From an Updated Goleta Valley Traffic Model

Mitigation Measure	*Economic Development Alternative Short-Term*		*Economic Development Alternative Long-Term*	
	EIR/EA Mitigation	*Updated Mitigation*	*EIR/EA Mitigation*	*Updated Mitigation*
3.20-2: At Los Carneros and U.S. 101 Southbound ramps, an additional northbound right-turn lane shall be provided.	**Yes**	**Yes**	**Yes**	**Yes**
3.20-4: At Los Carneros Road and Hollister Avenue, additional southbound and northbound left-turn lanes on Los Carneros Road and an additional left-turn lane on Hollister Avenue shall be provided.	No	No	**Yes**	No
3.20-5: At Fairview Avenue and the U.S. 101 Northbound Ramps, the offramp shall be widened to include one through lane, a shared + through lane and one right turn lane.	No	No	**Yes**	No
3.20-6: At Fairview Avenue and Hollister Avenue, extend Kellogg Avenue from its southern terminus to South Fairview Avenue at Fowler Road and include a half-diamond interchange at State Route 217.*	No	No	**Yes**	**Yes**
3.20-8: At State Route 217 Southbound Ramps and Hollister Avenue, widen the offramp to provide an additional lane. Also, extend Kellogg Avenue from its southern terminus to South Fairview Avenue at Fowler Road and include a half-diamond interchange at State Route 217.*	**Yes**	No	**Yes**	No
3.20-3: At State Route 217 Northbound Ramps, Hollister Avenue and Ward Drive, widen Ward Boulevard to provide an additional right and left turn lane.	No	No	No	No

*The half-diamond interchange at SR 217 may be replaced with conversion of SR 217 to an expressway and signalization at the SR 217/South Kellogg intersection.