



City of Santa Barbara
Airport Department

Meeting 07/20/16
Agenda Item No. 11

DATE: July 20, 2016
TO: Airport Commission
FROM: Hazel Johns, Airport Director
SUBJECT: Airport Master Plan Recirculated Draft Environmental Impact Report (EIR)

RECOMMENDATION:

That Airport Commission receive a presentation on the Recirculated Draft EIR for the Santa Barbara Airport Master Plan and hold a public environmental hearing to receive public comment and provide comment to Airport Staff.

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

DISCUSSION:

Background

The Federal Aviation Administration requires that airports maintain a master plan, which is generally updated every five to ten years and provide a framework of planned development improvements to meet aviation demand. Facility needs for the airfield, general aviation, cargo, and the airline terminal including vehicle parking, and aircraft parking are primary considerations when preparing development alternatives.

The Aviation Facilities Plan has guided development at the Santa Barbara Airport for the past 10 years. With the completion of the Airfield Safety Projects, Tidal Circulation Project, and the Airline Terminal Expansion, the Aviation Facilities Plan's vision has been built-out.

The current Airport Master Plan effort began in October 2011 with the selection of a Master Plan Advisory Committee comprised of airport users, tenants, neighbors, government agencies, and interested parties. This Advisory Committee met six times to review and discuss working papers prepared by the Airport Department's consultant firm, Coffman Associates. The Airport held four public information workshops to allow other interested parties to review, comment, and ask questions about the proposed Airport Master Plan.

The Draft Airport Master Plan was completed in February 2014 and environmental review pursuant to the California Environmental Quality Act (CEQA) was initiated with an Initial Study and Environmental Scoping hearing in July 2014. Following a year of analysis and agency consultation, the Draft Environmental Impact Report was made available for public review and comment August 31-October 30, 2015. Staff received 15 comments (oral and written) within the comment period. The principle issues addressed were impacts to the Goleta Slough, consistency with adopted plans and policies, and adequacy of the traffic analysis.

Recirculated Draft EIR

Pursuant to CEQA Guidelines §15088.5, a lead agency must recirculate a Draft EIR when significant new information is added (including changes to the project, environmental setting, or impact significance). From December 2015-June 2016 a team of three consulting firms worked to revise the traffic analysis in response to public comments. This substantial revision and the newly identified environmental impacts both necessitate recirculation.

The changes from the prior Draft EIR are:

- Additional analysis and mitigation for impacts to Biological Resources, Hydrology and Water Quality, Land Use and Planning, and Transportation/Traffic
- Incorporate use of City of Goleta's 2015 traffic impact model
- Address CEQA case law regarding sea level rise
- Update information that has become available since the publication of the Draft EIR (Goleta Slough Area Sea Level Rise and Management Plan, Draft Wildlife Hazard Assessment)
- Include text edits and clarification in response to comments received.

Notice of Availability/Notice of Environmental Hearings

The Notice of Availability/Notice of Environmental Hearings is attached as Exhibit A. Public notice was provided through a newspaper advertisement, mailed notice, and electronic notice via e-mail, social media, and FlySBA.com. In addition to this hearing, a second environmental hearing will take place before the Planning Commission at 1:00 p.m. on Thursday, September 1, 2016 in City Council Chambers at City Hall – 735 Anacapa Street.

The notice began a 45-day public comment period on the Recirculated Draft EIR. Comments on the Recirculated Draft EIR are requested to be received no later than Friday, September 2, 2016, at 4:30 p.m. at the City of Santa Barbara Planning Division, 630 Garden Street.

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Office Location:	630 Garden Street
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The Recirculated Draft EIR is available at the Planning Division office (630 Garden Street), the Airport Administration Building (601 Norman Firestone Road), the Central Library (40 E Anapamu Street), the Goleta Branch Library (500 North Fairview Avenue), and online at SantabarbaraCA.gov/EIR.

Summary of Changes from Previous Draft EIR

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

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

Most of the impacts and mitigations identified in the Draft EIR remain unchanged. The table below shows the changes from the previous Draft EIR to the Recirculated Draft EIR.

Biological Resources

A new impact was identified through the public comment process. The Taxiway H extension project would have the potential to impact the state-listed Belding's savanna sparrow due to construction activities in and near their habitat. A new mitigation was identified to avoid construction during their nesting season unless the area is determined to not contain Belding's savanna sparrows by a qualified biologist. The impact is less than significant with this mitigation incorporated (Class II). Additionally existing mitigation measures were updated to incorporate information from recently completed plans and studies.

Hydrology and Water Resources

In December 2015 the California Supreme Court determined that the environment's impact on a project cannot be considered an environmental impact caused by the project (*CBIA v. BAAQMD* "CEQA in Reverse"). In light of this decision, Class II sea level rise impacts have been removed. The mitigation measures from the Draft EIR are included as recommendations.

Land Use and Planning

In response to public comment new less-than significant impacts were identified. Additionally a new mitigation measure to specify the steps necessary to bring the Taxiway H project into consistency with the Goleta Slough Ecological Reserve was identified. Specifically, the Airport and the California Department of Fish and Wildlife will need to revise the Reserve boundary to exclude the Taxiway H project site and include a new area of suitable habitat value at a 1:1 ratio.

Circulation/Traffic

The revision to the traffic study identified a new significant impact in the intermediate term at the intersection of Kellogg Avenue and Hollister Avenue. This impact could be reduced to less than significant with a restriping the intersection to allow an eastbound to southbound right-turn only lane. New mitigation was identified that could reduce the project impacts, however because the

mitigation would rely on an action of others (i.e. City of Goleta) the impact remains significant with mitigation incorporated (Class I).

Table: Class I and Class II Impact Revisions

Previous Draft EIR (2015)		Recirculated Draft EIR (2016)	
Class I: Significant Environmental Impacts (after mitigation)			
Impact	Mitigation	Impact	Mitigation
Impact T-2: Cumulative project impacts to traffic and circulation in the intermediate term (Class III)	None required.	Impact T-2: Cumulative project impacts could occur to traffic and circulation in the intermediate term (Kellogg/Hollister)	T/mm-1: "Fair share" contribution of traffic mitigation fees for future roadway construction in the City of Goleta. T/mm-2: Implement a transportation demand management (TDM) program with new north side lease agreements.
Impact T-3: Cumulative impacts to traffic and circulation in the long-term (2032)	None identified.	Impact T-3: Same	T/mm-1 and T/mm-2.
Class II: Less Than Significant Impacts with Mitigation			
Impact	Mitigation	Impact	Mitigation
Impact BIO-1: Loss of Jurisdictional wetlands and indirect impact to Goleta Slough	BIO/mm-1: A Programmatic Wetland Restoration Plan (PWRP) Restoration under the PWRP would occur on Airport property and at a minimum 2:1 (impact to restoration) ratio. BIO/mm-2: All applicable policies in the Local Coastal Plan shall be complied with, including maintaining a 100 foot natural-condition buffer around all wetlands and creeks.	Impact BIO-1: Same	BIO/mm-1: Added adaptive restoration measures recommended by the Goleta Slough Area Sea Level Rise and Management Plan reference to required regulatory permits. BIO/mm-2: Same
		Impact BIO-2: Potentially significant impact to Belding's	BIO/mm-3: No construction between February-

		savannah sparrow would occur as a result of Taxiway H if the species is present during construction	August unless a bird survey finds no bird breeding habitat within 500 feet BIO/mm-4: Biological monitoring requirement for Taxiway H project
		Renumbered as Impact BIO-4	BIO/mm-1 and BIO/mm-2 above
Impact BIO-2: Cumulative impact to Goleta Slough	BIO/mm-1 and BIO/mm-2 above		
Impact HYD-2: Future flooding at the Airport due to climate change and sea level rise	<p>HYD/mm-1: Project-specific tidal inundation and flooding analyses shall consider projected future changes from sea level rise, relying on the best available science to ensure, to the maximum extent feasible, that new development is located outside of areas subject to flooding during the anticipated life of the project (generally 75 years).</p> <p>HYD/mm-2: The Airport shall raise new or reconstructed buildings above base flood elevations as well as apply thicker pavement lifts during regular intervals on airport movement area (runways/taxiways/apron) to reduce the potential for flooding.</p>	Not an impact pursuant to <i>CBIA v. BAAQMD</i> (2015)	HYD/mm1 and HYD/mm-2 retained as recommended measures
Impact LU-2: Compatibility with applicable General Plan policies and other City Plans	LU/mm-1: A detailed project-specific impact analysis and mitigation program for the Taxiway H extension project and associated analysis of the project's consistency	Impact LU-2 reclassified as Class III because the Airport Master Plan would be consistent with growth	None Required.

	<p>with the G-S-R zone and relevant coastal policies shall be conducted during the permit review process.</p> <p>LU/mm-2: A consistency review of the Taxiway H extension project with the Goleta Slough Ecosystem Management Plan (2015) shall be conducted during the permit review process.</p>	assumptions in the General Plan	
Impact LU-3: Compatibility with Airport's LCP	LU/mm-1 and LU/mm-2 above	Renumbered as Impact LU-4	<p>LU/mm-1, LU/mm-2, and</p> <p>LU/mm-3: Amend Cooperative Agreement between Airport and CDFW to adjust the boundaries of the Goleta Slough Ecological Reserve providing habitat of similar value at an area ration of 1:1</p>
Impact LU-4: Consistency with the General Plan and the G-S-R Zone	LU/mm-1 and LU/mm2 above	Renumbered as LU/mm-6	LU/mm-1, LU/mm-2, and LU/mm-3 above

Environmental Review Process – Next Steps

Following the 45-day Recirculated Draft EIR public review period, Staff will prepare responses to comments received, refine the EIR analysis as necessary, and proceed with preparation of a Final EIR. The Final EIR, including written responses to public comments, will be submitted to Planning Commission for certification. Following certification of the Final EIR, City Council will consider adoption of the Santa Barbara Airport Master Plan.

PREPARED BY: Airport Project Planning

- EXHIBITS:**
- A. Notice of Availability/Notice of Environmental Hearings for the Santa Barbara Airport Master Plan Recirculated Draft Environmental Impact Report
 - B. Santa Barbara Airport Master Plan (sba.airportstudy.com/master-plan/)
 - C. Draft Environmental Impact Report (www.santabarbaraca.gov/eir)