



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: August 16, 2007
AGENDA DATE: August 30, 2007
PROJECT ADDRESS: 25 David Love Place, Santa Barbara 93117 (MST2006-00656)
TO: Planning Commission
FROM: Planning Division, (805) 564-5470
 Janice Hubbell, AICP, Senior Planner
 Andrew Bermond, Assistant Planner

I. PROJECT DESCRIPTION

The City of Santa Barbara Airport Department proposes to construct a quick turnaround area (QTA) rental car facility on a 3.63 acre parcel at 25 David Love Place, on property owned by the Santa Barbara Airport. The proposed project involves the construction of a two-bay car wash, four fuel pumps, four maintenance bays, and five offices in 10,602 square feet (sf) of new building construction; a 12,000 gallon above-ground fuel tank; approximately 113,000 sf of paved surface for storage of 302 rental cars, and 37 employee parking spaces. The project would also include perimeter landscaping and security fencing.

II. REQUIRED APPLICATIONS

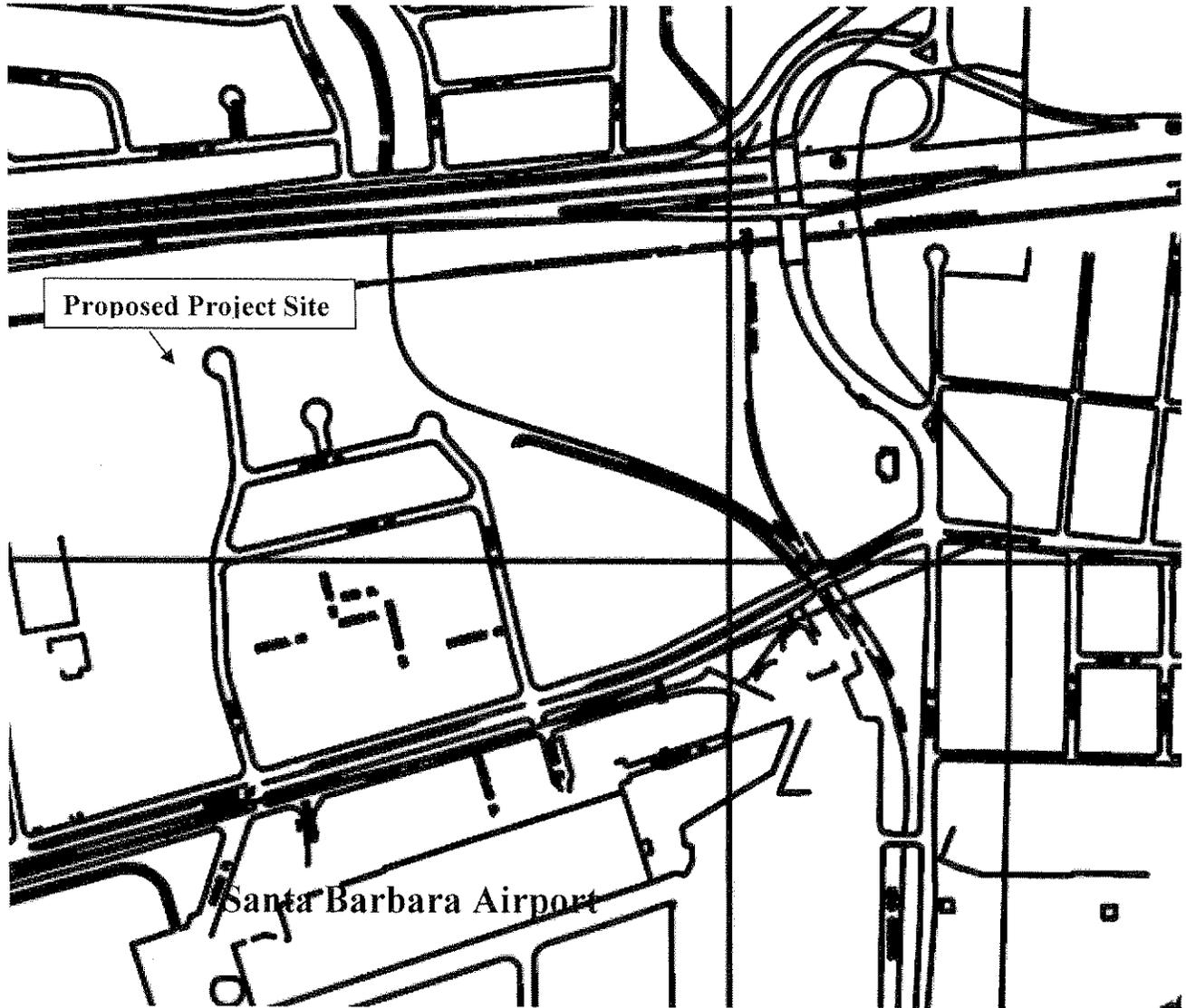
The discretionary applications required for this project are:

1. A Development Plan to allow the construction of 10,202 net sf of additional nonresidential development at 25 David Love Place (SBMC § 28.87.300);
2. A Development Plan to allow the removal of 7,202 sf of existing development rights at 20 David Love Place (SBMC § 28.87.300); and
3. A Transfer of Existing Development Rights to allow the transfer 7,202 sf of nonresidential development rights (SBMC § 28.95.060).

III. RECOMMENDATION

The proposed project conforms to the City's Zoning and Building Ordinances and policies of the General Plan and Airport Industrial Specific Plan. In addition, the size and massing of the project are consistent with the surrounding neighborhood. Therefore, Staff recommends that the Planning Commission approve the project, making the findings outlined in Section VIII of this report, and subject to the conditions of approval in Exhibit A.

Figure 1: Vicinity Map of the Airport Industrial Area



DATE APPLICATION ACCEPTED: June 12, 2007

DATE ACTION REQUIRED: 30 days after certification of EIR Addendum

IV. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

Applicant: Leif Reynolds, City of Santa Barbara	Property Owner: Karen Ramsdell, City of Santa Barbara
Parcel Numbers: 073-080-050, 073-080-056	Lot Area: 3.63 acres
General Plan: Industrial	Zoning: Airport Industrial-1 (A-I-1)
Existing Use: Vehicle Storage	Topography: Primarily flat, minimal slopes
Adjacent Land Uses: North – Industrial/Open Yard South – Office East – Recycling Center West – Industrial Space	

V. ZONING ORDINANCE CONSISTENCY

Standard	Requirement/ Allowance	Existing	Proposed
Setbacks			
-Front	10 ft.	N/A	35 ft
-Interior	6 ft.	N/A	10 ft.
-Rear	6 ft.	N/A	8 ft.
Building Height	45 ft.	0 ft	21 ft.
Parking	36 spaces	0 spaces	37 spaces
Lot Coverage			
-Building	N/A	0 sf 0%	10,602 sf 7%
-Paving/Driveway	N/A	0 sf 0%	113,340 sf 72%
-Landscaping	N/A	0 sf 0%	26,876 sf 17%

The proposed project would meet the requirements of the Airport Industrial-1 (A-I-1) Zone.

VI. PROJECT DESCRIPTION

The Santa Barbara Airport proposes to relocate the existing rental car maintenance and storage operations to allow for the expansion of the passenger terminal and rental car customer areas. This relocated facility would provide the rental car companies a consolidated area for wash, fueling, and maintenance operations currently occurring at various locations in the City of Goleta. The proposed site for this relocation is a 3.6-acre parcel at 25 David Love Place, nearly 2 miles from the airport terminal.

The proposed facility would consist of a 10,602 square foot building containing offices, maintenance bays, a break room and two car wash tubes; a fuel canopy and a 12,000 gallon above-ground storage tank, and approximately 113,000 square feet of pavement to provide storage for 302 rental vehicles and 38 employee parking spaces.

VII. OTHER REVIEW

A. Environmental Review

A Master Environmental Assessment (MEA) check-list review was completed by City Staff and no new impacts or changes to the environment are anticipated to result from implementation of the

proposed project. However, minor technical changes and additions to the 1997 Final Environmental Impact Report for the Airport Industrial Specific Plan were necessary to update the analysis to reflect the existing setting. An Addendum to the Final Environmental Impact Report was prepared pursuant to CEQA Guidelines Section 15164 (Exhibit G). The Addendum evaluated the impacts associated with the operation of a quick turnaround facility and concluded that the proposed project would reduce traffic demand and would not cause a new significant impact to the environment.

B. Architectural Board of Review

An Architectural Board of Review (ABR) approval is required prior to Building Permit issuance for this project. The project underwent Concept review on June 18, 2007. ABR comments were generally favorable. Board members expressed concerns over the design of the rental car storage area pertaining to Zoning Ordinance parking requirements and the potential for the erection of solar panel canopies over the rental car storage site. The Zoning Ordinance requirement for vehicle parking areas does not apply to the storage of rental vehicles because the rental vehicles constitute a product, and are not used by the public.

With guidance from ABR, Airport Staff is currently reviewing the feasibility of installing photovoltaic cells on a large canopy over the proposed storage area. If determined to be feasible, the Airport would submit a separate permit application to the ABR. Additional Planning Commission review would not be required.

VIII. ISSUES

A. AIRPORT DESIGN GUIDELINE CONSISTENCY

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

1. *Establish and enforce Airport cohesiveness/unity through making existing and new architecture compatible.* The primary entrance to the building would be oriented toward David Love Place. The proposed building is designed to employ simple forms to reflect its function and use simple forms to accent and soften building mass. Also, the proposed project would utilize materials and paints from the Airport Color Guideline Matrix. Therefore, the proposed project would be architecturally compatible with the Airport Industrial Specific Plan Area.
2. *Encourage quality construction and renovation.* The proposed project is designed to meet the United States Green Building Council's (USGBCs) Leadership in Energy and Environmental Design (LEED) Silver accreditation standards. The project would be required to satisfy all applicable Building Code standards. Therefore, the proposed project is consistent with the above goal.
3. *Develop and maintain quality lease space.* The proposed project site is currently an unimproved lot. The proposed project would increase the value of this space and provide additional services currently unavailable on Airport property. Therefore, the project would be consistent with the development of quality lease space.

4. *Promote aesthetically pleasing development in the Airport area.* Landscaping along David Love Place would screen open yard and storage areas and provide a pedestrian scale along the sidewalk. Additionally, landscaping in the unsecured parking area and along the periphery of the site would contribute positively to the neighborhood aesthetics. Therefore, the proposed project would be consistent with the above goal.

B. DEVELOPMENT PLAN APPROVAL

Pursuant to SBMC 28.87.300 (E), in order to approve both Development Plans, the Planning Commission must find that the proposed projects are consistent with the Zoning Ordinance and the principles of sound community planning, will not have a significant adverse impact on the neighborhood's aesthetics and character, and will not have a significant unmitigated impact on the City's and the South Coast's affordable housing stock and the City's traffic and water resources

1. 25 David Love Place

a. Zoning Ordinance Consistency

The project site is located in the Airport Industrial 1 Zone (A-I-1). The proposed open storage and rental of vehicles and automobile repair are specifically permitted in the A-I-1 zone north of Francis Botello Road (SBMC §29.21.030A). The project also meets setback requirements for the A-I-1 zone as no structures are proposed within the first 10 feet from the public right-of-way (SBMC §29.87.055). Additionally, the proposed 35 unsecured parking spaces and the 2 secured parking spaces exceed the 36 parking space zoning requirement for the proposed use. Therefore, the proposed use is consistent with this zone (SBMC §29.21).

b. Sound Community Planning

The site is located in the Airport Industrial Specific Plan Area and has a General Plan land use designation of Industrial/Open Yard. The proposed use is consistent with the site's General Plan land use designation of Industrial/Open Yard. Additionally, the proposed project would reduce traffic trips generated from the project site as repair and maintenance operations currently occurring at various locations in Goleta would occur on site. Additionally, the Airport Department has registered this project with the USGBC and has designed the project to achieve LEED Silver certification. The sustainable design practices incorporated into the proposed project are consistent with the principles of sound community planning.

c. Neighborhood Aesthetics and Character

The proposed project involves the construction of a 10,602 sf single-story building on a lot with an approximately 113,000 sf open storage yard. The project site is located in an existing industrial area along David Love Place, which is comprised of one and two story industrial and research and development buildings and open storage yards of various sizes. The project site is 3.63 acres, making it the largest lot on David Love Place. The proposed building would cover approximately 7% of the total parcel area, with approximately 72% of the site constituting an open yard use. This coverage is consistent with other large industrial lots north of Francis Botello Road in the Specific Plan area.

The highest point of the roof of the new building would be the edge of the solar panel arrays at 21 feet above grade. The remainder of the building would be 19 feet tall. Proposed landscaping would screen views of the site from the research and development building to the south.

As discussed above, the project received conceptual review from the Architectural Board of Review (ABR). The ABR had positive comments on the proposed project, stating that the site design and architecture were acceptable.

Overall, the project is located in an existing industrial area and the proposed new building would be consistent with the industrial and research and development character of this portion of David Love Place. While industrial activities are expected to increase as a result of the new building, these activities are expected to be similar in character to those already occurring in the surrounding industrial area. The building has been located and designed to reduce impacts to the adjacent parcels pertaining to aesthetics and operational noise. It is therefore Staff's opinion that the proposed project is consistent with the neighborhood's aesthetics and character.

d. Housing

None of the proposed tenant rental car agencies anticipate any need to increase their staffing as a result of this project, though the mix of staff positions may change. While the project could result in additional employment locally, any increase in staffing would be for positions that require skills common to the region and would not increase housing demand. Therefore, the 3,000 net new square feet of nonresidential development does not present a significant impact to the South Coast's affordable housing stock.

e. Traffic

The development plan findings require that the project not have an unmitigated significant impact on the City's traffic. A project-specific traffic assessment (Exhibit E) was prepared by Associated Transportation Engineers and reviewed by City Transportation Division Staff. The proposed Addendum to the Final Environmental Impact Report concluded that the project would result in a beneficial impact to traffic and circulation because the consolidation of maintenance and repair operations currently occurring off-site onto the proposed project site would reduce trips

associated with those operations. The current practice of fueling and washing at various locations within the City of Goleta relies upon trips through the impacted intersections at Hollister/Fairview Avenues and Calle Real/Fairview Avenue.

f. Water

The Development Plan findings require that the project not have an unmitigated significant impact on the City's water resources. The existing development site requires no water. The proposed project is estimated to demand 5.77 acre-feet per year (AFY). Exhibit H contains the calculations used to formulate this estimation. When added to the baseline water usage of 120.95 AFY identified in the Specific Plan FEIR/EA's Citrix Center Addendum, water usage in the Specific Plan area would increase to 127.72 AFY. This total water usage is within the 240 AFY allocated to the Airport Area and would not constitute an impact to water supply.

g. Traffic Improvements

The Development Plan findings require that any public traffic improvements required as part of the approval be completed prior to project occupancy. The Airport Department has completed all required public property improvements under the Airport Industrial Area Specific Plan. No additional traffic improvements are required. Therefore, all public traffic improvements have been completed prior to the proposed project's occupancy.

2. 20 David Love Place

Currently, the parcel at 20 David Love Place is occupied by the Community Environmental Council's recycling center. This parcel was occupied by Goleta Auto Body in 1990. Goleta Auto Body had four buildings of varying size that were demolished in 1998. One of those buildings, Building 211-B, was 7,550 sf. The Airport proposes to transfer 7,202 of that square footage to the property at 25 David Love Place in a Transfer of Existing Development Rights (TEDR). This would leave a total of 10,966 sf of unused nonresidential development rights for the parcel at 20 David Love Place. Because the City of Santa Barbara is the owner of both parcels, recordation is not required.

a. Zoning Ordinance Consistency

The project site is located in the Airport Industrial 1 Zone (A-I-1). The existing recycling center operation is permitted in the A-I-1 zone (SBMC §29.21.030A). The project also meets setback requirements for the A-I-1 zone as structures exist within the first 10 feet from the public right-of-way (SBMC §29.87.055).

b. Sound Community Planning

The site is located in the Airport Industrial Specific Plan Area and has a General Plan land use designation of Industrial/Open Yard. The existing recycling center operation constitutes a viable economic use. The existing use is consistent with the site's General Plan land use designation of Industrial/Open Yard. Additionally, the proposed transfer would not cause an impact to the environment.

c. Neighborhood Aesthetics and Character

No change or intensification of use is proposed in the transfer of development rights. Therefore, the transfer would not affect neighborhood aesthetic or character.

d. Housing

No change or intensification of use is proposed in the transfer of development rights. Therefore, the transfer would not affect affordable housing resources in the South Coast Region.

e. Traffic

No change or intensification of use is proposed in the transfer of development rights. Therefore, the transfer would not affect existing transportation resources.

f. Water

No change or intensification of use is proposed in the transfer of development rights. Therefore, the transfer would not affect potable water resources.

g. Traffic Improvements

The Development Plan findings require that any public traffic improvements required as part of the approval be completed prior to project occupancy. The Airport Department has completed all required public property improvements under the Airport Industrial Area Specific Plan. No additional traffic improvements are required. Therefore, all public traffic improvements have been completed prior to the proposed transfer.

C. TRANSFER OF EXISTING DEVELOPMENT RIGHTS APPROVAL

The nonresidential floor area for the building would come from three different square footage banks. A 400 sf office existed on the property and was demolished in 2003. The parcel is allowed 3,000 sf from the "small addition" category per SBMC 28.87.300. Finally, the Santa Barbara Airport proposes to transfer 7,202 sf of nonresidential square footage from a building demolished at 20 David Love Place.

Demolished on Site	400 sf
Small Addition	3,000 sf
TEDR from 20 David Love Place	7,202 sf
Total:	10,602 sf

D. PLAN AND POLICY CONSISTENCY

1. Airport Industrial Area Specific Plan Consistency

The project site is located in Sub-Area #3 of the Airport Industrial Specific Plan Area (SP-6). The project area is designated as Open Yard or Light Industrial use on the Specific Plan land use map. The policies that pertain specifically to this area are contained in the Airport Industrial Specific Plan. The City General Plan also includes policies relevant to the project. A listing of the relevant City policies is provided in Exhibit I and is discussed below.

a. Vision

Policy V3 of the Airport Industrial Area Specific Plan requires that the Airport preserve and encourage the expansion of existing businesses on Airport property. The existing operations of each of the rental car owners at the Airport, except for Avis, occur on Airport property. The proposed project would relocate operations that currently occur near the Airport Terminal or off site, to a consolidated location. Thus, the proposed project would preserve existing operations and permit the expansion of fueling, maintenance, and washing operations to occur on Airport property. Therefore the proposed project is consistent with Policy V3 of the Specific Plan.

b. Cultural Resources

Policy CR2 of the Specific Plan requires that applications for new construction include a Phase 1 Archeological Report. The report identified no important or unique archaeological resources at the project site. The project is consistent with the applicable policies related to cultural resources.

c. Flooding

Policy F1 requires equal conveyance for projects within the 100-year floodway. The proposed project site is not within any Federal Emergency Management Agency designated floodplain. Additionally, a drainage report for the project was prepared (Exhibit E). It concluded that the project would reduce the parcel's peak storm water runoff by increasing the area of pervious surfaces. Therefore, the proposed project is consistent with the Specific Plan pertaining to flooding.

d. Vehicular Circulation

Policy VC2 of the Airport Industrial Specific Plan requires each project that contributes additional trips to the project contribute to circulation system

improvements. A traffic analysis prepared for the proposed project (Exhibit E), which compared the existing storage of rental vehicles with the proposed storage and maintenance of vehicles at the project site. The analysis concluded that the project would result in a reduction of vehicle trips from the existing condition.

D. ENVIRONMENTAL HAZARDS

In preparation of the Phase 1 Archeological Survey for the project site, Applied Earthworks Inc. staff detected an odor of petroleum while performing excavations. The site once contained an underground fuel storage tank that had been removed and remediated, but had not been cleared by the County of Santa Barbara Fire Department's Fire Prevention Division as free of total petroleum hydrocarbons (TPH). Airport staff retained the services of a geologist to determine the source of this odor. A limited soil assessment was prepared for the site (Exhibit F), which concluded that the project site did not contain elevated levels of TPH, offering that the odor of petroleum was likely due to the presence of recycled aggregate base material containing asphalt.

VIII. FINDINGS

The Planning Commission finds the following:

A. FINDINGS FOR THE AIRPORT INDUSTRIAL SPECIFIC PLAN FEIR ADDENDUM (CEQA GUIDELINES 15164)

1. In the Planning Commission's independent judgment there is no substantial evidence that this project will have a significant effect on the environment; and,
2. Minor technical changes and additions are necessary to complete environmental review. However, a Supplemental Environmental Impact Report is not required because the proposed project remains largely unchanged from the existing project described in the Final Environmental Impact Report for the Santa Barbara Airport Industrial/Commercial Specific Plan (SCH# 93081127).
3. No substantial changes are proposed in the project and no substantial changes have occurred with respect to the circumstances under which the project is undertaken which would require major revisions of the Final Environmental Impact Report. No new information of substantial importance shows a new or more severe impact. Additionally, no new information of substantial importance shows that a previously considered infeasible mitigation or alternative and no new mitigation or alternative that would substantially reduce the impact of the maintenance project are known to exist (CEQA Guidelines §15162(a)).
4. Pursuant to Section §15164 of the California Environmental Quality Act Guidelines, the Planning Commission adopts the Final Environmental Impact Report and Addendum dated July 26, 2007.

**E. DEVELOPMENT PLAN APPROVAL FOR 20 DAVID LOVE PLACE (SBMC §28.87.300)
(SENDING SITE)**

1. The proposed development complies with all provisions of the Zoning Ordinance. The sending site is zoned A-I-1, Airport Industrial-1. The existing use is specifically allowed in the Zoning Ordinance. A recycling business is explicitly allowed in this zone (SBMC §29.21.030).
2. The proposed development is consistent with the principles of sound community planning because the project would not diminish the existing recycling center's operations and 8,246 square feet of development rights would remain at the sending site following the transfer. Additionally, the Airport Department retains a bank of approximately 180,000 square feet of development rights that can provide additional square footage to the parcel under a future application.
3. The proposed development will not have a significant adverse impact upon the neighborhood's aesthetics/character in that the size, bulk or scale of the development will be compatible with the neighborhood. Since no new construction is proposed at the sending site, no impact to aesthetics would result from the transfer from the sending site.
4. The proposed development will not have a significant unmitigated adverse impact upon City and South Coast affordable housing stock. Since no new construction is proposed at the sending site, no impact to regional housing stock would result from the transfer from the sending site.
5. The proposed development will not have a significant unmitigated adverse impact on the City's water resources. The existing site does not use any water. Since no new construction is proposed at the sending site, no impact to water resources would result from the transfer from the sending site.
6. The proposed development will not have a significant unmitigated adverse impact on the City's traffic. Since no new construction is proposed at the sending site, no impact to traffic would result from the transfer from the sending site.
7. Resources will be available and traffic improvements will be in place at the time of project occupancy because all necessary road and traffic improvements were made prior to occupancy under a previous permit.

**F. DEVELOPMENT PLAN APPROVAL FOR 25 DAVID LOVE PLACE (SBMC §28.87.300)
(RECEIVING SITE)**

1. The proposed development complies with all provisions of the Zoning Ordinance. The project site is zoned A-I-1, Airport Industrial-1. The proposed uses are specifically allowed in the Zoning Ordinance. Auto repair and body shop, open storage and rental of vehicles, and incidental office space associated with these uses are allowed in this zone north of Francis Botello Road (SBMC §29.21.030).

2. The proposed development is consistent with the principles of sound community planning because the project would reduce the number of vehicle trips and associated exhaust emissions by consolidating similar uses at a single site.
3. The proposed development will not have a significant adverse impact upon the neighborhood's aesthetics/character in that the size, bulk or scale of the development will be compatible with the neighborhood. The project site is located in an existing light industrial/open yard area comprised of one and two-story research and development buildings and open storage and collection sites. The proposed project provides landscaping to screen views from the street and from the adjacent parcels.
4. The proposed development will not have a significant unmitigated adverse impact upon City and South Coast affordable housing stock. Because project implementation would relocate existing operations away from the Airline Terminal or from the City of Goleta, no new employment opportunities are anticipated to result from the proposed project. Additionally, auto-repair, driving, fueling and other activities anticipated to occur at the project site are skills commonly found within the South Coast region, and any marginal change in employment would be met by the existing local population.
5. The proposed development will not have a significant unmitigated adverse impact on the City's water resources. The existing site does not use any water. The proposed project is estimated to 5.77 acre-feet per year (AFY) of water (based on the City's Water Demand Factor and Conservation Study "User's Guide" Document No. 2 and Airport Staff's analysis of car wash water usage [Exhibit H]). This would increase most recently assessed water usage baseline of 120.95 AFY to 127.72 AFY, which is within the 240 AFY allocated to the Airport area. The increase in water demand would not significantly impact the water supply available to the Airport.
6. The proposed development will not have a significant unmitigated adverse impact on the City's traffic. Because the proposed project would consolidate operations that currently occur at various sites in the City of Goleta, the project will result in a reduction of trips generated from the project site and represents a beneficial impact to transportation within both cities.
7. Resources will be available and traffic improvements will be in place at the time of project occupancy. All road and traffic improvements associated with the Airport Industrial Specific Plan have been completed by the Airport Department.

G. TRANSFER OF EXISTING DEVELOPMENT RIGHTS (SBMC §28.95.060)

1. The proposed development plans for both the sending and receiving sites are consistent with the goals and objectives of the General Plan of the City of Santa Barbara and the Municipal Code. The Airport Industrial Specific Plan implements the General Plan for both sites. The Specific Plan designates the project site as Open Yard/Light Industrial. The storage of rental cars in a large lot is consistent with this designation. The Specific Plan also provides priority for projects that facilitate tenants relocated from Airport property south of Hollister Avenue. The project would facilitate the relocation of office space and other uses from the existing rental car

operation near the Airline Terminal to the project site. Additionally, as discussed in Section VI of this report, the project is consistent with the uses permitted in the A-I-1 Zone.

2. The proposed developments will not be detrimental to the site(s), neighborhood or surrounding areas. The receiving site is located in an existing light industrial/open yard area comprised of one and two-story research and development buildings and open storage and collection sites. The proposed project provides landscaping to screen views from the street and from the adjacent parcels.
3. The floor area of proposed nonresidential development on the receiving site does not exceed the sum of the amount of Existing Development Rights transferred when added to the amount of Existing Development Rights on the receiving site, and does not exceed the maximum development allowed by the applicable zoning of the receiving site. As shown in Table 1 of the Staff Report, the amount of Existing Development Rights transferred from the sending site is less than the total square footage of the proposed structure. The remaining square footage comes from the building demolished at the project site and the small addition floor area allocated to the parcel. The Existing Development Rights of the sending site that are to be transferred represent a fraction of the total Rights at that site. Additionally, as owner of all the parcels in the Specific Plan Area, the City of Santa Barbara Airport Department has a bank of approximately 150,000 sf of demolished nonresidential square footage that can be transferred under future applications.
4. Each of the proposed nonresidential developments on the respective sending and receiving sites will meet all standards for review as set forth in Section 28.87.300.E of the Municipal Code and all provisions of this Chapter, and will comply with any additional specific conditions for a transfer approval. The project meets all the standards for Development Plan approval as provided in the Municipal Code. No project is proposed at the sending site.
5. Development remaining, or to be built, on a sending site is appropriate in size, scale, use, and configuration for the neighborhood and is beneficial to the community. The development on the sending site is a recycling center which provides a recognizable benefit to the community. The development is consistent with the character of Sub-Area #3 of the Airport Industrial Specific Plan Area. Any future development at that site would require a Development Plan if it were to exceed the Existing Development Rights remaining at that site.

- A. Conditions of Approval
- B. Site Plans
- C. Applicant's letter dated December 1, 2006
- D. Drainage Analysis for Consolidated Rental Car QTA Facility dated February 15, 2007
- E. Traffic Analysis dated May, 10, 2007
- F. Letter-Report, Limited Soil Assessment Activities, 25 David Love Place dated July 9, 2007
- G. Addendum to Final Environmental Impact Report(SCH#93081127) dated May 26, 2007

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- H. Car Wash Water Usage Assumptions
- I. Relevant Policies

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PLANNING COMMISSION CONDITIONS OF APPROVAL

25 DAVID LOVE PLACE
MST2006-00656
AUGUST 23, 2007

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

- A. **Uninterrupted Water Flow.** The Owner shall provide for the uninterrupted flow of water through the Real Property including, but not limited to, swales, natural water courses, conduits and any access road, as appropriate. The Owner is responsible for the adequacy of any project-related drainage facilities and for the continued maintenance thereof in a manner that will preclude any hazard to life, health or damage to the Real Property or any adjoining property.
- B. **Landscape Plan Compliance.** The Owner shall comply with the Landscape Plan approved by the Architectural Board of Review (ABR). Such plan shall not be modified unless prior written approval is obtained from the ABR. The landscaping on the Real Property shall be provided and maintained in accordance with said landscape plan.
- C. **Maintenance of Drainage System.** Owner shall be responsible for maintaining the drainage system in a functioning state. Should any of the project's surface or subsurface drainage structures fail or result in increased erosion, the Owner shall be responsible for any necessary repairs to the system and restoration of the eroded area. Should repairs or restoration become necessary, prior to the commencement of such repair or restoration work, the applicant shall submit a repair and restoration plan to the Community Development Director to determine if an amendment or a new Building permit is required to authorize such work.
- D. **Approved Development.** The development of the Real Property approved by the Planning Commission on August 23, 2007 is limited to approximately 10,602 square feet of building area and the improvements shown on the Development Plan signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.
- E. **Lighting.** Exterior lighting, where provided, shall be consistent with the City's Lighting Ordinance and most currently adopted Energy Code. No floodlights shall be allowed. Exterior lighting shall be shielded and directed toward the ground.
- F. **Street Tree Protection.** The street trees within the City's right-of-way shall be preserved and protected.
- G. **BMP Training.** Employee training shall be provided on the implementation of Best Management Practices (BMPs) in order to prevent or reduce the discharge of pollutants to storm water from buildings and ground maintenance. The training shall include using good housekeeping practices, preventive maintenance and spill prevention and control at outdoor loading/ unloading areas in order to keep debris from entering the storm water collection system.

- H. **Storm Water Pollution Control Systems Maintenance.** The Owner(s) shall maintain the drainage system, storm drain water interceptor and other storm water pollution control devices in accordance with the Operations and Maintenance Procedure Plan approved by the Building Official and/or the Public Works Director.
- I. **Design Review.** The following is subject to the review and approval of the Architectural Board of Review (ABR):
1. **Existing Tree Preservation.** The existing trees shown on the approved Site Plan to be saved shall be preserved and protected and fenced during construction.
 2. **Irrigation System.** The irrigation system shall be designed and maintained with the most current technology to prevent a system failure, and watering of vegetation on the bluff edge shall be kept to the minimum necessary for plant survival. The drip system along the bluff edge shall be removed after one full season of plant growth.
 3. **Landscape Screening.** Landscaping with low water use plants and/or a solid screen wall or fence shall be provided to buffer the parking area and rental car storage area from David Love Place.
 4. **Pedestrian Pathway.** A separate pedestrian pathway shall be provided to the building from the sidewalk through the use of a different paving material.
 5. **Lighting.** Exterior lighting, where provided, shall be consistent with the City's Lighting Ordinance. No floodlights shall be allowed. Exterior lighting shall be shielded and directed toward the ground.
 6. **Screened Check Valve/Backflow.** The check valve or anti-backflow devices for fire sprinkler and/or irrigation systems shall be provided in a location screened from public view or included in the exterior wall of the building.
 7. **Permeable Paving.** Incorporate a permeable paving system for the parking and storage areas that will allow a portion of the driveway runoff to percolate into the ground.
- J. **Building Permit Plan Requirements.** The following requirements/notes shall be incorporated into the construction plans submitted to the Building and Safety Division for Building permits.
1. **Design Review Requirements.** Plans shall show all design, landscape and tree protection elements, as approved by the Architectural Board of Review, outlined in Section I above.
 2. **Pre-Construction Conference.** Prior to commencement of construction, a conference to review site conditions, construction schedule, construction conditions, and environmental monitoring requirements, shall be held by the General Contractor. The conference shall include representatives from the Airport Department, Public Works Department Engineering and Transportation Divisions,

Building Division, Planning Division, the Property Owner, Architect, Landscape Architect, Geologist, Project Engineer, Contractor and each Subcontractor.

3. **Post-Construction Erosion Control and Water Quality Plan.** Provide an engineered drainage plan that addresses the existing drainage patterns and leads towards improvement of the quality and/or rate of water run-off conditions from the site. The Owner shall install bioswales, catch basins, storm drainage interceptors or clarifiers on the Real Property, or other measures specified in the Erosion Control Plan, to intercept all sediment from the parking lot areas and other improved, hard-surfaced areas prior to discharge into the public storm drain system, including any creeks. All proposed interceptors or clarifiers shall be reviewed and approved by the Public Works Department and the Building and Safety Division. Maintenance of these facilities shall be provided by the Owner, as outlined in Condition J-2 above, which shall include the regular sweeping and/or vacuuming of parking areas where interceptors and clarifiers are located and a catch basin cleaning program.
4. **Technical Reports.** All recommendations of the soil engineering report, approved by the Building and Safety Division, shall be incorporated into the construction plans.
5. **Conditions on Plans/Signatures.** The final Planning Commission Resolution shall be provided on a full size drawing sheet as part of the drawing sets. Each condition shall have a sheet and/or note reference to verify condition compliance. If the condition relates to a document submittal, indicate the status of the submittal (e.g., Final Map submitted to Public Works Department for review). A statement shall also be placed on the above sheet as follows: The undersigned have read and understand the above conditions, and agree to abide by any and all conditions which is their usual and customary responsibility to perform, and which are within their authority to perform.

Signed:

_____	_____	_____
Property Owner	Date	
_____	_____	_____
Contractor	Date	License No.
_____	_____	_____
Architect	Date	License No.
_____	_____	_____
Engineer	Date	License No.

- K. **Public Works Requirements Prior to Building Permit Issuance.** The Owner shall submit the following, or evidence of completion of the following to the Public Works Department for review and approval, prior to the issuance of a Building Permit for the project.

1. **Drainage Calculations.** The Owner shall submit drainage calculations justifying that the existing on-site and proposed on-site drainage system adequately conveys a minimum of a 25-year storm event.
 2. **Drainage and Water Quality.** Project drainage shall be designated, installed, and maintained such that storm water runoff from the first inch of rain from any storm event shall be retained and treated onsite in accordance with the City's NPDES Storm Water Management Permit. Runoff should be directed into a passive water treatment method such as a bioswale, landscape feature (planter beds and/or lawns), infiltration trench, etc. Project plans for grading, drainage, storm water treatment methods, and project development shall be subject to review and approval by City Building Division and Public Works Department staff. Sufficient engineered design and adequate measures shall be employed to ensure that no significant construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water pollutants, or groundwater pollutants would result from the project. The Owner shall maintain the drainage system and storm water pollution control methods in a functioning state.
 3. **Public Street Improvement Plans.** The Owner shall submit building plans for construction of improvements along the property frontage on David Love Place. As determined by the Public Works Department, the improvements shall include new and/or remove and replace to City standards, the following: sidewalk, driveway apron modified to meet Title 24 requirements, curbs, gutters, access ramp(s), asphalt concrete, concrete pavement on aggregate base, crack seal to the centerline of the street along entire subject property frontage a minimum of 20 feet beyond the limit of all trenching, underground service utilities, connection to City/private water and sewer mains, public drainage improvements with supporting drainage calculations and/or hydrology report for installation of (drainage pipe, curb drain outlets, slot/trench drain, drop inlet, detention, erosion protection (provide off-site storm water BMP plan), etc.), preserve and/or reset survey monuments and contractor stamps, supply and install directional/regulatory traffic control signs, storm drain stenciling, off-site biofilter/swale sized per drainage calculations, and provide adequate positive drainage from site. Any work in the public right of way requires a public works permit.
 4. **Removal or Relocation of Public Facilities.** Removal or relocation of any public utilities or structures must be performed by the Owner or by the person or persons having ownership or control thereof.
 5. **Approved Public Improvement Plans and Concurrent Issuance of Public Works Permit.** Upon acceptance of the approved public improvement plans, a Public Works permit shall be issued concurrently with a building permit.
- L. **Community Development Requirements Prior to Building or Public Works Permit Application/Issuance.** The following shall be finalized prior to, and/or submitted with, the application for any Building or Public Works permit:

1. **Contractor and Subcontractor Notification.** The Owner shall notify in writing all contractors and subcontractors of the site rules, restrictions and Conditions of Approval. Submit a copy of the notice to the Planning Division.
2. **Letter of Commitment for Pre-Construction Conference.** The Owner shall submit to the Planning Division a letter of commitment that states that, prior to disturbing any part of the project site for any reason and after the Building permit has been issued, the General Contractor shall schedule a conference to review site conditions, construction schedule, construction conditions, and environmental monitoring requirements. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, the assigned Building Inspector, the Planning Division, the Property Owner, the Architect, the Landscape Architect, the Geologist, the Project Engineer, the Contractor and each subcontractor.
3. **Final Planning Commission Resolution Submittal.** The final Planning Commission Resolution shall be submitted, indicating how each condition is met with drawing sheet and/or note references to verify condition compliance. If the condition relates to a document submittal, describe the status of the submittal (e.g., Final Map submitted to Public Works Department for review), and attach documents as appropriate.

M. Construction Implementation Requirements. All of these construction requirements shall be carried out in the field for the duration of the project construction.

1. **Construction Materials Recycling.** Recycling and/or reuse of demolition/construction materials shall be carried out to the extent feasible, and containers shall be provided on site for that purpose, in order to minimize construction-generated waste conveyed to the landfill. Indicate on the plans the location of a container for collection of demolition/construction materials.
2. **Construction-Related Truck Trips.** Construction-related truck trips shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.). The purpose of this condition is to help reduce truck traffic on adjacent streets and roadways.
3. **Construction Related Traffic Routes.** The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods, subject to approval by the Public Works Director.
4. **Haul Routes.** The haul route for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Public Works Director.
5. **Construction Hours.** Construction (including preparation for construction work) is prohibited Monday through Friday before 7:00 a.m. and after 5:00 p.m., and all day on Saturdays, Sundays and holidays observed by the City of Santa Barbara, as shown below:

New Year's Day	January 1 st *
Martin Luther King's Birthday	3 rd Monday in January
Presidents' Day	3 rd Monday in February
Memorial Day	Last Monday in May
Independence Day	July 4 th *
Labor Day	1 st Monday in September
Thanksgiving Day	4 th Thursday in November
Following Thanksgiving Day	Friday following Thanksgiving Day
Christmas Day	December 25 th *

*When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday, respectively, shall be observed as a legal holiday.

When, based on required construction type or other appropriate reasons, it is necessary to do work outside the allowed construction hours, contractor shall contact the Chief of Building and Safety to request a waiver from the above construction hours, using the procedure outlined in Santa Barbara Municipal Code §9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out night construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number.

6. **Construction Parking/Storage.** Construction parking and storage shall be provided as follows:
 - a. During construction, free parking spaces for construction workers and construction shall be provided on-site or off-site in a location subject to the approval of the Public Works Director.
 - b. Storage or staging of construction materials and equipment within the public right-of-way is prohibited.
7. **Water Sprinkling During Grading.** During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust.

Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency will be required whenever the wind speed exceeds 15 mph.

8. **Covered Truck Loads.** Trucks transporting fill material to and from the site shall be covered from the point of origin.
9. **Expeditious Paving.** All roadways, driveways, sidewalks, etc., shall be paved as soon as possible. Additionally, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used, as directed by the Building Inspector.
10. **Gravel Pads.** Gravel pads shall be installed at all access points to the project site to prevent tracking of mud on to public roads.
11. **Street Sweeping.** The property frontage and adjacent property frontages, and parking and staging areas at the construction site shall be swept daily to decrease sediment transport to the public storm drain system and dust.
12. **Graffiti Abatement Required.** Owner and Contractor shall be responsible for removal of all graffiti as quickly as possible. Graffiti not removed in a timely manner may be removed by the City, at the Owner's expense, as provided in SBMC Chapter 9.66.
13. **Construction Best Management Practices (BMPs).** Construction activities shall address water quality through the use of BMPs, as approved by the Building and Safety Division.
14. **Construction Contact Sign.** Immediately after Building permit issuance, signage shall be posted at the points of entry to the site that list the contractor name, contractor telephone number, work hours, site rules, and construction-related conditions, to assist Building Inspectors and Police Officers in the enforcement of the conditions of approval.
15. **Construction Implementation Requirements.** All of these construction requirements shall be carried out in the field by the Owner and/or Contractor for the duration of the project construction. (Community Development Department staff shall review the plans and specifications to assure that they are incorporated into the bid documents, such that potential contractors will be aware of the following requirements prior to submitting for a bid for the contract.)
16. **Construction Equipment Maintenance.** All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.
17. **Construction Parking/Storage/Staging.** Construction parking and storage shall be provided as follows:
 - a. During construction, free parking spaces for construction workers and construction shall be provided on-site or off-site in a location subject to the approval of the Public Works Director. Construction workers are prohibited from parking within the public right-of-way, except as outlined in subparagraph b. below.

- b. Storage or staging of construction materials and equipment within the public right-of-way shall not be permitted, unless approved by the Transportation Manager.

18. **Unanticipated Archaeological Resources Contractor Notification.** Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts associated with past human occupation of the parcel. If such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and an archaeologist from the most current City Qualified Archaeologists List shall be retained by the applicant. The latter shall be employed to assess the nature, extent and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City qualified Barbareño Chumash Site Monitors List, etc.

If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

- N. **Prior to Certificate of Occupancy.** Prior to the issuance of the Certificate of Occupancy, the Owner of the Real Property shall complete the following:

1. **Repair Damaged Public Improvements.** Repair any damaged public improvements (curbs, gutters, sidewalks, roadways, etc.) subject to the review and approval of the Public Works Department per SBMC §22.60.090. Where tree roots are the cause of the damage, the roots shall be pruned under the direction of a qualified arborist.
2. **Complete Public Improvements.** Public improvements, as shown in the improvement/building plans, including utility service undergrounding and installation of street trees shall be completed prior to the issuance of the Certificate of Occupancy.

NOTICE OF DEVELOPMENT PLAN TIME LIMITS:

The development plan approved, per Santa Barbara Municipal Code §28.87.350, shall expire four (4) years from the date of approval unless:

1. A building or grading permit for the work authorized by the development plan is issued prior to the expiration date of the approval.
2. A time extension is granted by the Planning Commission for one (1) year prior to the expiration date of the approval, only if it is found that there is due diligence to implement and complete the proposed project. No more than one (1) time extension may be granted.



City of Santa Barbara

Santa Barbara Airport

www.flysba.com

December 1, 2006

Community Development Department
Planning Staff
630 Garden Street
Santa Barbara, California 93101

Administration
805.967.7111

Marketing
805.692.6004

Engineering
805.692.6018

Maintenance
805.692.6060

Operations/Noise
805.692.6005

Patrol
805.681.4803

Planning
805.692.6023

Property Mgmt.
805.692.6022

Visitors' Center
805.964.7622

Fax
805.964.1380

801 Firestone Rd.
Santa Barbara, CA
93117

**Re: Santa Barbara Car Rental Quick Turn Around Facility
Pre-application Review Team Submittal - MST 2006-00656**

To Whom it May Concern:

The Santa Barbara City Airport is proposing to construct a new car rental Quick Turn Around (QTA) facility at 25 David Love Place, Santa Barbara. The site is currently use as a car rental storage facility. The development will include paving for the storage of approximately 304 rental cars as well as a maintenance building which will be used by four car rental agencies that have their rental operation at the terminal.

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

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

The property originally had a 400 sf. building on site which was removed prior to the property's current use for car rental storage. The building and site development statistics are on the drawings.

The attached grading plans indicate the proposed grading and drainage for the improved site. That drainage is generally flowing to the north where there is an existing drainage swale which will be improved and used as a bioswale. The existing vegetation on the David Love Place frontage will be removed as part of this development and replaced with significant screening as indicated on the attached landscape plan.

There will be a minor adjustment to the grades as indicated on the attached grading plan which will require the import of soil. The detail information on cut, fill and import is indicated on the grading plan.



Exhibit C

The project will require the approval of the Architectural Board of Review and the Planning Commission.

Currently maintenance, car wash, and fueling operations are completed off-site. Following these operations the vehicles are returned to the property for storage. This project would reduce these round-trips and would present a potential benefit to neighboring streets and intersections.

The project has had an environmental review as part of the proposed Airport terminal development. We are not aware of any significant issues or problems that relate to the use of the site as proposed.

With this letter and application for PRT review, we are enclosing the following information:

- Ten copies of site plan, exterior elevations, landscape plan and grading plan.
- Copy of Master Application.
- One set of photos of the project site and surrounding areas.

Sincerely,

A handwritten signature in black ink, appearing to read 'Leif', followed by a long horizontal line extending to the right.

Leif Reynolds
Project Engineer

DRAINAGE ANALYSIS
CONSOLIDATED RENTAL CAR QTA FACILITY
Santa Barbara Airport
25 David Love Place
Santa Barbara, California

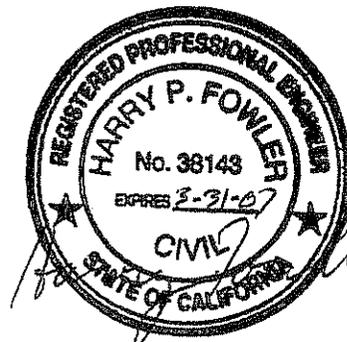
February 15, 2007

CLIENT: PGAL

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

WORK ORDER NO.: 17,275.01

PROJECT MANAGER: Harry P. Fowler, P.E.



CONSOLIDATED RENTAL CAR QTA FACILITY

PURPOSE OF REPORT

The City of Santa Barbara intends to develop a Consolidated Rental Car Quick Turn Around facility on its airport property located at 25 David Love Place. This facility will consist of rental car storage parking, an office building with service bays, a car wash, a fueling island, and employee parking. The purpose of this analysis is to evaluate the pre and post development conditions of the site to determine what drainage impacts may be created by the project. This analysis is based upon the Schematic Design (30% complete) of grading and drainage improvements for the project.

LOCATION

The project is located at 25 David Love Place, Santa Barbara, California. See Figure A.

BACKGROUND

This site is located in an industrial area of airport property located north of Hollister Avenue. Historically, the site was used to house a crushing plant, which produced recycled

aggregate base materials. It currently is paved with crushed limestone Class 2 aggregate base and is used as a car storage facility. This aggregate base pavement is very densely graded having a low voids ratio. It has been compacted to over 95% of its maximum density and is considered to be very impervious. The site generally surface drains from the south west to the north east. There is an existing drainage swale that runs along the northern property line, which drains to the east. Storm runoff leaves the site by entering a culvert at the north east corner. After crossing under a driveway the culvert discharges into a concrete lined channel, which flows east and south to San Pedro Creek.

The proposed development will alter the on-site drainage pattern so that most of the site will first drain to the north west corner of the site. Runoff will enter a bio-swale at this point and then flow to the north east corner of the site and enter the existing culvert.

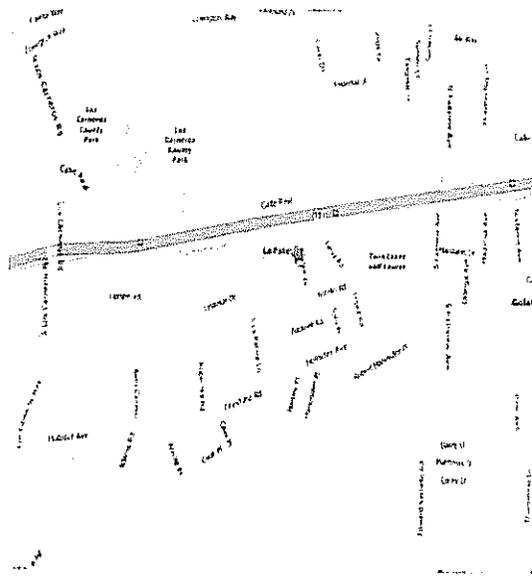


Figure A

CONSOLIDATED RENTAL CAR QTA FACILITY

METHOD OF ANALYSIS

This analysis looks at the peak storm water discharge from the property for both the existing and the post development conditions. Peak flows for 25 and 100 year storm events were analyzed. The Santa Barbara Urban Hydrograph method of analysis was used, through the application of the HydroCAD computer program, to develop peak runoff quantities. The Inlet condition of the existing 30" by 19" oval concrete culvert was evaluated using a nomograph produced by the U.S. Bureau of Public Roads. A County of Santa Barbara Flood Control District nomograph was used to develop times of concentration for both the existing and proposed conditions. The County of Santa Barbara Flood Control District Trapezoidal Channel Hydraulics program was used to evaluate the flow in the proposed bio-swale.

RESULTS

The contributing area of drainage discharge for the existing condition was mapped (see exhibit labeled Existing Condition). The time of concentration for this condition was determined. The pervious and impervious areas of the site were measured from the site topographic map, and runoff coefficients were assigned to each condition. The pervious areas, which are covered with brush and weeds in poor condition, were assigned a runoff coefficient of 77. The impervious area, which is paved with a well compacted layer of densely graded crushed aggregate base, was assigned a runoff coefficient of 92, which falls between 89, the value used for gravel and 98, the value used for asphalt concrete pavement. An analysis was performed to determine the pre-construction peak storm water discharge for the 25 and 100 year storm events. The results of this analysis are shown in Table 1 below.

Then the contributing area of drainage discharge for the proposed condition was mapped (see exhibit labeled Proposed Condition). This area is the same as the existing condition. The pervious and impervious areas of improvement were measured. The pervious areas, which will be covered with well maintained landscaping, were assigned a runoff coefficient of 74. The impervious areas, which will be covered with asphalt concrete pavement and the proposed building, were assigned a runoff coefficient of 98. An analysis was performed to determine the peak storm water discharge for the 25 and 100 year storm events. The results of this analysis are shown in Table 1 below.

Comparing the results of the peak storm water runoff analysis for both the existing and proposed conditions it can be seen that there is less water leaving the site in the proposed condition for both the 25 and 100 year storm events. See Table 1 below.

CONSOLIDATED RENTAL CAR QTA FACILITY

P E A K S T O R M W A T E R R U N O F F			
	EXISTING CONDITION (CFS)	PROPOSED CONDITION (CFS)	CHANGE (CFS)
25 YEAR STORM	9.81	9.21	-0.6
100 YEAR STORM	12.62	11.72	-0.9

The flow in the bio-swale was analyzed with the following results:

$$Q_{100} = 11.72 \text{ cfs}$$

$$n = 0.08$$

$$s = 0.0014 \text{ ft/ft}$$

$$\text{normal depth} = 1.30 \text{ ft}$$

$$\text{normal velocity} = 0.71 \text{ fps}$$

Since the bio-swale is several feet deep, it has sufficient capacity to handle the 100 year flow.

The inlet condition of the existing 30"x19" oval culvert was analyzed for the 100 year condition with the following results:

$$Q_{100} = 11.72 \text{ cfs}$$

$$\text{HW} = 0.98 \text{ (from the nomograph)}$$

D

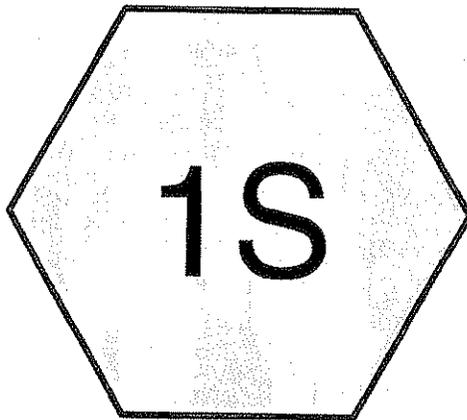
$$D = 1.6 \text{ ft or } 19.2 \text{ inches}$$

Since the channel is approximately 3 feet deep at the culvert inlet there is sufficient capacity in the culvert and channel to handle the 100 year storm event.

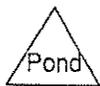
CONCLUSIONS

The proposed development of the Consolidated Rental Car QTA facility will reduce the amount of storm water that leaves the site. This will be achieved by increasing the area of pervious surfaces.

CALCULATIONS AND ATTACHMENTS



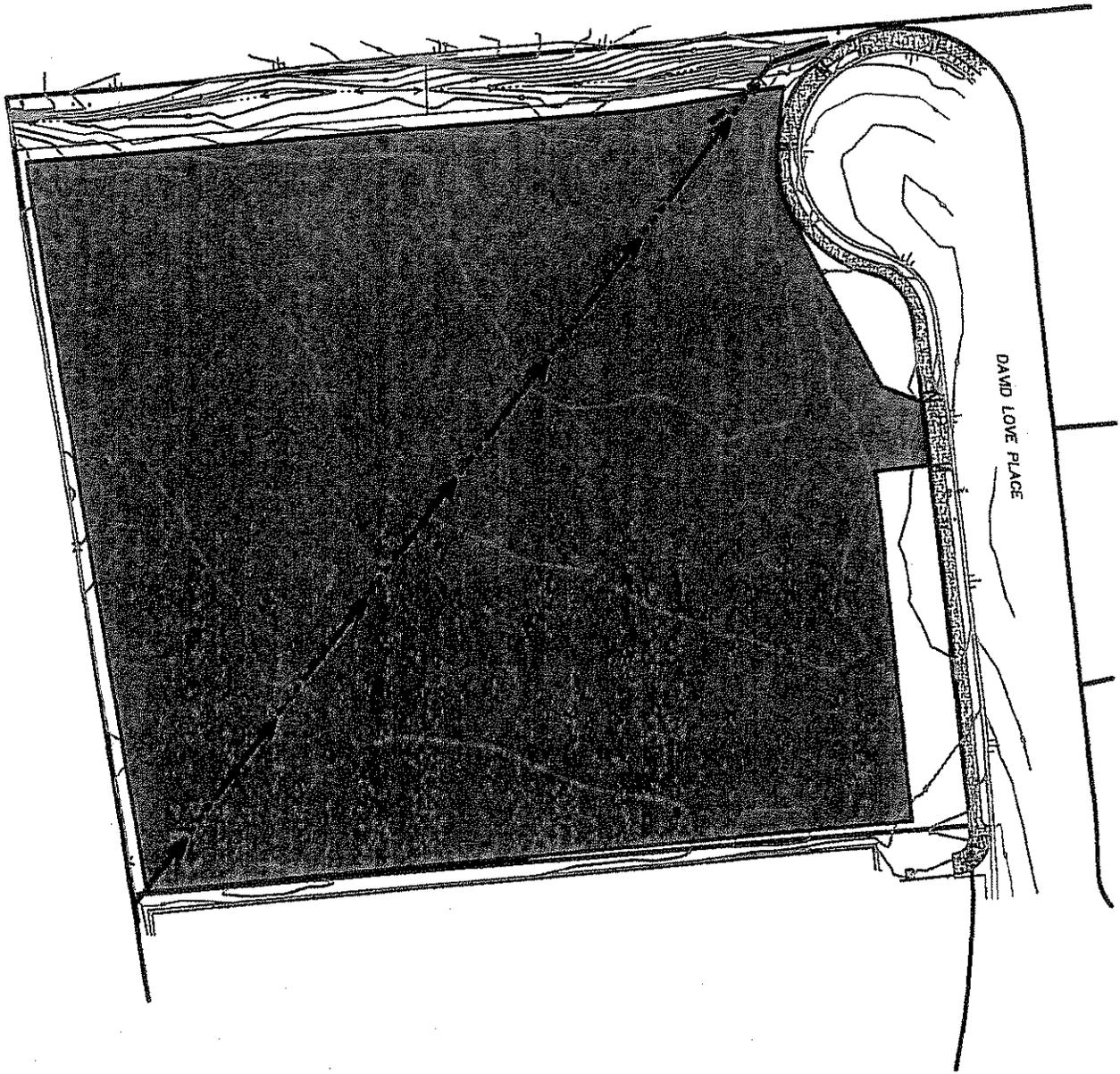
EXISTING CONDITION



Drainage Diagram for EXISTING SBA QTA
Prepared by Penfield & Smith 2/15/2007
HydroCAD® 8.00 s/n 004468 © 2006 HydroCAD Software Solutions LLC

HYDRAULIC SOIL GROUP DETERMINATION

The Soil Conservation Service maps for the County of Santa Barbara were consulted to determine the hydraulic characteristics of soil present on the site. Map number 7 shows that the site is fairly evenly divided between two soil types. These types are GdA, which is assigned to the hydraulic group of "B", and MeC, which is assigned to the hydraulic group of "D". For the purposes of this analysis the Hydraulic Soil Group "C" was used which approximates an average condition between the "B" and "D" groups.



EXISTING CONDITION



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

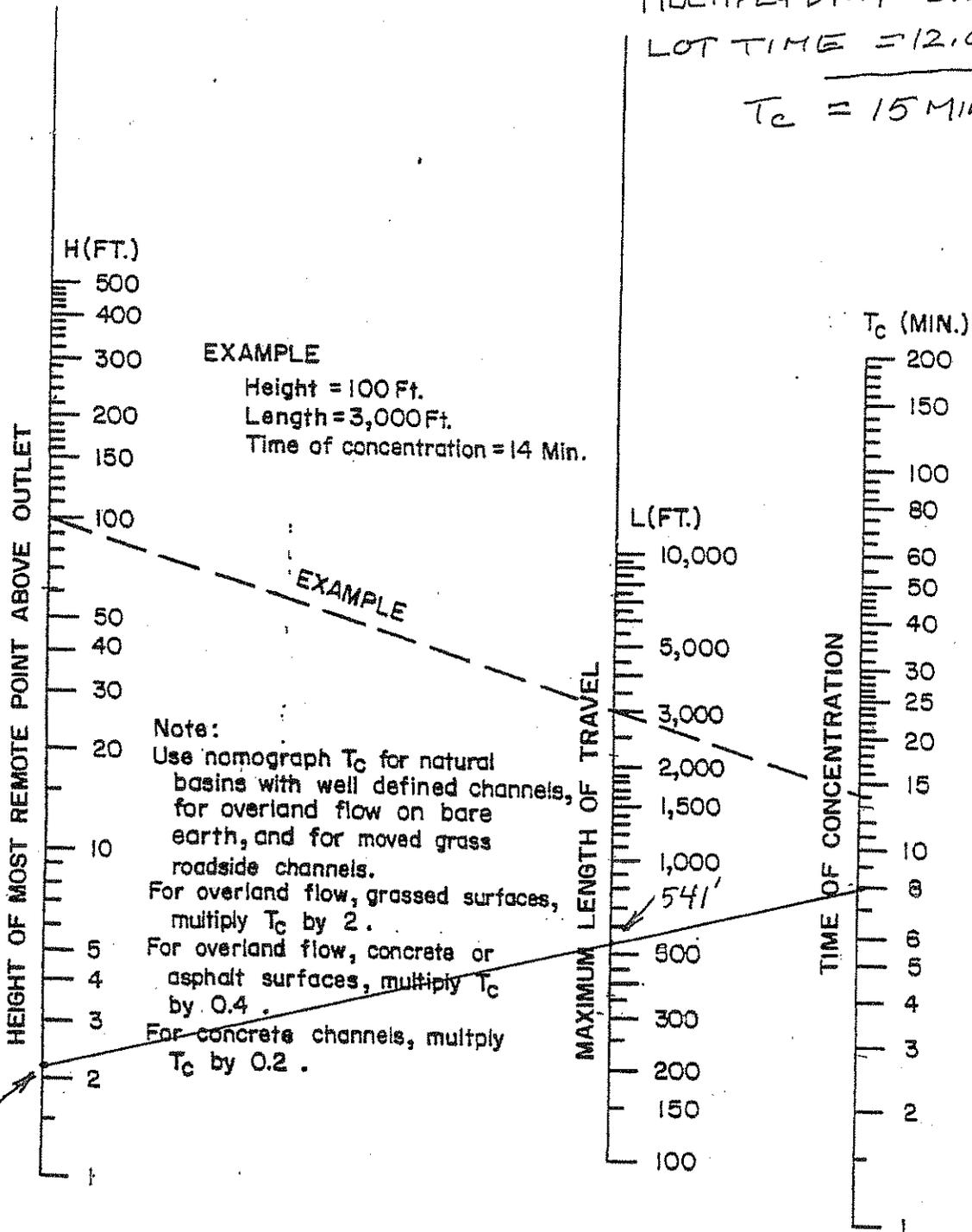
EXISTING CONDITION

NOMOGRAPH = 8 MIN.

MULTIPLY BY 0.4 = 3.2

LOT TIME = 12.0 MIN

$T_c = 15 \text{ MIN}$



SANTA BARBARA COUNTY
DEPARTMENT OF PUBLIC WORKS
ROAD DIVISION

TIME OF CONCENTRATION OF
SMALL DRAINAGE BASINS

FIGURE
3

EXISTING SBA QTA

Prepared by Penfield & Smith

HydroCAD® 8.00 s/n 004468 © 2006 HydroCAD Software Solutions LLC

Page 2

2/15/2007

Area Listing (all nodes)

<u>Area (acres)</u>	<u>CN</u>	<u>Description (subcats)</u>
0.500	77	Brush, Poor, HSG C (1S)
3.130	92	Densley graded and compacted class 2 aggregate base pavement, HSG C (1S)
<hr/>		
3.630		

EXISTING SBA QTA

Prepared by Penfield & Smith

HydroCAD® 8.00 s/n 004468 © 2006 HydroCAD Software Solutions LLC

Type I 24-hr 25 Rainfall=6.71"

Page 3

2/15/2007

Time span=0.00-50.00 hrs, dt=0.10 hrs, 501 points

Runoff by SBUH method, Split Pervious/Imperv.

Reach routing by Stor-Ind method - Pond routing by Stor-Ind method

Subcatchment 1S: EXISTING CONDITION

Runoff Area=3.630 ac Runoff Depth=5.54"

Tc=15.0 min CN=90/0 Runoff=9.81 cfs 1.676 af

Total Runoff Area = 3.630 ac Runoff Volume = 1.676 af Average Runoff Depth = 5.54"
100.00% Pervious Area = 3.630 ac 0.00% Impervious Area = 0.000 ac

EXISTING SBA QTA

Prepared by Penfield & Smith

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Type I 24-hr 25 Rainfall=6.71"

Page 4

2/15/2007

Subcatchment 1S: EXISTING CONDITION

Runoff = 9.81 cfs @ 10.03 hrs, Volume= 1.676 af, Depth= 5.54"

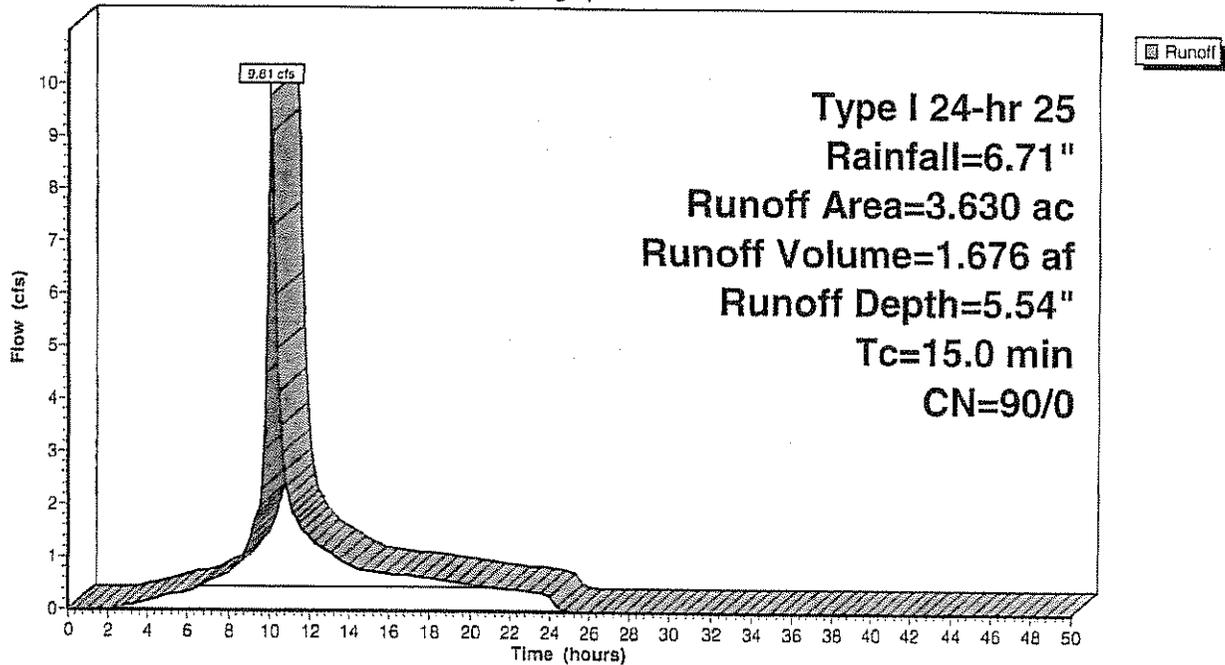
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-50.00 hrs, dt= 0.10 hrs
Type I 24-hr 25 Rainfall=6.71"

Area (ac)	CN	Description
3.130	92	Densley graded and compacted class 2 aggregate base pavement, HSG C
0.500	77	Brush, Poor, HSG C
3.630	90	Weighted Average
3.630	90	Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
15.0					Direct Entry,

Subcatchment 1S: EXISTING CONDITION

Hydrograph



EXISTING SBA QTA

Prepared by Penfield & Smith

HydroCAD® 8.00 s/n 004468 © 2006 HydroCAD Software Solutions LLC

Type I 24-hr 100 Rainfall=8.38"

Page 5

2/15/2007

Time span=0.00-50.00 hrs, dt=0.10 hrs, 501 points

Runoff by SBUH method, Split Pervious/Imperv.

Reach routing by Stor-Ind method - Pond routing by Stor-Ind method

Subcatchment 1S: EXISTING CONDITION

Runoff Area=3.630 ac Runoff Depth=7.18"

Tc=15.0 min CN=90/0 Runoff=12.62 cfs 2.172 af

Total Runoff Area = 3.630 ac Runoff Volume = 2.172 af Average Runoff Depth = 7.18"

100.00% Pervious Area = 3.630 ac 0.00% Impervious Area = 0.000 ac

EXISTING SBA QTA

Prepared by Penfield & Smith

HydroCAD® 8.00 s/n 004468 © 2006 HydroCAD Software Solutions LLC

Type I 24-hr 100 Rainfall=8.38"

Page 6

2/15/2007

Subcatchment 1S: EXISTING CONDITION

Runoff = 12.62 cfs @ 10.03 hrs, Volume= 2.172 af, Depth= 7.18"

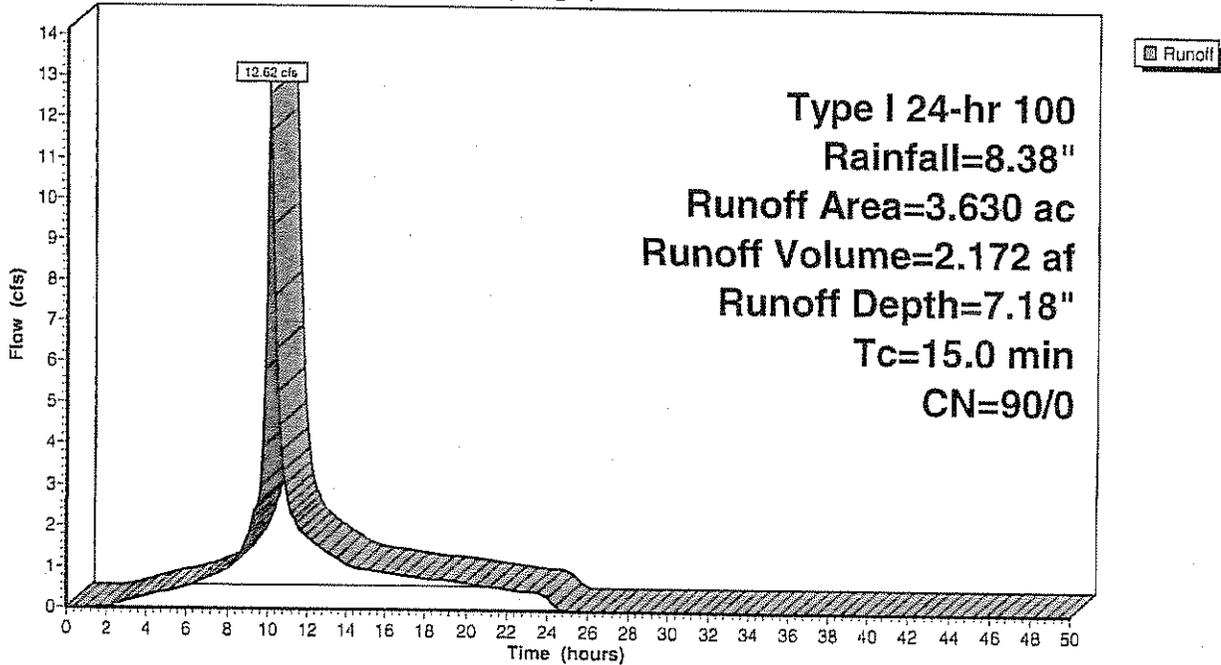
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-50.00 hrs, dt= 0.10 hrs
Type I 24-hr 100 Rainfall=8.38"

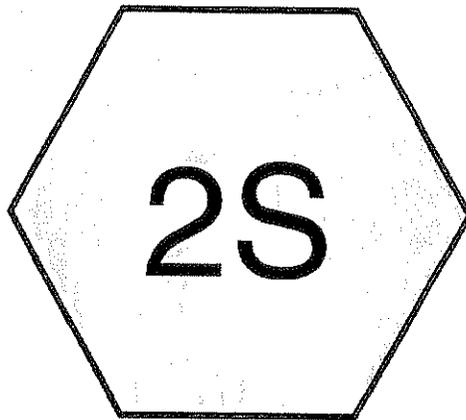
Area (ac)	CN	Description
3.130	92	Densley graded and compacted class 2 aggregate base pavement, HSG C
0.500	77	Brush, Poor, HSG C
3.630	90	Weighted Average
3.630	90	Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
15.0					Direct Entry,

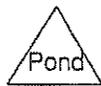
Subcatchment 1S: EXISTING CONDITION

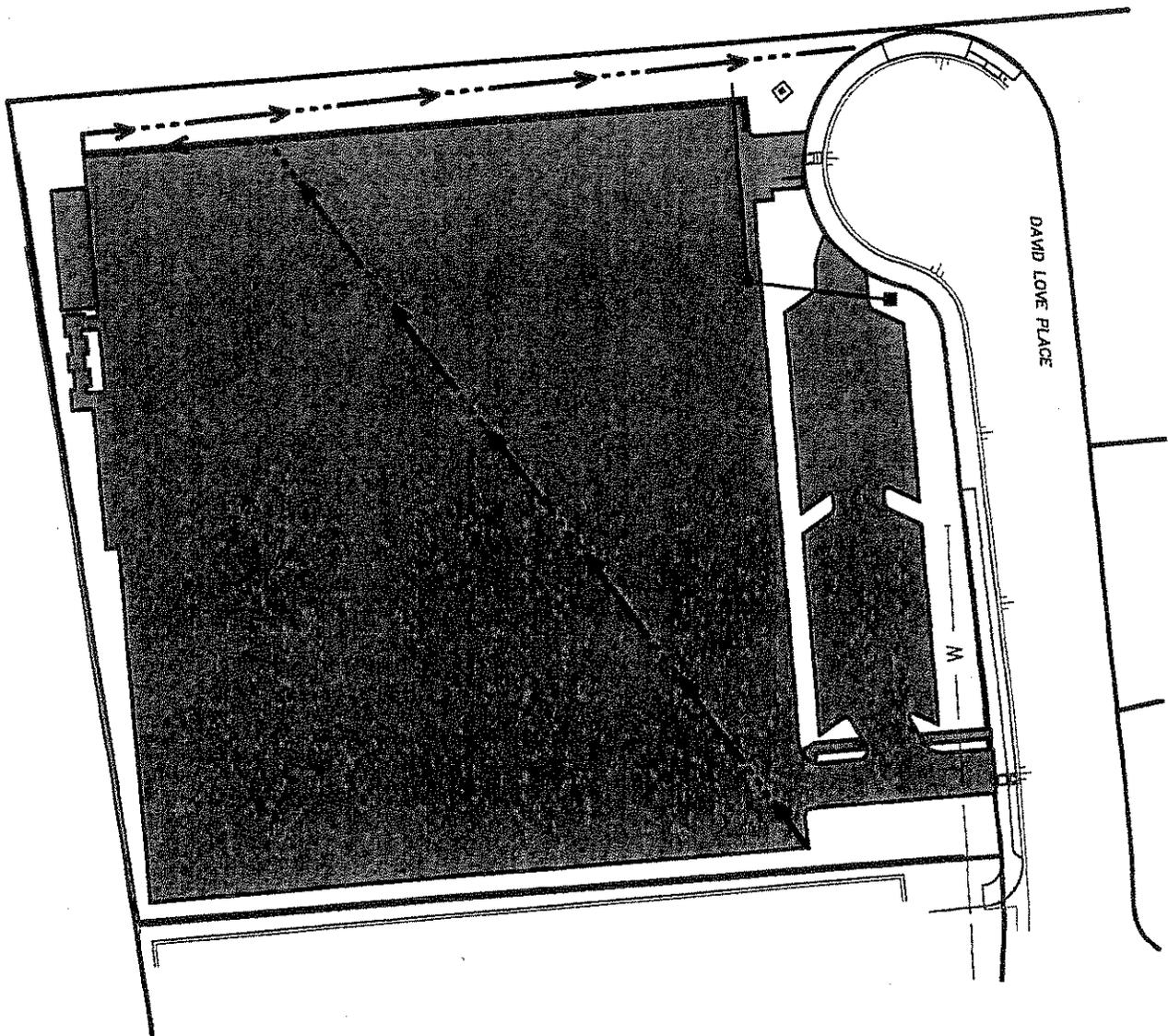
Hydrograph





PROPOSED CONDITION





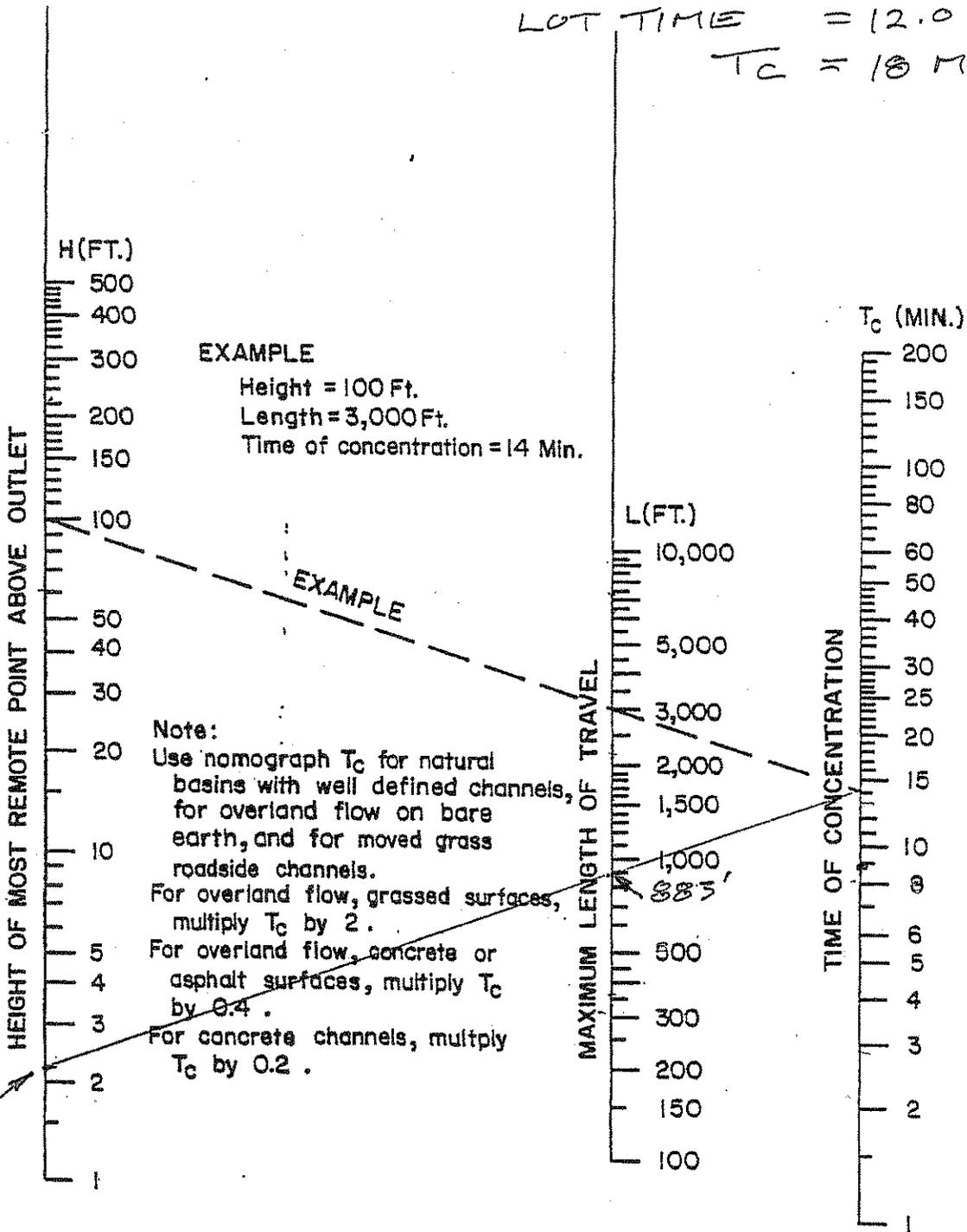
PROPOSED CONDITION



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

PROPOSED CONDITION

NOMOGRAPH = 14 MIN.
 MULTIPLY BY 0.4 = 5.6
 LOT TIME = 12.0 MIN
 $T_c = 18$ MIN.



SANTA BARBARA COUNTY
 DEPARTMENT OF PUBLIC WORKS
 ROAD DIVISION

TIME OF CONCENTRATION OF
 SMALL DRAINAGE BASINS

FIGURE
 3

PROPOSED SBA QTA

Prepared by Penfield & Smith

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Page 2

2/15/2007

Area Listing (all nodes)

<u>Area (acres)</u>	<u>CN</u>	<u>Description (subcats)</u>
0.700	74	Landscaped open space in good condition, HSG C (2S)
2.930	98	Paved parking & roofs (2S)
<hr/>		
3.630		

PROPOSED SBA QTA

Prepared by Penfield & Smith

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Type I 24-hr 25 Rainfall=6.71"

Page 3

2/15/2007

Time span=0.00-50.00 hrs, dt=0.10 hrs, 501 points

Runoff by SBUH method, Split Pervious/Imperv.

Reach routing by Stor-Ind method - Pond routing by Stor-Ind method

Subcatchment 2S: PROPOSED CONDITION

Runoff Area=3.630 ac Runoff Depth=5.95"

Tc=18.0 min CN=74/98 Runoff=9.21 cfs 1.801 af

Total Runoff Area = 3.630 ac Runoff Volume = 1.801 af Average Runoff Depth = 5.95"
19.28% Pervious Area = 0.700 ac 80.72% Impervious Area = 2.930 ac

PROPOSED SBA QTA

Prepared by Penfield & Smith

HydroCAD® 8.00 s/n 004468 © 2006 HydroCAD Software Solutions LLC

Type I 24-hr 25 Rainfall=6.71"

Page 4

2/15/2007

Subcatchment 2S: PROPOSED CONDITION

Runoff = 9.21 cfs @ 10.04 hrs, Volume= 1.801 af, Depth= 5.95"

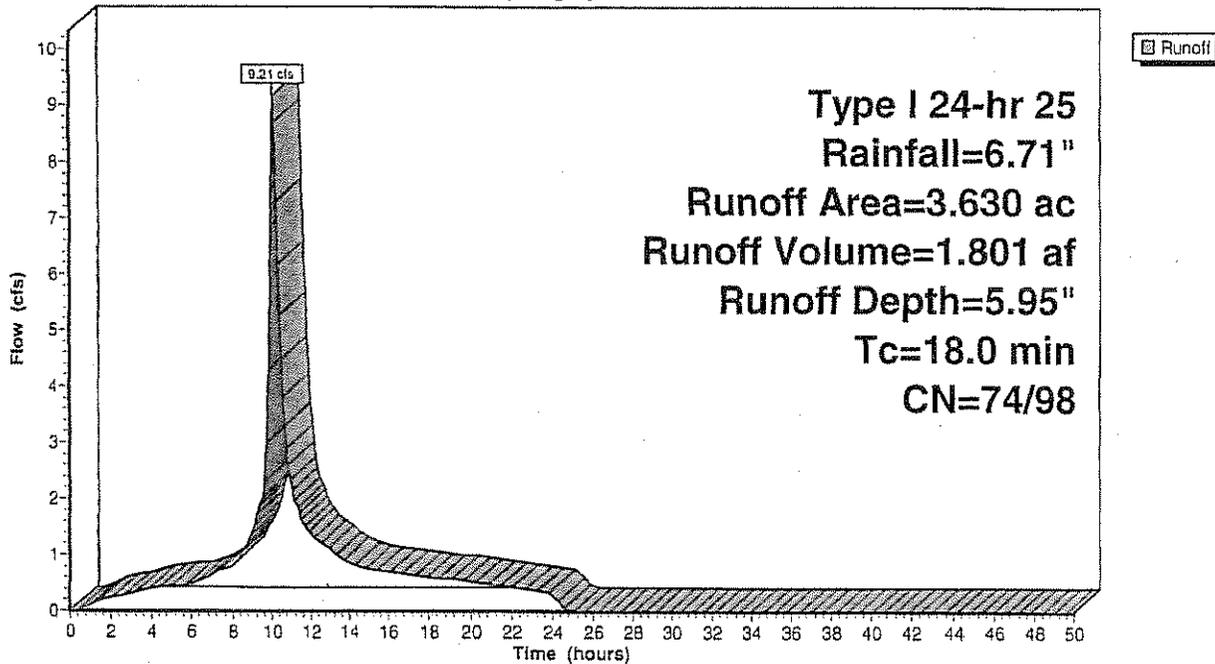
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-50.00 hrs, dt= 0.10 hrs
Type I 24-hr 25 Rainfall=6.71"

Area (ac)	CN	Description
2.930	98	Paved parking & roofs
0.700	74	Landscaped open space in good condition, HSG C
3.630	93	Weighted Average
0.700	74	Pervious Area
2.930	98	Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
18.0					Direct Entry,

Subcatchment 2S: PROPOSED CONDITION

Hydrograph



PROPOSED SBA QTA

Type I 24-hr 100 Rainfall=8.38"

Prepared by Penfield & Smith

Page 5

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2/15/2007

Time span=0.00-50.00 hrs, dt=0.10 hrs, 501 points

Runoff by SBUH method, Split Pervious/Imperv.

Reach routing by Stor-Ind method - Pond routing by Stor-Ind method

Subcatchment 2S: PROPOSED CONDITION

Runoff Area=3.630 ac Runoff Depth=7.59"

Tc=18.0 min CN=74/98 Runoff=11.72 cfs 2.295 af

Total Runoff Area = 3.630 ac Runoff Volume = 2.295 af Average Runoff Depth = 7.59"

19.28% Pervious Area = 0.700 ac 80.72% Impervious Area = 2.930 ac

PROPOSED SBA QTA

Prepared by Penfield & Smith

HydroCAD® 8.00 s/n 004468 © 2006 HydroCAD Software Solutions LLC

Type I 24-hr 100 Rainfall=8.38"

Page 6

2/15/2007

Subcatchment 2S: PROPOSED CONDITION

Runoff = 11.72 cfs @ 10.04 hrs, Volume= 2.295 af, Depth= 7.59"

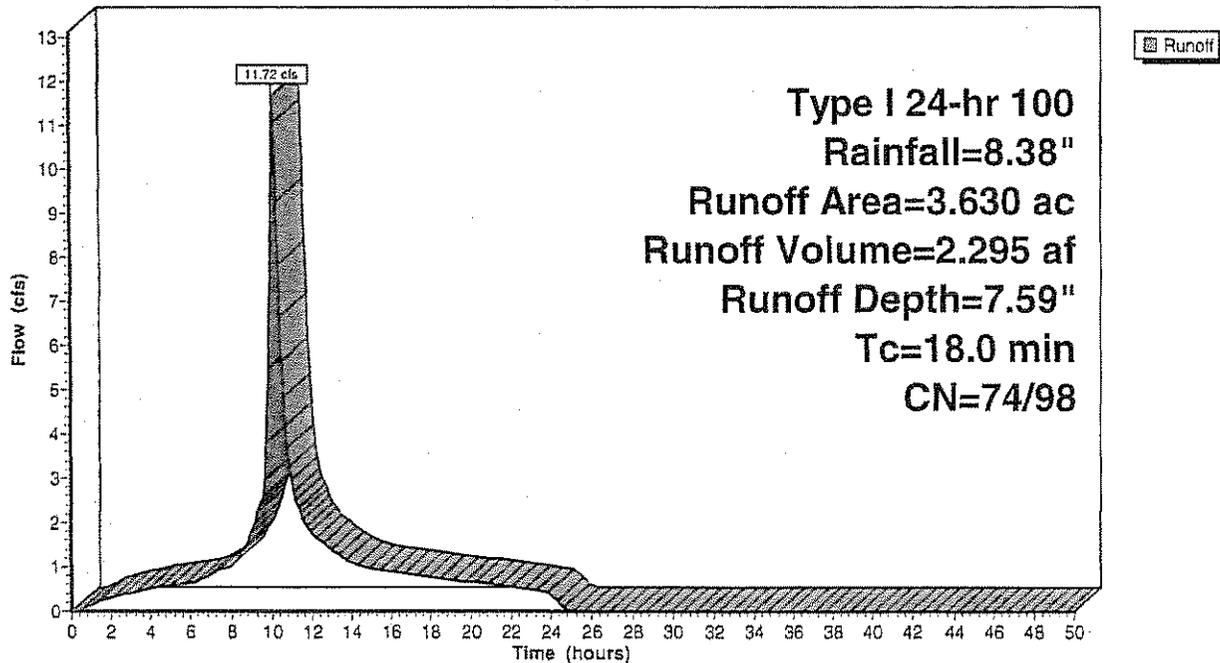
Runoff by SBUH method, Split Pervious/Imperv., Time Span= 0.00-50.00 hrs, dt= 0.10 hrs
Type I 24-hr 100 Rainfall=8.38"

Area (ac)	CN	Description
2.930	98	Paved parking & roofs
0.700	74	Landscaped open space in good condition, HSG C
3.630	93	Weighted Average
0.700	74	Pervious Area
2.930	98	Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
18.0					Direct Entry,

Subcatchment 2S: PROPOSED CONDITION

Hydrograph



BIO-SWALE FLOW ANALYSIS

Program CHANNEL.EXE SBCFCD

Flow= 12cfs, Base= 10.0ft, Side Slope= 2.00, n=0.080, Btm Slope=0.00140

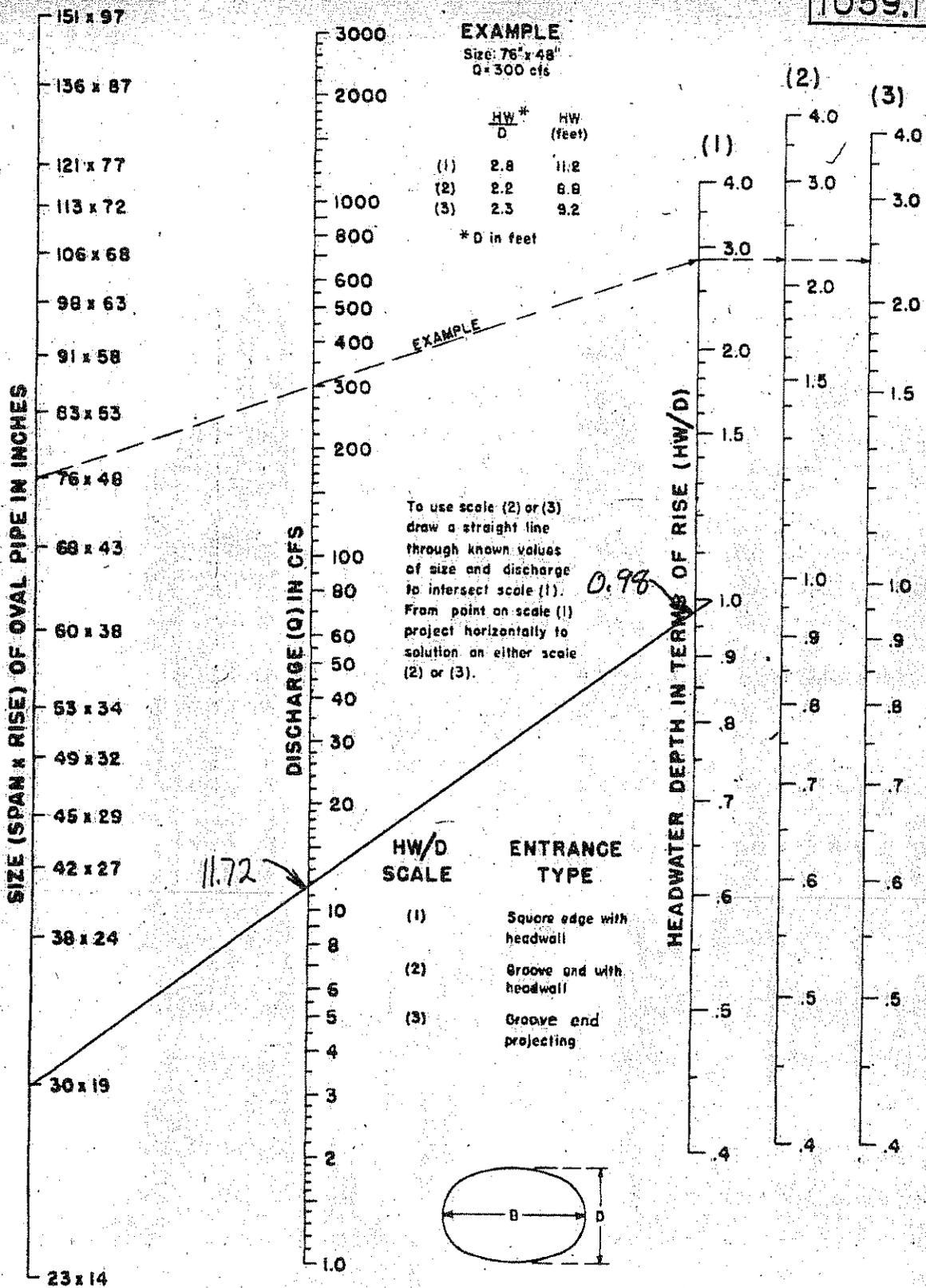
Dn= 1.30 ft, Vn= 0.71 ft/sec, P+M= 10 cu ft, Fr= 0.12, Dc= 0.34 ft

Flow in TRAPEZOIDAL Channel

Normal Depth = 1.30 ft
Normal Vel = 0.71 ft/sec
 $V^2/2G$ = 0.01 ft
 $V^2/2G + \text{Depth}$ = 1.31 ft
P + M = 10 cu-ft
Froude Nr. = 0.12
Critical Depth = 0.34 ft

Mild Slope, 'M' Profiles

1059.1



HEADWATER DEPTH FOR
 OVAL CONCRETE PIPE CULVERTS
 LONG AXIS HORIZONTAL
 WITH ENTRANCE CONTROL



ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509

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

May 10, 2007

06100.01L01.wpd

Andrew Bermond
Santa Barbara Airport
601 Firestone Road
Santa Barbara, CA 93117

TRAFFIC ANALYSIS FOR THE SANTA BARBARA AIRPORT RENTAL CAR FACILITY PROJECT, CITY OF SANTA BARBARA

Associated Transportation Engineers (ATE) has prepared the following traffic analysis for Santa Barbara Airport Rental Car Facility Project, located in the City of Santa Barbara's airport property adjacent to the City of Goleta. This study was prepared to address comments received from City Transportation Division staff.

PROJECT DESCRIPTION

The Santa Barbara Airport is proposing to construct a new car rental Quick Turn Around (QTA) facility at 25 David Love Place, Santa Barbara. This site is located north of the Santa Barbara Airport and is currently used for airport car rental storage. The development will include paving for the storage of approximately 304 rental cars as well as the construction of a maintenance building which will be used by four car rental agencies that have their rental operations at the terminal.

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

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

EXISTING CONDITIONS

The four rental car companies that are currently located at the airport terminal (Budget Rent-A-Car, Enterprise, Hertz, and National) were surveyed to determine the operations that occur after a rental car is returned to the Santa Barbara Airport Terminal. Operations include fueling, cleaning, maintenance, and storage. Since maintenance is only performed when necessary and not on a day-to-day basis, only fueling, cleaning, and storage trips were included in this analysis.

After cars are returned to the airport terminal they are fueled and cleaned. Budget, Enterprise, and National take their cars to gas stations along Calle Real, north of the airport terminal. These cars travel through the Fairview Avenue/Hollister Avenue, Fairview Avenue/U.S. Highway 101 SB Ramps, Fairview Avenue/U.S. Highway 101 NB Ramps, and Fairview Avenue/Calle Real intersections. Hertz takes their cars to be refueled at their Administrative Building at 690 S. Fairview Avenue. Then the cars are taken to be cleaned. Budget Rent-A-Car has their cars cleaned at the storage facility on David Love Place, Enterprise has their cars cleaned onsite at the airport terminal through an out-sourced car wash company, Hertz rental cars are also cleaned at the Administrative Building on S. Fairview Avenue, and National rental cars are cleaned at sites along Calle Real. Then the cars are taken to storage. Budget, Hertz, and National take their cars to the storage facility on David Love Place and Enterprise stores their cars at another Enterprise location in Goleta (5959 Hollister Avenue). When the cars are reserved to be rented, staff shuttle them back to the airport terminal, traveling through the Fairview Avenue/Hollister Avenue intersection.

Figures 1-4 show the existing routing of cars that occur after a rental car is returned to the airport for each of the four on-site rental car companies. The rental cars travel through the major intersections along Fairview Avenue (including the Fairview Avenue/Hollister Avenue, Fairview Avenue/U.S. Highway 101 SB Ramps, Fairview Avenue/U.S. Highway 101 NB Ramps, and the Fairview Avenue/Calle Real intersections) three or more times to perform the necessary day-to-day fueling, cleaning, and storage operations before returning to the airport terminal to be rented.

FUTURE CONDITIONS

The QTA facility would include a fueling station, cleaning area, and a small maintenance garage for each of the four rental car companies. In addition, the development would provide storage for approximately 304 rental cars.

Figure 5 shows that after the rental cars are returned to the airport terminal they will be taken directly to the new QTA facility on David Love Place for fueling, cleaning, maintenance, and storage. When the car is needed back at the airport, rental car staff will shuttle the cars back to the terminal to be ready for the next reservation. Because of the consolidated operations

at the new QTA site, the project will result in fewer trips traveling through the Fairview Avenue/Hollister Avenue intersection and will eliminate all trips through the Fairview Avenue/U.S. Highway 101 SB Ramps, Fairview Avenue/U.S. Highway 101 NB Ramps, and Fairview Avenue/Calle Real intersections. This project would therefore reduce the amount of traffic traveling in the study-area, providing a beneficial impact to the neighboring streets and intersections.

This concludes our response to comments for the Santa Barbara Airport Rental Car Facility Project.

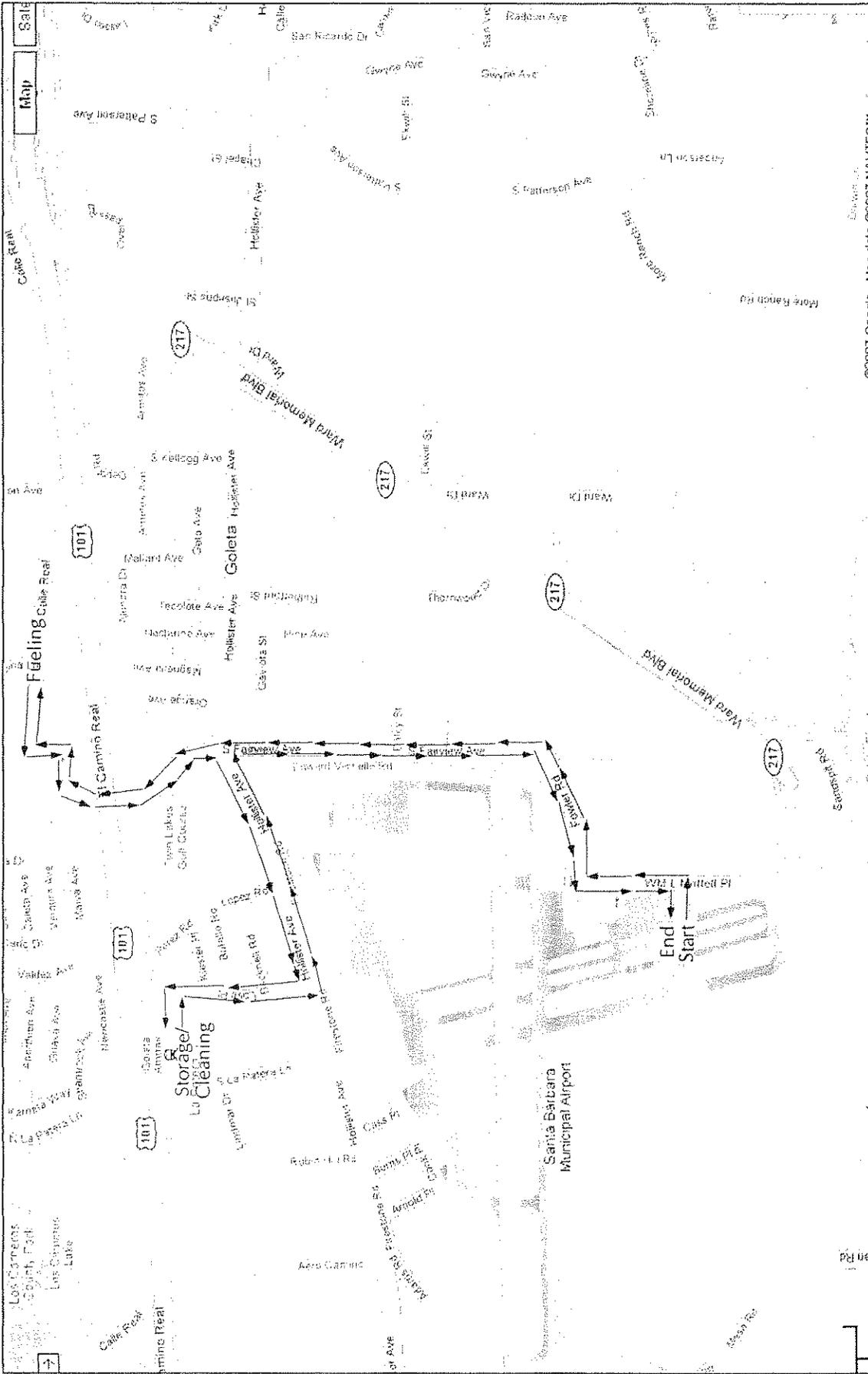
Associated Transportation Engineers

A handwritten signature in black ink, appearing to read 'Scott A. Schell'.

Scott A. Schell, AICP
Principal Transportation Planner

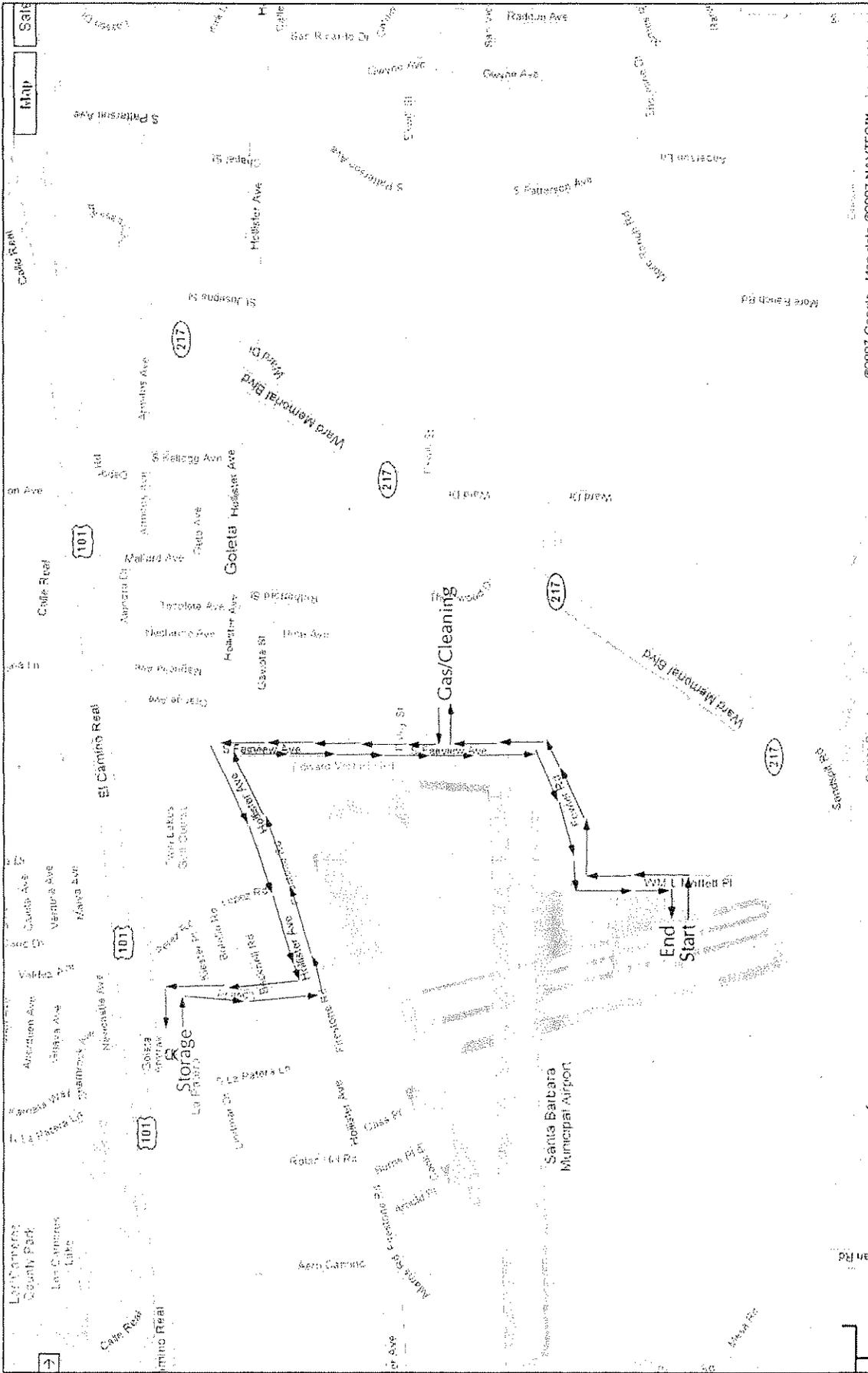
SAS/LDH

- Attachments:
- Figure 1 - Existing Budget Routing of Cars
 - Figure 2 - Existing Enterprise Routing of Cars
 - Figure 3 - Existing Hertz Routing of Cars
 - Figure 4 - Existing National Routing of Cars
 - Figure 5 - Future Routing of Cars

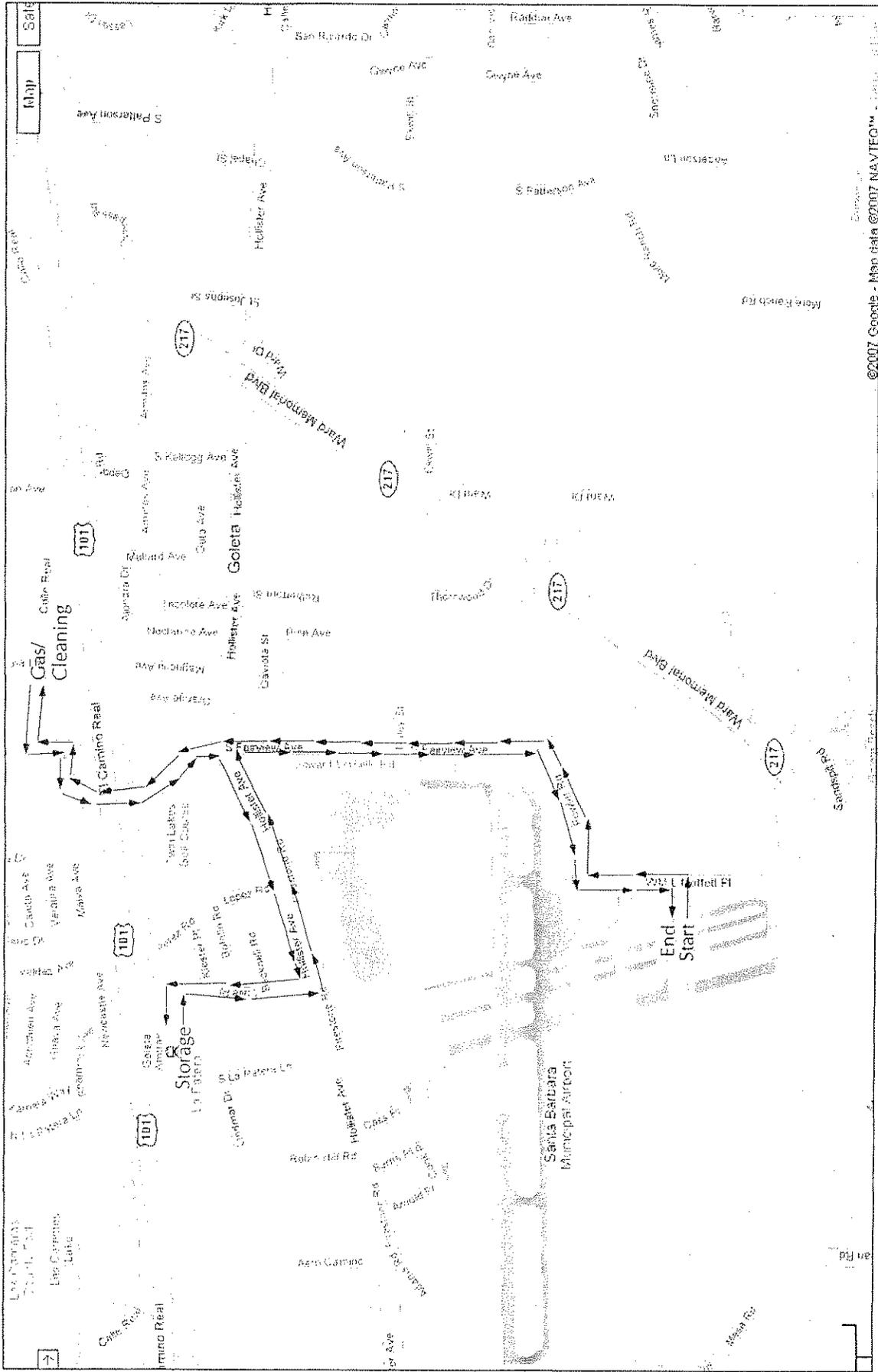


ASSOCIATED
TRANSPORTATION
ENGINEERS

EXISTING BUDGET RENT-A-CAR ROUTING OF CARS

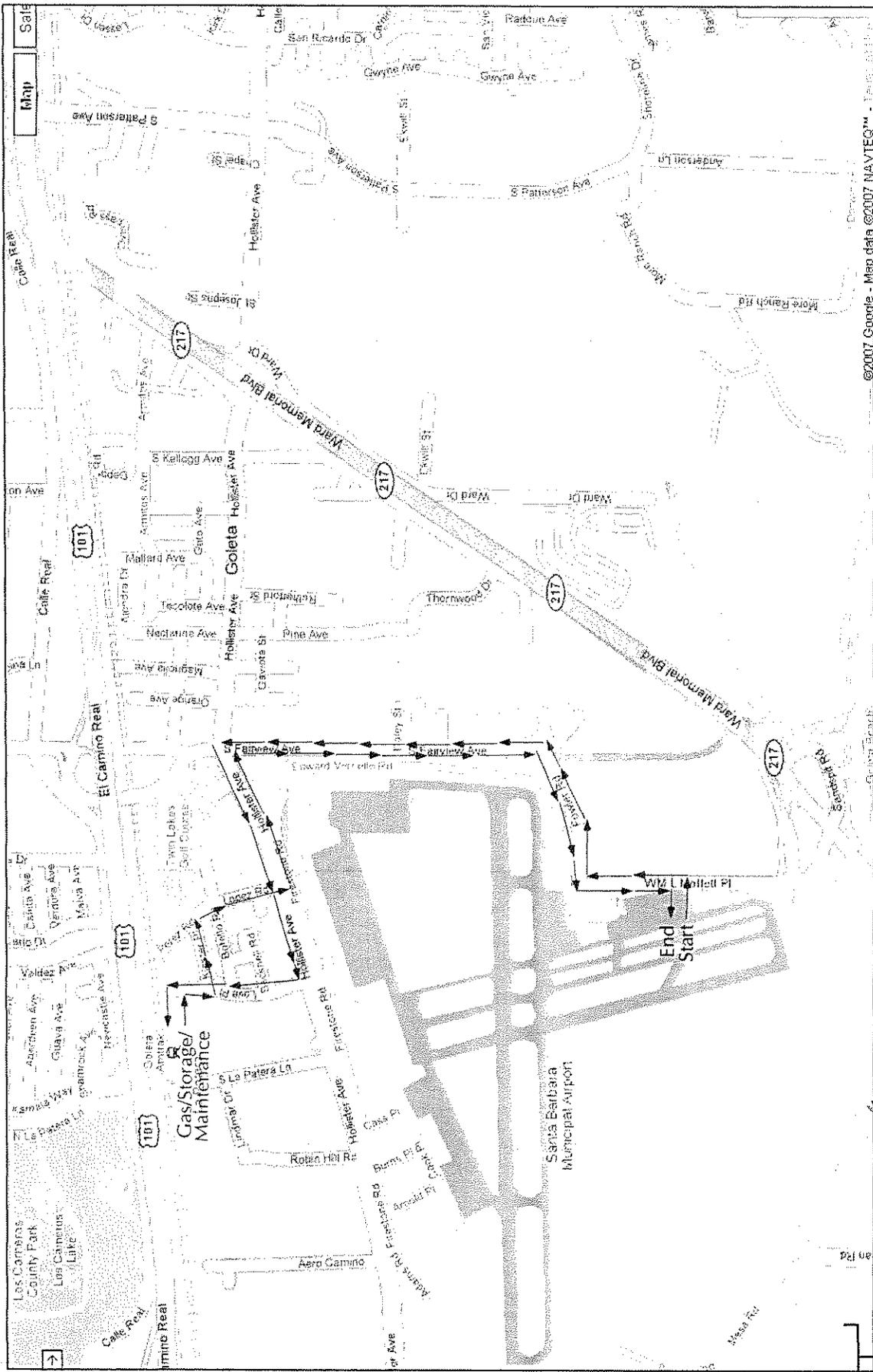


EXISTING HERTZ ROUTING OF CARS



ASSOCIATED
TRANSPORTATION
ENGINEERS

EXISTING NATIONAL ROUTING OF CARS



ASSOCIATED
TRANSPORTATION
ENGINEERS

FUTURE ROUTING OF CARS



ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

July 9, 2007
Project No. 0701-0991

County of Santa Barbara Fire Department
Fire Prevention Division
195 West Highway 246, Suite 102
Buellton, California 93427

Attention: Ms. Andrea Murphy, M.E.S.M., R.E.A.
Hazardous Materials Specialist

Subject: Letter-Report, Limited Soil Assessment Activities, Former Granite Construction Company Asphalt/Concrete Recycle Facility, 25 David Love Place, Goleta, Santa Barbara County, California

SMU Site #410

Dear Ms. Murphy:

Padre Associates, Inc. (Padre), on behalf of the City of Santa Barbara Airport (SBA), has prepared this letter-report to document the limited soil assessment activities completed at the Former Granite Construction Company Asphalt/Concrete Recycle Facility, 25 David Love Place, Goleta, Santa Barbara County, California (Project Site). Refer to Plate 1 - Site Location Map. As you are aware, Padre completed the limited site assessment activities at the Project Site on June 13, 2007.

The objective of the limited soil assessment activities was to determine whether soil observed during recent archaeological assessment activities that was logged as having petroleum hydrocarbon odors, contained total petroleum hydrocarbons (TPH) at or above County of Santa Barbara Fire Department - Fire Prevention Division (SBCFPD) levels. Padre advanced four test pit excavations to approximate depths of 4 feet to facilitate the collection of discrete soil samples for chemical analyses. The limited soil assessment activities were completed in accordance with the SBA letter dated January 24, 2007, which was approved by SBCFPD in their letter dated April 30, 2007.

Background

SBA plans to construct consolidated rental car maintenance facility at the Project Site. The facility will provide both car storage and car maintenance facilities to the rental car companies that provide service to the Santa Barbara Airport.

Reportedly, Rincon Consultants, Inc. (Rincon), on behalf of SBA, completed petroleum hydrocarbon-containing soil and groundwater remediation activities at the Project Site, which are documented in their report dated April 2, 2004. According to a summary letter provided by SBCFPD and dated August 22, 2006, approximately 1,263 tons of TPH-containing soil and

approximately 4,530 gallons of potentially contaminated groundwater was removed from three specific areas at the Project Site, and transported to a licensed disposal facility. Based on the results of the soil and groundwater remediation activities completed at the Project Site, SBCFPD indicated that case closure might be appropriate for the Project Site pending submittal of the closure summary and supporting documentation.

During recent archaeological assessment activities completed by Applied Earthworks, and documented in their report titled, *Phase I Archaeological Resources Report*, dated December 2006, petroleum hydrocarbon odor was observed in 4 of 20 trenches excavated throughout the area of the Project Site.

Based on the soil and groundwater assessment and remediation activities completed at the Project Site by Rincon, the petroleum hydrocarbon odor noted by Applied Earthworks may be associated with a visible layer of asphalt and concrete rubble observed throughout the area of the Project Site at approximate depths ranging from 2 to 4 feet.

Limited Soil Assessment Activities

Padre completed limited soil assessment activities at the Project Site on June 13, 2007. The field activities included the completion of four test pit excavations at the locations of previous test pit excavations TP-8, TP-17, TP-18, and TP-19 completed at the Project Site by Applied Earthworks. The test pit excavations were completed using a backhoe provided by SBA. Padre identified each of the four previous test pit excavation locations completed by Applied Earthworks. Refer to Plate 2 - Site Plan.

Padre logged the lithology encountered at each test pit location, and collected discrete soil samples for chemical analyses. Earth materials encountered throughout the area of the Project Site comprised approximately 6 inches of aggregate base material at the surface. Recycled aggregate base material containing clasts of asphalt, concrete, and brick was present at approximate depths ranging from approximately 6 inches to 12 inches. Miscellaneous artificial fill material composed of light brown to brown silt, sand, and gravel mixed with lesser amounts of asphalt, brick, and concrete clasts were present at approximate depths of 36 inches or less. An approximate 3-inch thick asphaltic concrete sub was observed at the location of TP-17 at an approximate depth of 21 inches. At approximate depths greater than 3 feet, alluvium composed of dark brown to very dark gray clay, silty clay, and sandy clay was observed within each trench excavation at the Project Site. Padre did not observe petroleum hydrocarbon odor and/or staining at the four test pit excavation locations. Volatile organic compound (VOCs) concentrations were not detected with the field-portable photoionization detector (PID). Refer to Appendix A - Test Pit Logs.

Padre collected discrete soil samples from each trench location at approximate depths of two feet and four feet, either from the excavation sidewall or from the teeth of the excavator bucket. The soil samples were collected in stainless steel sample sleeves that were sealed with Teflon sheets and plastic end caps. Each sample was logged, labeled, and placed in a cooler

with ice pending delivery to the analytical laboratory. Documentation of the field activities is provided as Appendix B - Field Documentation.

Chemical Analyses of Soil Samples

Padre submitted a total of eight soil samples for chemical analyses via courier under chain of custody documentation to Calscience Environmental Laboratories, Inc. (CEL) located in Garden Grove, California. CEL is certified by the State of California Department of Health Services to perform the required analyses.

The eight soil samples were chemically analyzed for the presence of total petroleum hydrocarbons (TPH) carbon range (C₄-C₄₄) by U.S. EPA method 8015B, modified. One soil sample with the highest reported total TPH concentration was also chemically analyzed for the presence of VOCs by U.S. EPA method 8260B.

The laboratory analytical report is provided as Appendix C - Laboratory Analytical Report.

Findings

The laboratory analytical results are summarized in Table 1 - Laboratory Analytical Results of Soil Samples - TPH and BTEX, and Table 2 - Laboratory Analytical Results of Soil Samples - VOCs.

The laboratory analytical results indicated five of the eight chemically analyzed soil samples contained total TPH (C₄-C₄₄) concentrations in excess of the analytical method detection limit (i.e., 5 milligrams per kilogram [mg/kg]). The laboratory analytical results indicated the five soil samples contained total TPH (C₄-C₄₄) concentrations ranging from 7.0 mg/kg to 53 mg/kg, which is less than the SBCFPD Investigation Level (i.e., 100 mg/kg).

Soil sample TP-17-2, collected from test pit excavation TP-17 at an approximate depth of 2 feet was reported to contain the highest total TPH (C₄-C₄₄) concentration (i.e., 53 mg/kg). Additional chemical analyses for the presence of VOCs indicated concentrations of methylene chloride at 0.069 mg/kg, which is less than the U.S. EPA Region IX Preliminary Remediation Goal (PRG) for industrial soil (21 mg/kg). The laboratory analytical results indicated all other VOCs constituents were less than the applicable analytical method detection limits.

Closing

Based on Padre's field observations and the laboratory analytical results of eight soil samples collected from four test pit excavations at the Project Site, soil containing elevated concentrations of petroleum hydrocarbons was not identified at the Project Site. The low total TPH (C₄-C₄₄) concentrations reported in the soil samples collected by Padre are likely due to the presence recycled aggregate base material that contains asphalt clasts, as well as remnant asphalt pavement at the Project Site.

Padre, on behalf of SBA, does not recommend additional assessment of soil at the Project Site at this time.

Limitations

This letter-report has been prepared for the sole benefit of the City of Santa Barbara Airport. No other persons may rely on the findings of this report without the expressed written consent of the client and Padre Associates, Inc.

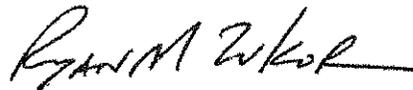
In performing our professional services, we have attempted to apply present engineering and scientific judgment and use a level of effort consistent with the standard of practice measured on the date of work and locale of the Project Site for similar type studies. Padre Associates, Inc. makes no warranty express or implied.

The analyses and interpretations presented in this report have been developed based on the results of the review of existing information pertaining to the Project Site, soil sampling at discrete locations at the Project Site, and the result of chemical analyses of discrete soil samples. It should be recognized that soil contamination could vary between sampling locations and between areas.

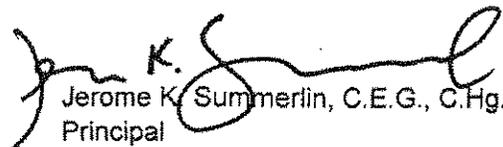
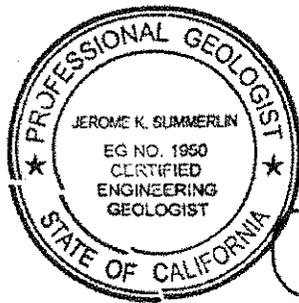
Padre Associates, Inc., on behalf of the City of Santa Barbara Airport, appreciates your assistance with this project. Please contact the undersigned with questions or comments (805) 683-1233, ext. 2.

Sincerely,

PADRE ASSOCIATES, INC.



Ryan M. Zukor, P.G.
Project Manager



Jerome K. Summerlin, C.E.G., C.Hg.
Principal

RMZ:JKS:av

Attachments: Tables 1 and 2
Plates 1 and 2
Appendices A, B, and C

c: Mr. Leif Reynolds - City of Santa Barbara Airport
Mr. David White - Granite Construction Company

Table 1. Laboratory Analytical Results of Soil Samples - TPH and BTEX
City of Santa Barbara Airport - 25 David Love Place
 Laboratory analytical results presented in milligrams per kilogram (mg/kg), parts per million (ppm)

Sample ID	Date	Depth (ft)	TPH C ₄ -C ₁₂	TPH C ₁₃ -C ₂₂	TPH C ₂₃ -C ₄₄	Total TPH	Benzene	Toluene	Ethylbenzene	Total Xylenes
TP-8-2	6/13/07	2.0	<5.0	12.1	35	47	NA	NA	NA	NA
TP-8-4	6/13/07	4.0	<5.0	1.3	0.2	<5.0	NA	NA	NA	NA
TP-17-2	6/13/07	2.0	<5.0	6.8	46	53	<0.005	<0.005	<0.005	<0.005
TP-17-4	6/13/07	4.0	<5.0	<5.0	<5.0	<5.0	NA	NA	NA	NA
TP-18-2	6/13/07	2.0	0.86	0.63	5.5	7.0	NA	NA	NA	NA
TP-18-4	6/13/07	4.0	<5.0	<5.0	0.84	<5.0	NA	NA	NA	NA
TP-19-2	6/13/07	2.0	0.25	1.8	9.4	11	NA	NA	NA	NA
TP-19-4	6/13/07	4.0	0.23	3.6	13	17	NA	NA	NA	NA
SBCFPD Investigation Level			--	--	--	100	0.1	15	30	175

NA Not Analyzed
 TPH Total Petroleum Hydrocarbons by U.S. EPA method 8015B modified
 BTEX Benzene, Toluene, Ethylbenzene, and Total Xylenes by U.S. EPA method 8260B
 SBCFPD Investigation Level - Hazardous Materials Unit, Revised August 2005

**Table 2. Laboratory Analytical Results of Soil Samples - VOCs
 City of Santa Barbara Airport - 25 David Love Place**

Laboratory analytical results presented in milligrams per kilogram (mg/kg), parts per million (ppm)

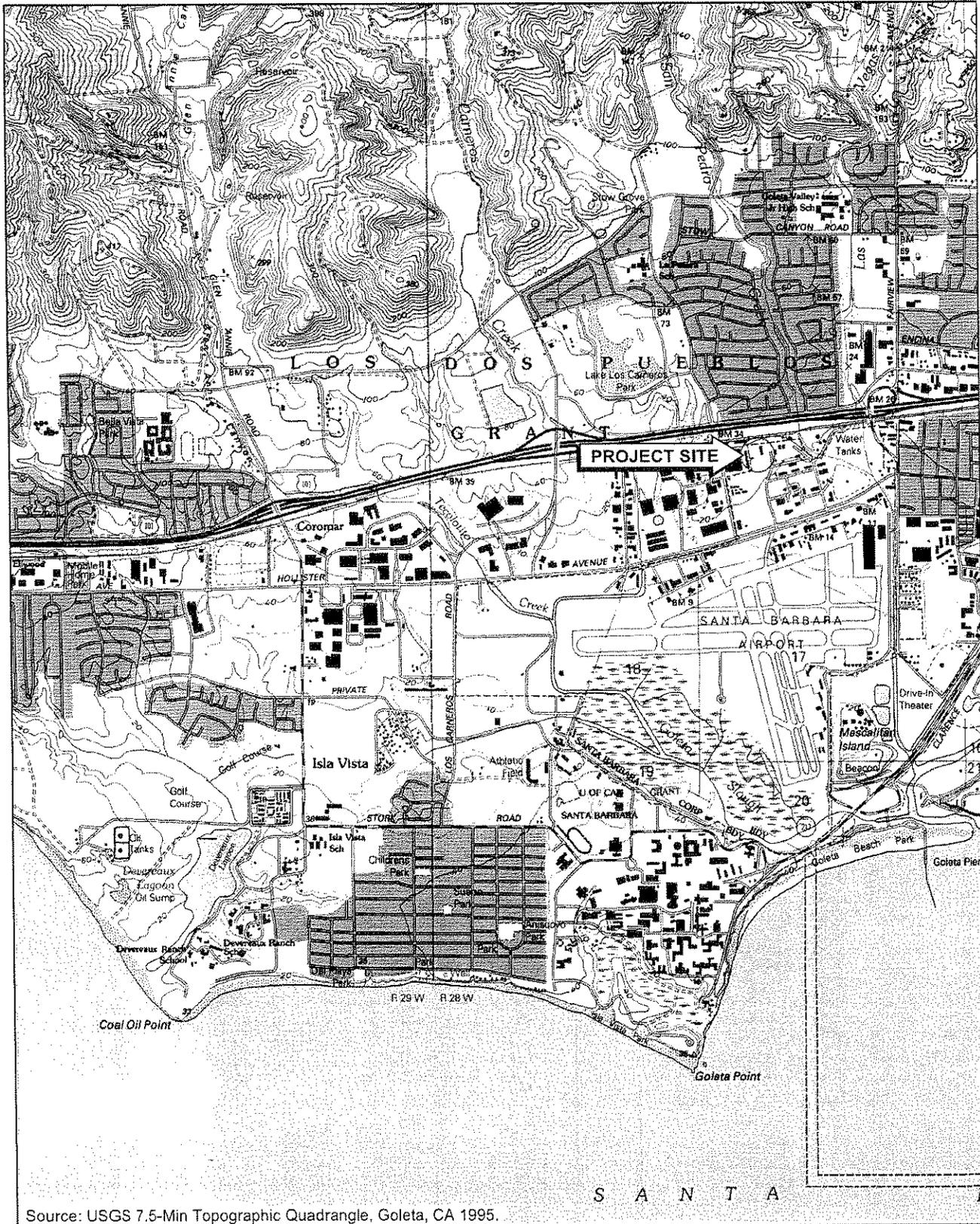
Sample ID	TP-17-2	Ind. PRG/ (SBCFPD Inv. Level)
Date	6/13/07	
Depth (ft)	2.0	
Acetone	<0.12	54,000
Benzene	<0.005	1.4/(0.10)
Bromobenzene	<0.005	92
Bromochloromethane	<0.005	--
Bromodichloromethane	<0.005	1.8
Bromoform	<0.005	220
Bromomethane	<0.025	13
2-Butanone	<0.050	--
n-Butylbenzene	<0.005	240/(26)
sec-Butylbenzene	<0.005	220/(26)
tert-Butylbenzene	<0.005	390/(26)
Carbon Disulfide	<0.050	720
Carbon Tetrachloride	<0.005	0.55
Chlorobenzene	<0.005	530
Chloroethane	<0.005	6.5
Chloroform	<0.005	0.47
Chloromethane	<0.025	160
2-Chlorotoluene	<0.005	--
4-Chlorotoluene	<0.005	--
Dibromochloromethane	<0.005	2.6
1,2-Dibromo-3-chloropropane	<0.010	0.076
1,2,-Dibromoethane (EDB)	<0.005	0.073/ (0.0005)
Dibromomethane	<0.005	--
1,2-Dichlorobenzene	<0.005	600
1,3-Dichlorobenzene	<0.005	600
1,4-Dichlorobenzene	<0.005	7.90
Dichlorodifluoromethane	<0.005	310
1,1-Dichloroethane	<0.005	6.0
1,2-Dichloroethane	<0.005	0.60/(0.005)
1,1-Dichloroethene	<0.005	410
c-1,2-Dichloroethene	<0.005	150
t-1,2-Dichloroethene	<0.005	230
1,2-Dichloropropane	<0.005	0.74
1,3-Dichloropropane	<0.005	260

Table 2. (Continued)

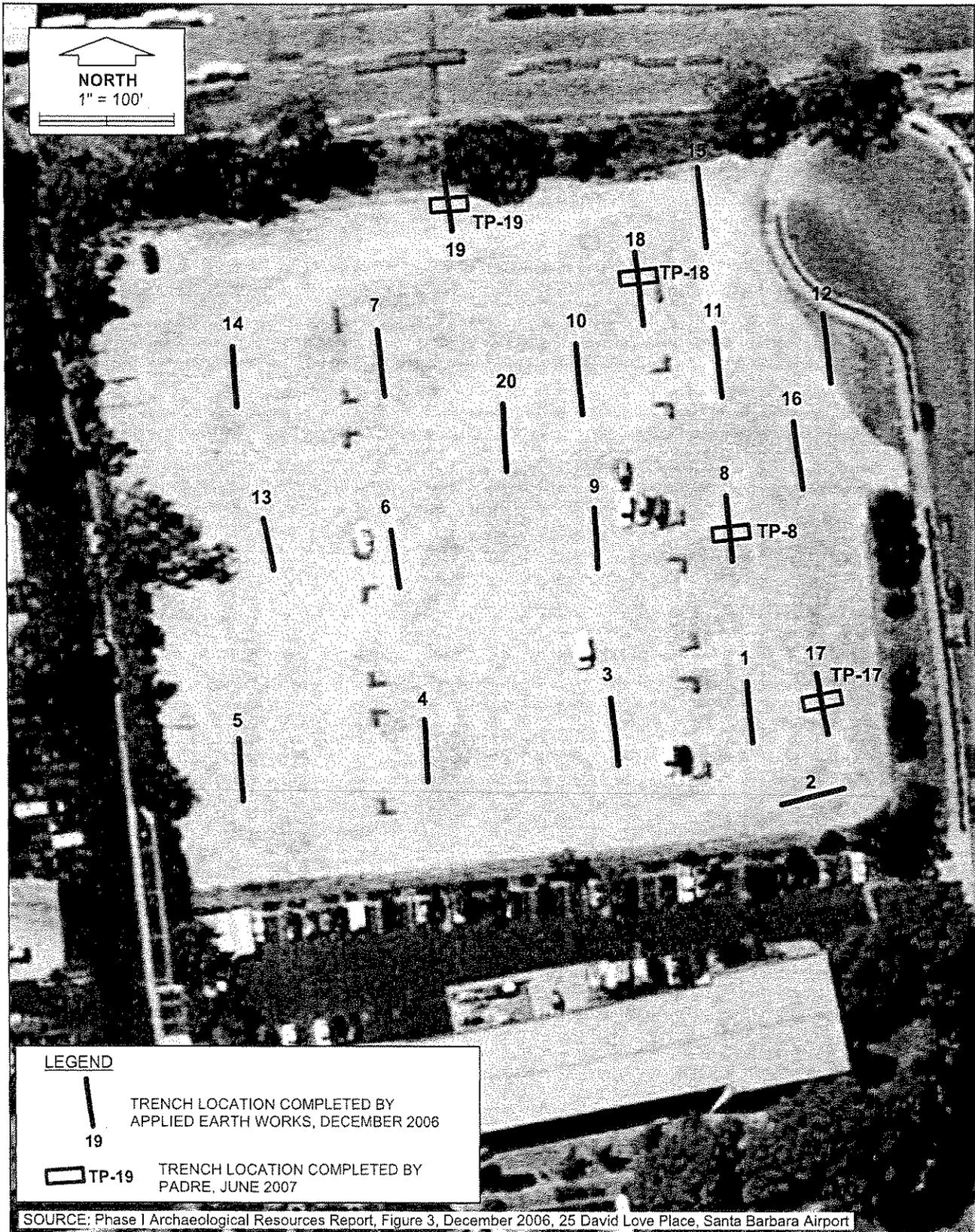
Sample ID	TP-17-2	Ind. PRG/ (SBCFPD Inv. Level)
Date	6/13/07	
Depth (ft)	2.0	
2,2-Dichloropropane	<0.005	--
1,1-Dichloropropene	<0.005	--
c-1,3-Dichloropropene	<0.005	--
t-1,3-Dichloropropene	<0.005	--
Ethylbenzene	<0.005	400/(8.90)
2-Hexanone	<0.050	--
Isopropylbenzene	<0.005	(77)
p-Isopropyltoluene	<0.005	--
Methylene chloride	0.069	21
4-Methyl-2-Pentanone	<0.050	--
Naphthalene	<0.050	(17)
n-Propylbenzene	<0.005	240/(26)
Styrene	<0.005	1,700
1,1,1,2-Tetrachloroethane	<0.005	7.3
1,1,2,2-Tetrachloroethane	<0.005	0.93
Tetrachloroethene	<0.005	1,300
Toluene	<0.005	520/(15)
1,2,3-Trichlorobenzene	<0.010	--
1,2,4-Trichlorobenzene	<0.005	220
1,1,1-Trichloroethane	<0.005	1,200
1,1,2-Trichloroethane	<0.005	1.6
1,1,2-Trichloro-1,2,2-Trifluoroethane	<0.050	--
Trichloroethene	<0.005	6.5
1,2,3-Trichloropropane	<0.005	0.076
1,2,4-Trimethylbenzene	<0.005	170/(33)
Trichlorofluoromethane	<0.050	2,000
1,3,5-Trimethylbenzene	<0.005	70/(21)
Vinyl Acetate	<0.050	1,400
Vinyl Chloride	<0.005	0.750
p/m-Xylene	<0.005	420/(175)
o-Xylene	<0.005	420/(175)
Methyl-t-Butyl Ether (MTBE)	<0.005	70

-- No Data
 VOCs Volatile Organic Compounds by GC/MS U.S. EPA method 8260B
 EPA Region 9 Preliminary Remediation Goal (PRG) for Industrial Soil, October 2004
 SBCFPD Investigation Level Hazardous Materials Unit, Revised August 2005

PLATES



Source: USGS 7.5-Min Topographic Quadrangle, Goleta, CA 1995.



NORTH
1" = 100'

LEGEND

19
TRENCH LOCATION COMPLETED BY APPLIED EARTH WORKS, DECEMBER 2006

TP-19
TRENCH LOCATION COMPLETED BY PADRE, JUNE 2007

SOURCE: Phase I Archaeological Resources Report, Figure 3, December 2006, 25 David Love Place, Santa Barbara Airport

**APPENDIX A
TEST PIT LOGS**

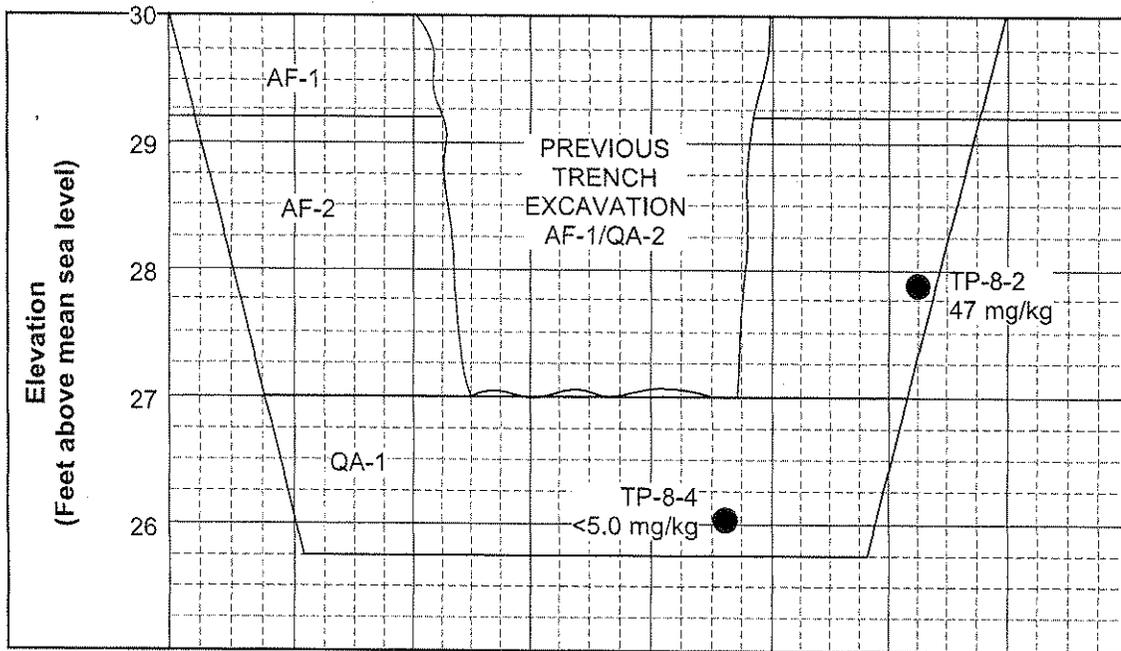
LOG OF TEST PIT TP-8		Padre Associates, Inc. 5290 Overpass Road #217 Goleta, CA
Project: Former Granite Facility Project No.: 0701-0991 Location: 25 David Love Place Start Date: 06/13/07 End Date: 06/13/07		Excavator: SBA Exc. Method: Backhoe Logged by: RMZ Checked by: JKS
Geologic Unit	Depth (Inches)	Material Description
AF-1	0-10	ARTIFICIAL FILL, aggregate base
AF-2	10-36	ARTIFICIAL FILL, SILT (ML), firm, light yellow brown (2.5Y 6/3), dry
QA-1	36-51	QUATERNARY ALLUVIUM, CLAYEY SAND (SC), dense, dark brown (7.5YR 3/2) with red and gray mottling, moist, no petroleum hydrocarbon odor or staining

This log and data are a simplification of actual conditions encountered at the time of excavation at the excavation location. Subsurface conditions may differ at other locations and with the passage of time.

W

TEST PIT GRAPHICAL REPRESENTATION

E



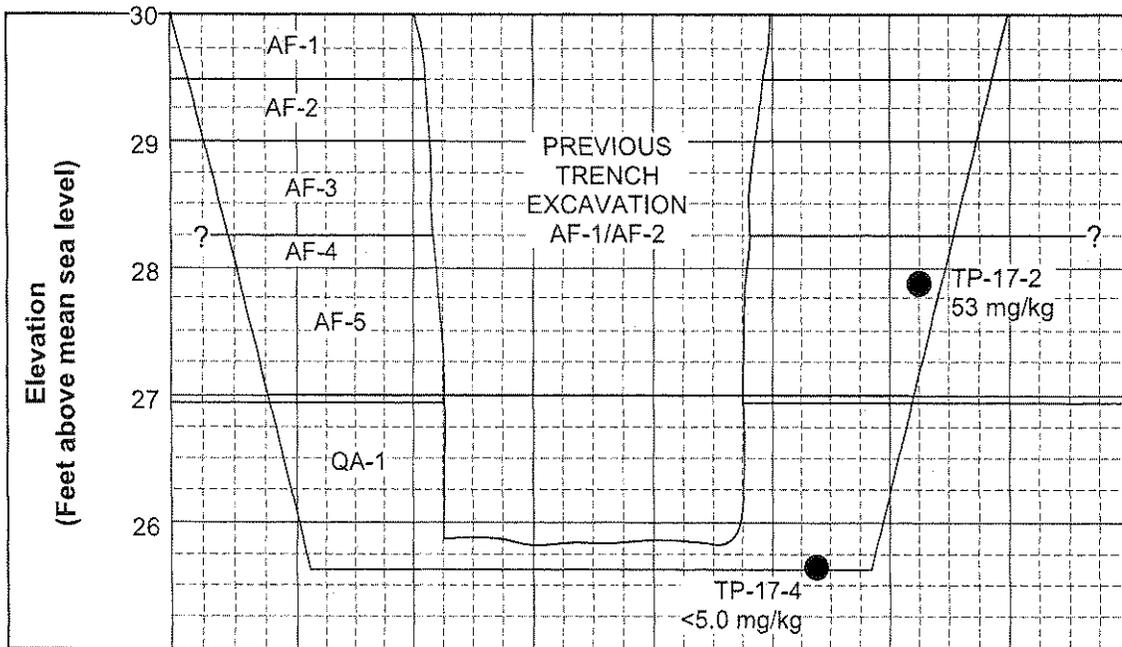
LEGEND

- TP-8-4 SOIL SAMPLE LOCATION WITH TOTAL TPH (C4-C20)
 <5.0 mg/kg CONCENTRATION IN MILLIGRAMS PER KILOGRAM (mg/kg)

LOG OF TEST PIT TP-17		Padre Associates, Inc.	
		5290 Overpass Road #217 Goleta, CA	
Project: Former Granite Facility Project No.: 0701-0991 Location: 25 David Love Place Start Date: 06/13/07 End Date: 06/13/07		Excavator: SBA Exc. Method: Backhoe Logged by: RMZ Checked by: JKS	
Geologic Unit	Depth (Inches)	Material Description	
AF-1	0-6	ARTIFICIAL FILL, aggregate base	
AF-2	6-12	ARTIFICIAL FILL, recycled aggregate base, contains clasts of brick, concrete, and asphalt	
AF-3	12-21	ARTIFICIAL FILL, SILT (ML), stiff, brown (10YR 4/3), dry	
AF-4	21-24	ASHPALTIC CONCRETE	
AF-5	24-37	ARTIFICIAL FILL, SILT (ML), light yellow brown (2.5Y 6/2), damp, minor sand, very fine grained	
QA-1	37-53	QUATERNARY ALLUVIUM: SILTY CLAY (CL), stiff, reddish brown (5YR 4/3), damp, lean, no petroleum hydrocarbon odor or staining	

This log and data are a simplification of actual conditions encountered at the time of excavation at the excavation location. Subsurface conditions may differ at other locations and with the passage of time.

W **TEST PIT GRAPHICAL REPRESENTATION** E



LEGEND

- TP-17-4 SOIL SAMPLE LOCATION WITH TOTAL TPH (C4-C20) <5.0 mg/kg CONCENTRATION IN MILLIGRAMS PER KILOGRAM (mg/kg)
- TP-17-2 53 mg/kg

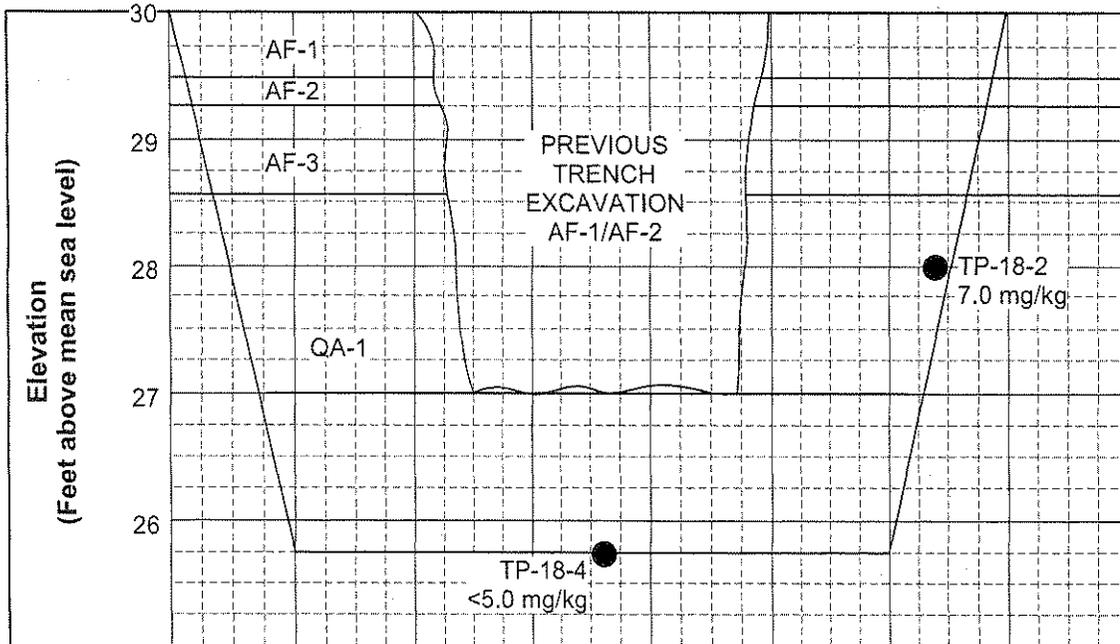
LOG OF TEST PIT TP-18		Padre Associates, Inc.	
		5290 Overpass Road #217 Goleta, CA	
Project: Former Granite Facility Project No.: 0701-0991 Location: 25 David Love Place Start Date: 06/13/07 End Date: 06/13/07		Excavator: SBA Exc. Method: Backhoe Logged by: RMZ Checked by: JKS	
Geologic Unit	Depth (Inches)	Material Description	
AF-1	0-6	ARTIFICIAL FILL, AGGREGATE BASE	
AF-2	6-8	ARTIFICIAL FILL, SAND (SW), dense, dark brown, damp, contains clasts of brick and asphalt	
AF-3	8-17	ARTIFICIAL FILL, SAND (SW), dense, light grayish brown, medium grained with minor gravel, fine grained	
QA-1	17-48	QUATERNARY ALLUVIUM, SILTY CLAY (CL), firm, very dark gray (7.5YR 3/1), moist, lean, minor sand, very fine grained, no petroleum hydrocarbon odor or staining	

This log and data are a simplification of actual conditions encountered at the time of excavation at the excavation location. Subsurface conditions may differ at other locations and with the passage of time.

W

TEST PIT GRAPHICAL REPRESENTATION

E



LEGEND

- TP-18-4 <5.0 mg/kg SOIL SAMPLE LOCATION WITH TOTAL TPH (C4-C20) CONCENTRATION IN MILLIGRAMS PER KILOGRAM (mg/kg)
- TP-18-2 7.0 mg/kg

July 2007
 Project No. 0701-0991

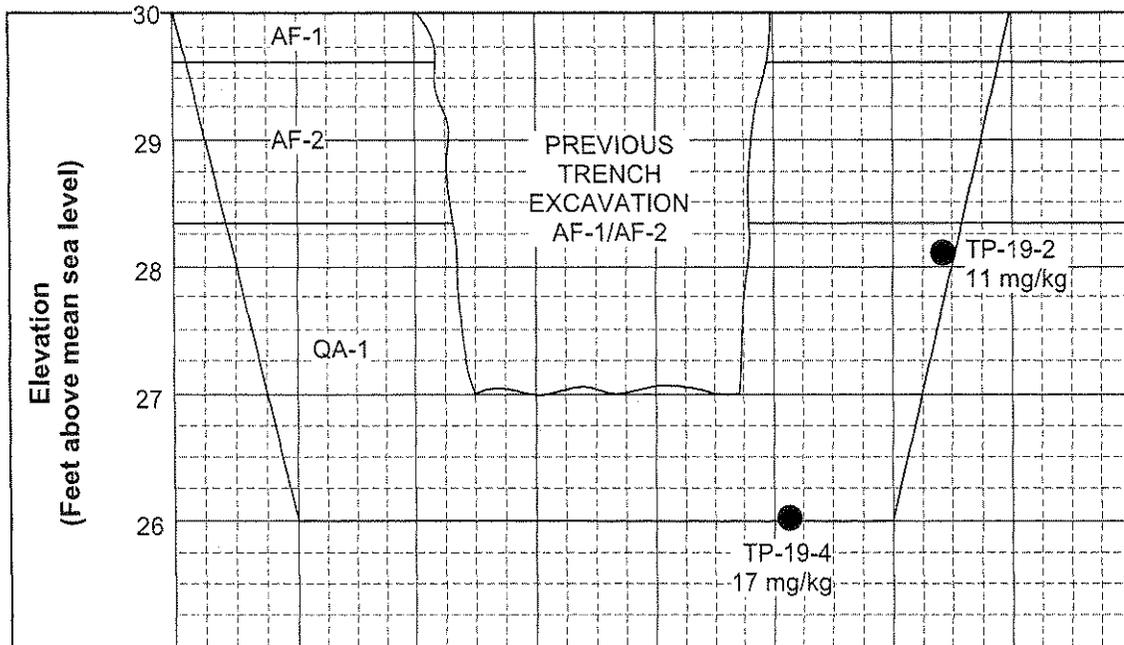
LOG OF TEST PIT TP-19		Padre Associates, Inc.	
		5290 Overpass Road #217 Goleta, CA	
Project: Former Granite Facility Project No.: 0701-0991 Location: 25 David Love Place Start Date: 06/13/07 End Date: 06/13/07		Excavator: SBA Exc. Method: Backhoe Logged by: RMZ Checked by: JKS	
Geologic Unit	Depth (Inches)	Material Description	
AF-1	0-4	ARTIFICIAL FILL, aggregate base	
AF-2	4-20	ARTIFICIAL FILL, recycled aggregate base, contains clasts of brick, concrete, and asphalt	
QA-1	20-52	QUATERNARY ALLUVIUM: SILTY CLAY (CL), stiff, very dark gray (2.5Y 3/1), moist, lean, no petroleum hydrocarbon odor or staining	

This log and data are a simplification of actual conditions encountered at the time of excavation at the excavation location. Subsurface conditions may differ at other locations and with the passage of time.

W

TEST PIT GRAPHICAL REPRESENTATION

E



LEGEND

- TP-19-4 17 mg/kg SOIL SAMPLE LOCATION WITH TOTAL TPH (C4-C20) CONCENTRATION IN MILLIGRAMS PER KILOGRAM (mg/kg)

**APPENDIX B
FIELD DOCUMENTATION**

SANTA BARBARA COUNTY FIRE DEPARTMENT – HAZARDOUS MATERIALS UNIT

Leaking Underground Fuel Tank Program – Site Mitigation Unit Program

4410 Cathedral Oaks Road, Santa Barbara CA 93110 (805) 681-5500 Fax (805) 681-5553
 2125 S Centerpointe Parkway #333, Santa Maria CA 93455 (805) 346-8477 Fax (805) 346-8485
 195 West Highway 246 #102, Buellton CA 93427 (805) 686-8170 Fax (805) 686-8183

INSPECTION REPORT / NOTICE TO COMPLY

Facility Former brick construction Date June 13, 2007
 Address 35 David Lane Place, Santa Barbara LUFT SMU SMU-2 410
 Owner/Operator Consultant Rede Contractors - Ryan Time In 0700 Time Out 0830

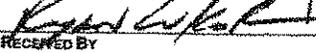
TREATMENT SYSTEM	<input type="checkbox"/> ACTIVE <input type="checkbox"/> INACTIVE <input type="checkbox"/> GROUND WATER <input type="checkbox"/> SOIL	DEPTH TO GROUNDWATER	_____
SAMPLES COLLECTED	<input type="checkbox"/> WATER <input checked="" type="checkbox"/> SOIL <input type="checkbox"/> AIR	TYPE OF SUBSTANCE RELEASED	_____
FIELD SCREENING EQUIPMENT	<input type="checkbox"/> COUNTY <input checked="" type="checkbox"/> CONSULTANT		<u>PID</u>
ANALYSES			<input type="checkbox"/> SEE REPORT
LAB	<u>Env Science</u>		

THE VIOLATIONS MARKED MUST BE CORRECTED FORTHWITH, UNLESS OTHERWISE SPECIFIED BELOW. YOU MUST CERTIFY CORRECTION OF ANY VIOLATIONS BY PROVIDING WRITTEN RESPONSE TO HMU WITHIN 5 DAYS OF ACHIEVING COMPLIANCE. A REINSPECTION OF THIS FACILITY MAY OCCUR AT ANY TIME.

Comments:

Trenches were dug with a backhoe in the area where 4 climatological trenches were dug and petroleum odors were noted. TP19 was dug - no odors or PID readings were obtained. Concrete roadbase and asphalt were apparent throughout. Samples were collected at 2 and 4 feet. TP18 was dug - no petroleum odors noted. PID was taken down only 1 ft and noted at 3 feet and 4 feet. This reading was similar down to 4 feet and stopped at 4 feet. Two more trenches will be dug.

The 100ppb benzene as noted in the small leak may be analyzed for 100 ppb. This can be based on already present / there are no field indicators.

	<u>Andrea S. Murphy</u>	<u>805-815146</u>
HAZARDOUS MATERIALS SPECIALIST	PRINT NAME	PHONE NUMBER
	<u>RYAN ZUKOR PM</u>	<u>6/13/07</u>
RECEIVED BY	PRINT NAME / TITLE	DATE

COMPLIANCE CERTIFICATION:		
The business has corrected the violations cited above. I believe that any information attached is true, accurate and complete. I am aware that there are significant penalties for submitting false information and/or non-compliance with the violations noted. I declare under penalty of perjury, that the foregoing certification is true and correct.		
SIGNATURE	PRINT NAME / TITLE	DATE

REPORT OF FIELD OBSERVATIONS

Padre Associates, Inc.
5951 Encina Road, Suite 110
Galeota, California 93117
(805) 683-1233 fax (805) 683-3944



Job No.: 0701.0991	Date: 6/13/07	M	T	W	T	F	S	S
Client: City of SB Airport	Project: ASSESSMENT							
Location: 25 DAVID LOVE PLACE	Weather: OVERCAST							
Observer: RMZ	Observation Period:	Start:	Stop:					

Description: 7:05 PADRE ONSITE W/ SBA OPERATOR AND ANOREA MURPHY OF SBCFPD - 830 OFFSITE

START AT TP. 19

0-4" BASE YELLOW BROWN

4-20" MISC RECYCLED BASE, BRICK, CONCRETE, ASPHALT

20-52" CLAY DARK BROWN, STIFF, SILTY ~~W/~~ LEAN

24" TP. 19.2 - 2 FT - PID = 0.0 PPMV VERY DARK GRAY 2.543/1

48" TP. 19.4 - 4 FT PID = 0.0 PPMV " "

TP. 18

0-6" BASE YELLOW BROWN

6-8" SAND, ^{DENSE} ~~HARD~~, COARSE, DARK BROWN W/ BRICK & ASPHALT CLASTS

8-17" SAND, LT GRAYISH BROWN, DENSE, MED. GRAINED W/ MINOR GRAVEL

17"-48" SILTY CLAY, FIRM, LEAN.

24" TP. 18.2 - 2 FT PID = 0.0 PPMV 7.54R 3/1 VERY DARK GRAY

48" TP. 18.4 - 4 FT PID = 0.0 PPMV " "

CLAYEY SILT - W/ MINOR VFG SAND LEAN

TP. 8.

0-10" BASE - YELLOW BROWN

10"-36" SILT - LT YELLOW BRN - DRY 2.546/3

FE. 24" TP. 8.2 - 2 FT PID = 0.0 PPMV

36"-51" CLAYEY SAND, ^{DARK} ~~REDDISH~~ BROWN W/ ^{RED & GRAY} ~~DARK~~ MOTTING. 7.54R 3/2

48" TP. 8.4 4 FT. PID = 0.0 PPMV

REPORT OF FIELD OBSERVATIONS

Padre Associates, Inc.
5951 Encina Road, Suite 110
Goleta, California 93117
(805) 683-1233 fax (805) 683-3944



Job No.: 0701-0991	Date: 6/13/07	M	T	W	T	F	S	S
Client: CITY OF SB AIRPORT	Project: ASSESSMENT							
Location: 25 DAVID LOVE PLACE	Weather: CLEAR: WARM							
Observer: RMZ	Observation Period:		Start:		Stop:			

Description:

TP-17
 0-6" - BASE YELLOW BROWN
 6-12" - MISC BASE ~~BY~~ DARK BROWN -
 12" - AF - SILT ~~GRAVEL~~ BROWN - 10YR 4/3
 21-24" - ASPHALT 3" THICK
 24" - 37" - SILT (SANDY) VFGT LT YELLOW BROWN
 24" TP-17.2 2FT PID=0.0 PPMV
 37-53" silty clay - REDDISH BROWN 6YR 4/3 STIFF LEAN
 48" TP-17.4 4FT PID=0.0 PPMV

A TOTAL OF 4 TEST PIT EXCAVATIONS WERE ADVANCED AT THE LOCATIONS OF PREVIOUSLY COMPLETED TEST PIT EXCAVATIONS TP. 8, TP. 17, TP. 18, AND TP. 19. THE TEST PITS WERE EXCAVATED ROUGHLY PERPENDICULAR TO THE PREVIOUS EXCAVATIONS. THE LOCATIONS OF THE PREVIOUS EXCAVATIONS WERE IDENTIFIED AT EACH TEST PIT LOCATION. SOIL SAMPLES WERE COLLECTED FROM EACH TEST PIT AT APPROXIMATE DEPTHS OF 2 AND 4 FT. SAMPLES WERE COLLECTED IN SS CONTAINERS SEALED WITH TERION AND PLASTIC END CAPS, LABELED, AND PLACED IN A COOLER W/ICE. VOC'S WERE MEASURED AT EACH SAMPLE DEPTH W/A PID - NO VOC INDICATED. SAMPLES WILL BE RUN FOR TPH (C40-C40), THE HIGHEST REPORTED TPH RESULT WILL ALSO BE RUN FOR VOCs BY 8260B.
 9:45 PADRE & SBA OFFSITE

CHAIN OF CUSTODY RECORD

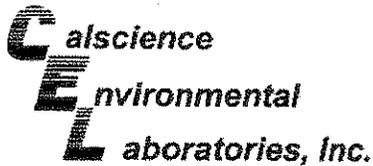
DATE: _____ PAGE: 1 OF 1

7448 LINCOLN WAY
GARDEN GROVE, CA 92641-1432
TEL: (714) 895-5494 . FAX: (714) 894-7501

CE Environmental Laboratories, Inc.

LABORATORY CLIENT: <u>CITY OF SANTA BARBARA AIRPORT</u>		CLIENT PROJECT NUMBER: _____						
ADDRESS: <u>601 FIRESTONE ROAD</u>		PROJECT CONTACT: <u>25 DAVID LOVE PLACE</u>						
CITY: <u>GOLETA, CA 93117</u>		QUOTE NO.: _____						
TEL: <u>805 964 1380</u>		PROJECT CONTACT: <u>PADRE ASSOCIATES, INC. RYAN ZUKER</u>						
FAX: <u>805 964 1380</u>		SAMPLER(S) SIGNATURE: <u>Ryan Zuker</u>						
E-MAIL: <u>CREYNOLDS@CELABORATORIES.COM</u>		LABORATORY USE ONLY						
THROUGHPUT TIME: _____		<input type="checkbox"/> SAME DAY <input type="checkbox"/> 24 HR <input type="checkbox"/> 48 HR <input type="checkbox"/> 72 HR <input type="checkbox"/> 5 DAYS <input type="checkbox"/> 10 DAYS SPECIAL REQUIREMENTS (ADDITIONAL COSTS MAY APPLY)						
<input type="checkbox"/> RWQCS REPORTING <input type="checkbox"/> ARCHIVE SAMPLES UNTIL _____ SPECIAL INSTRUCTIONS: <u>PLEASE PROVIDE REPORT TO: PADRE ASSOCIATES, INC. 5290 OVERPASS ROAD #217 GOLETA, CA 93111 (805) 683 1235 X2</u>		REQUESTED ANALYSIS <u>* RUN SAMPLE W/ HIGHEST TPH FOR VOCs</u>						
USE DAILY <input type="checkbox"/>	SAMPLE ID	LOCATION/ DESCRIPTION	SAMPLING DATE	SAMPLING TIME	MARKS	# CONT.	Please list tests required <u>8260B VOC*</u> <u>Balim C4-C10</u>	* RUN SAMPLE W/ HIGHEST TPH FOR VOCs
	TP. 8.2		9/13/07	847	S	1	X	
	TP. 8.4			900			X	
	TP. 17.2			923			X	
	TP. 17.4			936			X	
	TP. 18.2			810			X	
	TP. 18.4			817			X	
	TP. 19.2			726			X	
	TP. 19.4			740			X	
Requisitioned by: (Signature) <u>Ryan Zuker</u>		Received by: (Signature) <u>Sharon CFEI</u>		Date: <u>9/15/07</u>	Time: <u>1210</u>			
Requisitioned by: (Signature) _____		Received by: (Signature) _____		Date: _____	Time: _____			
Requisitioned by: (Signature) _____		Received by: (Signature) _____		Date: _____	Time: _____			

**APPENDIX C
LABORATORY ANALYTICAL REPORT**



June 26, 2007

Lelf Reynolds
City of Santa Barbara
601 Firestone Road
Santa Barbara, CA 93117-3209

Subject: Calscience Work Order No.: 07-06-0953
Client Reference: 25 David Love Place

Dear Client:

Enclosed is an analytical report for the above-referenced project. The samples included in this report were received 6/13/2007 and analyzed in accordance with the attached chain-of-custody.

Unless otherwise noted, all analytical testing was accomplished in accordance with the guidelines established in our Quality Systems Manual, applicable standard operating procedures, and other related documentation. The original report of subcontracted analysis, if any, is provided herein, and follows the standard Calscience data package. The results in this analytical report are limited to the samples tested and any reproduction thereof must be made in its entirety.

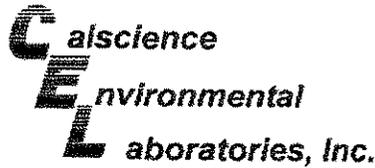
If you have any questions regarding this report, please do not hesitate to contact the undersigned.

Sincerely,

A handwritten signature in black ink that reads "Ranjit K. Clarke". The signature is written in a cursive style.

Calscience Environmental
Laboratories, Inc.
Ranjit Clarke
Project Manager

A handwritten signature in black ink, likely belonging to Ranjit Clarke, located at the bottom left of the page.



Analytical Report



City of Santa Barbara
601 Firestone Road
Santa Barbara, CA 93117-3209

Date Received: 06/13/07
Work Order No: 07-06-0953
Preparation: EPA 3550B
Method: EPA 8015B (M)
Units: mg/kg

Project: 25 David Love Place

Page 1 of 3

Client Sample Number	Lab Sample Number	Date Collected	Matrix	Instrument	Date Prepared	Date Analyzed	QC Batch ID
TP-8-2	07-06-0953-1	06/13/07	Solid	GC-5	06/13/07	06/13/07	07/06/0953-2

Parameter	Result	RL	DF	Qual	Parameter	Result	RL	DF	Qual
C7	ND		1		C21-C22	5.2		1	
C8	ND		1		C23-C24	5.5		1	
C9-C10	ND		1		C25-C28	9.1		1	
C11-C12	ND		1		C29-C32	9.3		1	
C13-C14	0.18		1		C33-C36	4.1		1	
C15-C16	0.85		1		C37-C40	3.4		1	
C17-C18	1.8		1		C41-C44	3.8		1	
C19-C20	4.1		1		C7-C44 Total	47	5.0	1	
Surrogates:	REC (%)	Control Limits		Qual					
Decachlorobiphenyl	121	61-145							

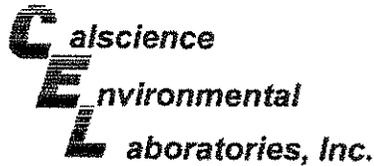
Client Sample Number	Lab Sample Number	Date Collected	Matrix	Instrument	Date Prepared	Date Analyzed	QC Batch ID
TP-8-2	07-06-0953-2	06/13/07	Solid	GC-5	06/13/07	06/13/07	07/06/0953-2

Parameter	Result	RL	DF	Qual	Parameter	Result	RL	DF	Qual
C7	ND		1		C21-C22	0.63		1	
C8	ND		1		C23-C24	0.13		1	
C9-C10	ND		1		C25-C28	0.074		1	
C11-C12	ND		1		C29-C32	ND		1	
C13-C14	0.021		1		C33-C36	ND		1	
C15-C16	0.22		1		C37-C40	ND		1	
C17-C18	0.13		1		C41-C44	ND		1	
C19-C20	0.31		1		C7-C44 Total	ND	5.0	1	
Surrogates:	REC (%)	Control Limits		Qual					
Decachlorobiphenyl	133	61-145							

Client Sample Number	Lab Sample Number	Date Collected	Matrix	Instrument	Date Prepared	Date Analyzed	QC Batch ID
TP-17-2	07-06-0953-3	06/13/07	Solid	GC-5	06/13/07	06/13/07	07/06/0953-2

Parameter	Result	RL	DF	Qual	Parameter	Result	RL	DF	Qual
C7	ND		1		C21-C22	3.7		1	
C8	ND		1		C23-C24	4.5		1	
C9-C10	ND		1		C25-C28	9.6		1	
C11-C12	ND		1		C29-C32	12		1	
C13-C14	0.14		1		C33-C36	7.7		1	
C15-C16	0.48		1		C37-C40	6.3		1	
C17-C18	0.96		1		C41-C44	5.9		1	
C19-C20	1.5		1		C7-C44 Total	53	5.0	1	
Surrogates:	REC (%)	Control Limits		Qual					
Decachlorobiphenyl	121	61-145							

RL - Reporting Limit , DF - Dilution Factor , Qual - Qualifiers



Analytical Report



City of Santa Barbara
601 Firestone Road
Santa Barbara, CA 93117-3209

Date Received: 06/13/07
Work Order No: 07-06-0953
Preparation: EPA 3550B
Method: EPA 8015B (M)
Units: mg/kg

Project: 25 David Love Place

Page 2 of 3

Client Sample Number	Lab Sample Number	Date Collected	Matrix	Instrument	Date Prepared	Date Analyzed	QC Batch ID
TP-17-4	07-06-0953-4	06/13/07	Solid	GC-8	06/13/07	06/13/07	070615B02

Parameter	Result	RL	DF	Qual	Parameter	Result	RL	DF	Qual
C7	ND		1		C21-C22	ND		1	
C8	ND		1		C23-C24	ND		1	
C9-C10	ND		1		C25-C28	ND		1	
C11-C12	ND		1		C29-C32	ND		1	
C13-C14	ND		1		C33-C36	ND		1	
C15-C16	ND		1		C37-C40	ND		1	
C17-C18	ND		1		C41-C44	ND		1	
C19-C20	ND		1		C7-C44 Total	ND	5.0	1	
Surrogates:	REC (%)	Control Limits		Qual					
Decachlorobiphenyl	149	61-145		2					

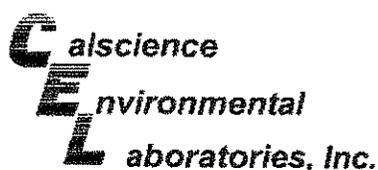
Client Sample Number	Lab Sample Number	Date Collected	Matrix	Instrument	Date Prepared	Date Analyzed	QC Batch ID
TP-18-2	07-06-0953-6	06/13/07	Solid	GC-8	06/13/07	06/13/07	070615B02

Parameter	Result	RL	DF	Qual	Parameter	Result	RL	DF	Qual
C7	ND		1		C21-C22	0.19		1	
C8	ND		1		C23-C24	0.15		1	
C9-C10	0.19		1		C25-C28	0.58		1	
C11-C12	0.67		1		C29-C32	1.2		1	
C13-C14	0.24		1		C33-C36	1.8		1	
C15-C16	0.18		1		C37-C40	0.89		1	
C17-C18	0.024		1		C41-C44	0.92		1	
C19-C20	ND		1		C7-C44 Total	7.0	5.0	1	
Surrogates:	REC (%)	Control Limits		Qual					
Decachlorobiphenyl	124	61-145							

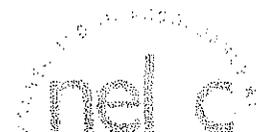
Client Sample Number	Lab Sample Number	Date Collected	Matrix	Instrument	Date Prepared	Date Analyzed	QC Batch ID
TP-18-4	07-06-0953-8	06/13/07	Solid	GC-8	06/13/07	06/13/07	070615B02

Parameter	Result	RL	DF	Qual	Parameter	Result	RL	DF	Qual
C7	ND		1		C21-C22	ND		1	
C8	ND		1		C23-C24	ND		1	
C9-C10	ND		1		C25-C28	ND		1	
C11-C12	ND		1		C29-C32	0.28		1	
C13-C14	ND		1		C33-C36	0.40		1	
C15-C16	ND		1		C37-C40	0.16		1	
C17-C18	ND		1		C41-C44	ND		1	
C19-C20	ND		1		C7-C44 Total	ND	5.0	1	
Surrogates:	REC (%)	Control Limits		Qual					
Decachlorobiphenyl	134	61-145							

RL - Reporting Limit , DF - Dilution Factor , Qual - Qualifiers



Analytical Report



City of Santa Barbara
601 Firestone Road
Santa Barbara, CA 93117-3209

Date Received: 06/13/07
Work Order No: 07-06-0953
Preparation: EPA 3550B
Method: EPA 8015B (M)
Units: mg/kg

Project: 25 David Love Place

Page 3 of 3

Client Sample Number	Lab Sample Number	Date Collected	Matrix	Instrument	Date Prepared	Date Analyzed	QC Batch ID
TP-182	07-06-0953-7	06/13/07	Solid	GC-8	06/15/07	06/15/07	0706-1802

Parameter	Result	RL	DF	Qual	Parameter	Result	RL	DF	Qual
C7	ND		1		C21-C22	0.55		1	
C8	ND		1		C23-C24	0.49		1	
C9-C10	ND		1		C25-C28	1.7		1	
C11-C12	0.25		1		C29-C32	2.5		1	
C13-C14	0.36		1		C33-C36	2.3		1	
C15-C16	0.33		1		C37-C40	1.1		1	
C17-C18	0.28		1		C41-C44	1.3		1	
C19-C20	0.31		1		C7-C44 Total	11	5.0	1	
Surrogates:	REC (%)	Control Limits		Qual					
Decachlorobiphenyl	116	61-145							

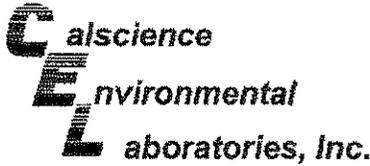
Client Sample Number	Lab Sample Number	Date Collected	Matrix	Instrument	Date Prepared	Date Analyzed	QC Batch ID
TP-182	07-06-0953-8	06/13/07	Solid	GC-8	06/15/07	06/15/07	0706-1802

Parameter	Result	RL	DF	Qual	Parameter	Result	RL	DF	Qual
C7	ND		1		C21-C22	1.2		1	
C8	ND		1		C23-C24	1.0		1	
C9-C10	ND		1		C25-C28	2.4		1	
C11-C12	0.23		1		C29-C32	3.6		1	
C13-C14	0.39		1		C33-C36	3.3		1	
C15-C16	0.54		1		C37-C40	1.6		1	
C17-C18	0.57		1		C41-C44	1.5		1	
C19-C20	0.91		1		C7-C44 Total	17	5.0	1	
Surrogates:	REC (%)	Control Limits		Qual					
Decachlorobiphenyl	129	61-145							

Client Sample Number	Lab Sample Number	Date Collected	Matrix	Instrument	Date Prepared	Date Analyzed	QC Batch ID
Method Blank	07-06-0953-9	N/A	Solid	GC-8	06/15/07	06/15/07	0706-1802

Parameter	Result	RL	DF	Qual
TPH as Diesel	ND	5.0	1	
Surrogates:	REC (%)	Control Limits		Qual
Decachlorobiphenyl	139	61-145		

RL - Reporting Limit , DF - Dilution Factor , Qual - Qualifiers



Analytical Report



City of Santa Barbara
601 Firestone Road
Santa Barbara, CA 93117-3209

Date Received: 06/13/07
Work Order No: 07-06-0953
Preparation: EPA 5030B
Method: EPA 8260B
Units: ug/kg

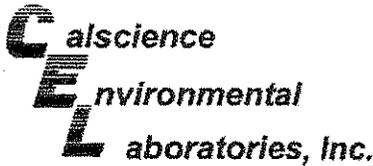
Project: 25 David Love Place

Page 1 of 2

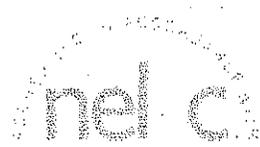
Client Sample Number	Lab Sample Number	Date Collected	Matrix	Instrument	Date Prepared	Date Analyzed	QC Batch ID
TP-17-2	07-06-0953	06/13/07	Soil	GC/MS	06/20/07	06/20/07	07060102

Parameter	Result	RL	DF	Qual	Parameter	Result	RL	DF	Qual
Acetone	ND	120	1		1,3-Dichloropropane	ND	5.0	1	
Benzene	ND	5.0	1		2,2-Dichloropropane	ND	5.0	1	
Bromobenzene	ND	5.0	1		1,1-Dichloropropene	ND	5.0	1	
Bromochloromethane	ND	5.0	1		c-1,3-Dichloropropene	ND	5.0	1	
Bromodichloromethane	ND	5.0	1		t-1,3-Dichloropropene	ND	5.0	1	
Bromoform	ND	5.0	1		Ethylbenzene	ND	5.0	1	
Bromomethane	ND	25	1		2-Hexanone	ND	50	1	
2-Butanone	ND	50	1		Isopropylbenzene	ND	5.0	1	
n-Butylbenzene	ND	5.0	1		p-Isopropyltoluene	ND	5.0	1	
sec-Butylbenzene	ND	5.0	1		Methylene Chloride	69	50	1	
tert-Butylbenzene	ND	5.0	1		4-Methyl-2-Pentanone	ND	50	1	
Carbon Disulfide	ND	50	1		Naphthalene	ND	50	1	
Carbon Tetrachloride	ND	5.0	1		n-Propylbenzene	ND	5.0	1	
Chlorobenzene	ND	5.0	1		Styrene	ND	5.0	1	
Chloroethane	ND	5.0	1		1,1,1,2-Tetrachloroethane	ND	5.0	1	
Chloroform	ND	5.0	1		1,1,2,2-Tetrachloroethane	ND	5.0	1	
Chloromethane	ND	25	1		Tetrachloroethene	ND	5.0	1	
2-Chlorotoluene	ND	5.0	1		Toluene	ND	5.0	1	
4-Chlorotoluene	ND	5.0	1		1,2,3-Trichlorobenzene	ND	10	1	
Dibromochloromethane	ND	5.0	1		1,2,4-Trichlorobenzene	ND	5.0	1	
1,2-Dibromo-3-Chloropropane	ND	10	1		1,1,1-Trichloroethane	ND	5.0	1	
1,2-Dibromoethane	ND	5.0	1		1,1,2-Trichloroethane	ND	5.0	1	
Dibromomethane	ND	5.0	1		1,1,2-Trichloro-1,2,2-Trifluoroethane	ND	50	1	
1,2-Dichlorobenzene	ND	5.0	1		Trichloroethene	ND	5.0	1	
1,3-Dichlorobenzene	ND	5.0	1		1,2,3-Trichloropropane	ND	5.0	1	
1,4-Dichlorobenzene	ND	5.0	1		1,2,4-Trimethylbenzene	ND	5.0	1	
Dichlorodifluoromethane	ND	5.0	1		Trichlorofluoromethane	ND	50	1	
1,1-Dichloroethane	ND	5.0	1		1,3,5-Trimethylbenzene	ND	5.0	1	
1,2-Dichloroethane	ND	5.0	1		Vinyl Acetate	ND	50	1	
1,1-Dichloroethene	ND	5.0	1		Vinyl Chloride	ND	5.0	1	
c-1,2-Dichloroethene	ND	5.0	1		p/m-Xylene	ND	5.0	1	
t-1,2-Dichloroethene	ND	5.0	1		o-Xylene	ND	5.0	1	
1,2-Dichloropropane	ND	5.0	1		Methyl-t-Butyl Ether (MTBE)	ND	5.0	1	
Surrogates:	REC (%)	Control Limits	Qual	Surrogates:	REC (%)	Control Limits	Qual		
Dibromofluoromethane	101	73-139		1,2-Dichloroethane-d4	94	73-145			
Toluene-d8	92	90-108		1,4-Bromofluorobenzene	92	71-113			

RL - Reporting Limit , DF - Dilution Factor , Qual - Qualifiers



Analytical Report



City of Santa Barbara
601 Firestone Road
Santa Barbara, CA 93117-3209

Date Received: 06/13/07
Work Order No: 07-06-0953
Preparation: EPA 5030B
Method: EPA 8260B
Units: ug/kg

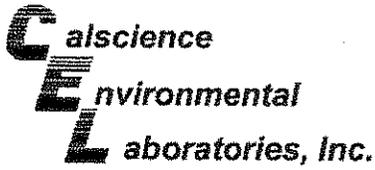
Project: 25 David Love Place

Page 2 of 2

Client Sample Number	Lab Sample Number	Date Collected	Matrix	Instrument	Date Prepared	Date Analyzed	QC Batch ID
Method Blank	090-10-005-14,295	NA	Spid	GC/MS	06/13/07	06/13/07	07060953

Parameter	Result	RL	DF	Qual	Parameter	Result	RL	DF	Qual
Acetone	ND	120	1		1,3-Dichloropropane	ND	5.0	1	
Benzene	ND	5.0	1		2,2-Dichloropropane	ND	5.0	1	
Bromobenzene	ND	5.0	1		1,1-Dichloropropene	ND	5.0	1	
Bromochloromethane	ND	5.0	1		c-1,3-Dichloropropene	ND	5.0	1	
Bromodichloromethane	ND	5.0	1		t-1,3-Dichloropropene	ND	5.0	1	
Bromoform	ND	5.0	1		Ethylbenzene	ND	5.0	1	
Bromomethane	ND	25	1		2-Hexanone	ND	50	1	
2-Butanone	ND	50	1		Isopropylbenzene	ND	5.0	1	
n-Butylbenzene	ND	5.0	1		p-Isopropyltoluene	ND	5.0	1	
sec-Butylbenzene	ND	5.0	1		Methylene Chloride	ND	50	1	
tert-Butylbenzene	ND	5.0	1		4-Methyl-2-Pentanone	ND	50	1	
Carbon Disulfide	ND	50	1		Naphthalene	ND	50	1	
Carbon Tetrachloride	ND	5.0	1		n-Propylbenzene	ND	5.0	1	
Chlorobenzene	ND	5.0	1		Styrene	ND	5.0	1	
Chloroethane	ND	5.0	1		1,1,1,2-Tetrachloroethane	ND	5.0	1	
Chloroform	ND	5.0	1		1,1,2,2-Tetrachloroethane	ND	5.0	1	
Chloromethane	ND	25	1		Tetrachloroethene	ND	5.0	1	
2-Chlorotoluene	ND	5.0	1		Toluene	ND	5.0	1	
4-Chlorotoluene	ND	5.0	1		1,2,3-Trichlorobenzene	ND	10	1	
Dibromochloromethane	ND	5.0	1		1,2,4-Trichlorobenzene	ND	5.0	1	
1,2-Dibromo-3-Chloropropane	ND	10	1		1,1,1-Trichloroethane	ND	5.0	1	
1,2-Dibromoethane	ND	5.0	1		1,1,2-Trichloroethane	ND	5.0	1	
Dibromomethane	ND	5.0	1		1,1,2-Trichloro-1,2,2-Trifluoroethane	ND	50	1	
1,2-Dichlorobenzene	ND	5.0	1		Trichloroethene	ND	5.0	1	
1,3-Dichlorobenzene	ND	5.0	1		1,2,3-Trichloropropane	ND	5.0	1	
1,4-Dichlorobenzene	ND	5.0	1		1,2,4-Trimethylbenzene	ND	5.0	1	
Dichlorodifluoromethane	ND	5.0	1		Trichlorofluoromethane	ND	50	1	
1,1-Dichloroethane	ND	5.0	1		1,3,5-Trimethylbenzene	ND	5.0	1	
1,2-Dichloroethane	ND	5.0	1		Vinyl Acetate	ND	50	1	
1,1-Dichloroethene	ND	5.0	1		Vinyl Chloride	ND	5.0	1	
c-1,2-Dichloroethene	ND	5.0	1		p/m-Xylene	ND	5.0	1	
t-1,2-Dichloroethene	ND	5.0	1		o-Xylene	ND	5.0	1	
1,2-Dichloropropane	ND	5.0	1		Methyl-t-Butyl Ether (MTBE)	ND	5.0	1	
Surrogates:	REC (%)	Control Limits	Qual		Surrogates:	REC (%)	Control Limits	Qual	
Dibromofluoromethane	105	73-139			1,2-Dichloroethane-d4	103	73-145		
Toluene-d8	96	90-108			1,4-Bromofluorobenzene	97	71-113		

RL - Reporting Limit , DF - Dilution Factor , Qual - Qualifiers



Quality Control - Spike/Spike Duplicate



City of Santa Barbara
 601 Firestone Road
 Santa Barbara, CA 93117-3209

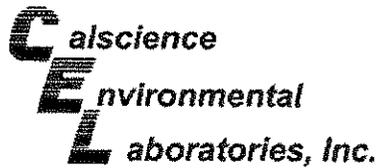
Date Received: 06/13/07
 Work Order No: 07-06-0953
 Preparation: EPA 3550B
 Method: EPA 8015B (M)

Project 25 David Love Place

Quality Control Sample ID	Matrix	Instrument	Date Prepared	Date Analyzed	MS/MSD Batch Number
07-06-0953-2	Solid	GC-8	06/13/07	06/13/07	07060953-2

Parameter	MS %REC	MSD %REC	%REC CL	RPD	RPD CL	Qualifiers
TPH as Diesel	110	116	64-130	5	0-15	

RPD - Relative Percent Difference, CL - Control Limit



Quality Control - Spike/Spike Duplicate



City of Santa Barbara
601 Firestone Road
Santa Barbara, CA 93117-3209

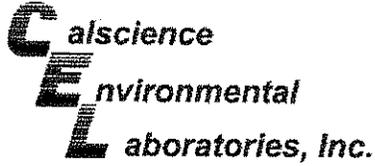
Date Received: 06/13/07
Work Order No: 07-06-0953
Preparation: EPA 5030B
Method: EPA 8260B

Project 25 David Love Place

Quality Control Sample ID	Matrix	Instrument	Date Prepared	Date Analyzed	MS/MSD Batch Number
07-06-1554-3	Solid	GC/MS S	06/21/07	06/22/07	0706-1554

Parameter	MS %REC	MSD %REC	%REC CL	RPD	RPD CL	Qualifiers
Benzene	105	107	79-115	2	0-13	
Carbon Tetrachloride	101	100	55-139	1	0-15	
Chlorobenzene	94	95	79-115	1	0-17	
1,2-Dichlorobenzene	97	99	63-123	2	0-23	
1,1-Dichloroethene	104	105	69-123	1	0-16	
Toluene	100	100	79-115	1	0-15	
Trichloroethene	96	98	66-144	1	0-14	
Vinyl Chloride	107	110	60-126	3	0-14	
Methyl-t-Butyl Ether (MTBE)	98	95	68-128	4	0-14	
Tert-Butyl Alcohol (TBA)	109	102	44-134	7	0-37	
Diisopropyl Ether (DIPE)	120	119	75-123	1	0-12	
Ethyl-t-Butyl Ether (ETBE)	116	118	75-117	2	0-12	3
Tert-Amyl-Methyl Ether (TAME)	108	107	79-115	1	0-12	
Ethanol	131	130	42-138	1	0-28	

RPD - Relative Percent Difference, CL - Control Limit



Quality Control - LCS/LCS Duplicate



City of Santa Barbara
601 Firestone Road
Santa Barbara, CA 93117-3209

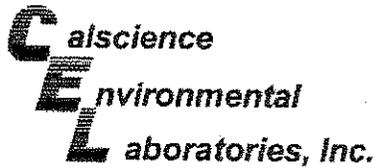
Date Received: N/A
Work Order No: 07-06-0953
Preparation: EPA 3550B
Method: EPA 8015B (M)

Project: 25 David Love Place

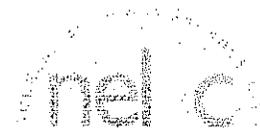
Quality Control Sample ID	Matrix	Instrument	Date Prepared	Date Analyzed	LCS/LCSD Batch Number
09-12-275-763	Solid	GC 1	08/15/07	08/15/07	07060953

Parameter	LCS %REC	LCSD %REC	%REC CL	RPD	RPD CL	Qualifiers
TPH as Diesel	106	111	75-123	3	0-12	

RPD - Relative Percent Difference, CL - Control Limit



Quality Control - LCS/LCS Duplicate



City of Santa Barbara
601 Firestone Road
Santa Barbara, CA 93117-3209

Date Received: N/A
Work Order No: 07-06-0953
Preparation: EPA 5030B
Method: EPA 8260B

Project: 25 David Love Place

Quality Control Sample ID	Matrix	Instrument	Date Prepared	Date Analyzed	LCS/LCSD Batch Number
889-10-005-14,295	Solid	GC/MS-D	06/21/07	06/22/07	07062113

Parameter	LCS %REC	LCSD %REC	%REC CL	RPD	RPD CL	Qualifiers
Benzene	106	109	84-114	3	0-7	
Carbon Tetrachloride	111	109	66-132	2	0-12	
Chlorobenzene	99	100	87-111	1	0-7	
1,2-Dichlorobenzene	98	99	79-115	1	0-8	
1,1-Dichloroethene	109	111	73-121	2	0-12	
Toluene	101	103	78-114	2	0-7	
Trichloroethene	100	102	84-114	2	0-8	
Vinyl Chloride	109	112	63-129	3	0-15	
Methyl-t-Butyl Ether (MTBE)	102	104	77-125	2	0-11	
Tert-Butyl Alcohol (TBA)	107	114	47-137	7	0-27	
Diisopropyl Ether (DIPE)	120	123	76-130	2	0-8	
Ethyl-t-Butyl Ether (ETBE)	117	119	76-124	1	0-12	
Tert-Amyl-Methyl Ether (TAME)	112	112	82-118	0	0-11	
Ethanol	156	146	59-131	7	0-21	X

RPD - Relative Percent Difference, CL - Control Limit



Work Order Number: 07-06-0953

<u>Qualifier</u>	<u>Definition</u>
*	See applicable analysis comment.
1	Surrogate compound recovery was out of control due to a required sample dilution, therefore, the sample data was reported without further clarification.
2	Surrogate compound recovery was out of control due to matrix interference. The associated method blank surrogate spike compound was in control and, therefore, the sample data was reported without further clarification.
3	Recovery of the Matrix Spike or Matrix Spike Duplicate compound was out of control due to matrix interference. The associated LCS and/or LCSD was in control and, therefore, the sample data was reported without further clarification.
4	The MS/MSD RPD was out of control due to matrix interference. The LCS/LCSD RPD was in control and, therefore, the sample data was reported without further clarification.
5	The PDS/PDSD associated with this batch of samples was out of control due to a matrix interference effect. The associated batch LCS/LCSD was in control and, hence, the associated sample data was reported with no further corrective action required.
A	Result is the average of all dilutions, as defined by the method.
B	Analyte was present in the associated method blank.
C	Analyte presence was not confirmed on primary column.
E	Concentration exceeds the calibration range.
H	Sample received and/or analyzed past the recommended holding time.
J	Analyte was detected at a concentration below the reporting limit and above the laboratory method detection limit. Reported value is estimated.
N	Nontarget Analyte.
ND	Parameter not detected at the indicated reporting limit.
Q	Spike recovery and RPD control limits do not apply resulting from the parameter concentration in the sample exceeding the spike concentration by a factor of four or greater.
U	Undetected at the laboratory method detection limit.
X	% Recovery and/or RPD out-of-range.
Z	Analyte presence was not confirmed by second column or GC/MS analysis.

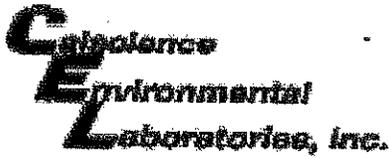
CHAIN OF CUSTODY RECORD

DATE: _____
PAGE: 1 OF 1

7440 LINCOLN WAY
GARDEN GROVE, CA 92841-1432
TEL: (714) 885-8484, FAX: (714) 884-7501



LABORATORY CLIENT: <u>CITY OF SANTA BARBARA AIRPORT</u>		CLIENT PROJECT NUMBER/ADDRESS: <u>25 DAVID LOVE PLACE</u>				
ADDRESS: <u>601 FREESTONE ROAD</u>		QUOTE NO.: _____				
CITY: <u>GOLETA, CA 93117</u>		PROJECT CONTACT: <u>PADRE ASSOCIATES, INC. RYAN ZUKAR</u>				
TEL: <u>805 682 6020</u>		FAX: <u>805 964 1380</u>				
TURNAROUND TIME: _____		SAMPLER(S) SIGNATURE: <u>Ryan Zukar</u>				
<input type="checkbox"/> SAME DAY <input type="checkbox"/> 24 HR <input type="checkbox"/> 48 HR <input type="checkbox"/> 72 HR <input type="checkbox"/> 5 DAYS <input type="checkbox"/> 10 DAYS <input type="checkbox"/> RWQCB REPORTING <input type="checkbox"/> ARCHIVE SAMPLES UNTIL _____ SPECIAL INSTRUCTIONS: _____ PLEASE PROVIDE REPORT TO: <u>PADRE ASSOCIATES, INC. 5290 OVERPASS ROAD #417 GOLETA, CA 93111 (805) 685 233 x 2</u>		REQUESTED ANALYSIS: _____				
USE ONLY	SAMPLE ID	LOCATION/DESCRIPTION	SAMPLING DATE	TIME	ROOM	Notes
1	TP.B.2		9/17/07	847	S	
2	TP.B.4			900		
3	TP.17.2			923		
4	TP.17.4			936		
5	TP.18.2			810		
6	TP.18.4			817		
7	TP.19.2			726		
8	TP.19.4			740		
Please list tests required: <u>B2608 VOC*</u>						* RUN SAMPLE W/ HIGHEST TRM FOR VOCs
Received by: (Signature) <u>Ryan Zukar</u>						Date: <u>9/13/07</u> Time: <u>1210</u>
Received by: (Signature) <u>[Signature]</u>						Date: <u>9/17/07</u> Time: <u>1400</u>
Received by: (Signature) <u>[Signature]</u>						Date: _____ Time: _____



WORK ORDER #: 07 - 010 - 0953

Cooler 1 of 1

SAMPLE RECEIPT FORM

CLIENT: City of S.B. Airport DATE: 5/13/17

TEMPERATURE - SAMPLES RECEIVED BY:

CALSCIENCE COURIER:

- Chilled, cooler with temperature blank provided.
- Chilled, cooler without temperature blank.
- Chilled and placed in cooler with wet ice.
- Ambient and placed in cooler with wet ice.
- Ambient temperature.
- OK °C Temperature blank.

LABORATORY (Other than Calscience Courier):

- °C Temperature blank.
- °C IR thermometer.
- Ambient temperature.

Initial: [Signature]

CUSTODY SEAL INTACT:

Sample(s): _____ Cooler: _____ No (Not Intact) : _____ Not Present: _____
Initial: [Signature]

SAMPLE CONDITION:

	Yes	No	N/A
Chain-Of-Custody document(s) received with samples.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sampler's name indicated on COC.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sample container label(s) consistent with custody papers.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sample container(s) intact and good condition.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Correct containers and volume for analyses requested.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Proper preservation noted on sample label(s).....	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VOA vial(s) free of headspace.....	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tedlar bag(s) free of condensation.....	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Initial: [Signature]

COMMENTS:

ADDENDUM

**TO FINAL ENVIRONMENTAL IMPACT REPORT FOR
THE SANTA BARBARA AIRPORT INDUSTRIAL/COMMERCIAL SPECIFIC PLAN
(JULY 1997),
(SCH #93081127)**

**FOR RENTAL CAR FACILITY, 25 DAVID LOVE PLACE
(MST2006-00656)**

August 9, 2007

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

1.0 PRIOR ENVIRONMENTAL DOCUMENT

The Airport Industrial Specific Plan Final Environmental Impact Report/Environmental Assessment (FEIR/EA) was certified in July 1997. The FEIR/EA was a program EIR, which identified impacts and mitigation measures associated with build-out of the entire Airport Industrial Specific Plan area. The FEIR/EA analyzed two development scenarios for the total Specific Plan area – a 160,000 SF increase in new development (Base Scenario) and a 240,000 SF development scenario (Economic Development Scenario), which incorporated an additional 80,000 SF from the Economic Development floor area defined under Charter Section 1508. The FEIR/EA concluded that build-out of both the Base Scenario and the Economic Development Scenario would result in significant, unavoidable impacts to traffic, air quality and solid waste.

The FEIR/EA was updated twice since its certification in 1997. A Supplement to the FEIR was completed in 1999 for the Santa Barbara Airport Gateway Center. An Addendum was subsequently completed in 2005 as that project had been modified into the proposed Citrix Center. Baseline data for Air Quality and Traffic were updated for each update in order to assess each of the modified projects.

While a permitted use in the Airport Industrial-1 (A-I-1) zone, the Airport Industrial Specific Plan FEIR/EA did not consider the proposed rental car storage operation. The project site was designated Open Yard/Light Industrial Use. In 1997, when the FEIR/EA was written, the project site was used by Granite Construction as an open yard storage facility for their equipment. For the past two years, it has been used for storage of automobiles by the rental car companies serving the Airport.

2.0 PROJECT DESCRIPTION

2.1 PROJECT AS DESCRIBED IN THE FEIR

The project site is located at 25 David Love Place, a 3.6-acre parcel located west of David Love Place north of the intersection of David Love Place and Robert Kiester Place. It is surrounded on three sides by light industrial operations, with a research and development operation to the south. The Airport Industrial Specific Plan assumed a light industrial or open yard use at the project site.

PROPOSED PROJECT

The proposed project would involve the construction of a rental car Quick Turnaround Area (QTA) facility including a two-bay car wash, four fuel pumps, four maintenance bays, and five offices in about 10,000 square feet (sf) of new building construction; a 12,000 gallon above-ground fuel tank; approximately 113,000 sf of pave surface for storage of as many as 302 rental cars, and 37 employee parking spaces. The project would also include perimeter landscaping and security fencing.

3.0 PREVIOUSLY ANALYZED IMPACTS AND PROJECT IMPACTS

3.1 NOISE

The 1997 Airport Industrial Specific Plan FEIR/EA identified three potential sources for noise impacts: construction, traffic, and operations. Noise impacts from each of these sources resulting from Specific Plan implementation was considered less than significant.

The proposed construction of a rental car QTA facility would not create any new impacts to noise beyond those already considered for short-term construction and long-term operations. The proposed project would reduce the number of traffic trips generated from the site (see 3.20 Ground Transportation) and would therefore constitute a minor beneficial impact to the environment with respect to traffic noise.

3.2 LAND USE

The 1997 Airport Industrial Specific Plan FEIR/EA identified seven potential sources for land use impacts: building heights, environmentally sensitive habitats, noise, recreational facilities, safety, cultural resources, and floodplains. The proposed construction of a rental car QTA facility would be consistent with the Specific Plan land-use designation of Industrial/Open Yard. The proposed project would not result in a change of the land use designation assessed in the 1997 FEIR/EA and would therefore not generate any new impacts with respect to land use.

3.3 COASTAL ZONE MANAGEMENT AND BARRIERS

The proposed project site is not within the Coastal Zone as defined in the California Coastal Act of 1976. Therefore the project would not generate any new impacts to Coastal Zone resources.

3.4 WILD AND SCENIC RIVERS

The California Environmental Quality Act (CEQA) does not require analysis of impacts specific to wild and scenic rivers. Additionally, the proposed project would not constitute a change from the analysis completed in the Specific Plan FEIR/EA. Therefore the project would not generate any new impacts to wild and scenic rivers.

3.5 FARMLANDS

Because no farmland is located near the project area, the Specific Plan FEIR/EA did not identify any significant impacts to farmlands resulting from the proposed project. The proposed project would not introduce farmland, or remove farmland or agricultural activities. Therefore the proposed project would not generate any new impacts with respect to farmlands.

3.6 SOCIAL RESOURCES

Social resources are not required to be analyzed under CEQA. Additionally, the proposed project would not generate any new demand for industrial, commercial, or recreational space. Therefore the proposed project would not generate any new impacts with respect to social resources not addressed in the 1997 FEIR/EA.

3.7 SOCIOECONOMIC RESOURCES

Socioeconomic resources are not required to be analyzed under CEQA. Additionally, no change in employment is proposed to staff the project when complete. The proposed project would contribute to short-term construction employment consistent with the analysis prepared in the 1997 Specific Plan FEIR/EA. Therefore the proposed project would not generate any new impacts with respect to socioeconomic resources not addressed in the 1997 FEIR/EA.

3.8 SOLID WASTE

The demolition of structures at 20 David Love Place and 25 David Love Place was analyzed in the 1997 Specific Plan FEIR/EA. The proposed project would facilitate the vacancy and demolition of Building 120 which currently contains the rental car operations at the Santa Barbara Airport. The demolition of Building 120 is anticipated to occur as part of the Airline Terminal project and will be analyzed as a part of that project. No other demolition of buildings is anticipated to occur as a result of the proposed project. Additionally, the proposed project is anticipated to use recycled and local materials in an effort to achieve the City of Santa Barbara's goal that all of its new buildings acquire Leadership in Energy and Environmental Design (LEED) Certification by the United States Green Building Council (USGBC). It is reasonable to assume that the proposed project site would not remain vacant, and a private project would be proposed at that site. Therefore the proposed project would result in a minor beneficial impact to solid waste would result from a sustainable design project when compared to a potential future project anticipated under the 1997 FEIR/EA.

3.9 AIR QUALITY

The Specific Plan FEIR/EA analysis of air quality was most recently updated an Addendum to the FEIR/EA in November 2005. This Addendum assessed the impacts to air quality and

traffic associated with the construction of a new 160,000 square foot business park. In 1999, a Supplemental EIR was prepared for a similar project at the same site. Both projects were anticipated to generate additional traffic trips which would result in impacts to ground transportation and air quality.

The proposed project is anticipated to result in short-term construction impacts to air quality as a result of deliveries to the project site and operations during construction. However, because they would not continue long-term, this impact would be less-than significant.

Since the proposed project is anticipated to result in a net reduction of vehicle trips generated by the project site in the long-term (see 3.20 Ground Transportation) the proposed project would constitute a minor beneficial impact to air quality when compared to the project analyzed in the 1997 FEIR/EA.

3.10 HAZARDOUS MATERIALS

The 1997 Specific Plan FEIR/EA identified the disturbance of contaminated soils to constitute a potentially significant impact to the environment. The proposed project site had been previously contaminated, but was cleaned by the previous tenant. A smell of gasoline was detected during a Phase I Archaeological Survey of the proposed project site, but a soil survey determined this to be the result of odor from the asphalt/conglomerate. The County of Santa Barbara Fire Department has determined the project site is clean, but has not closed the case until it has received a final report from the previous tenant. A letter detailing the current status of that process is attached as Attachment 1. Since the project site does not contain any known contaminants, the proposed project is not anticipated to generate any new impacts to the environment pertaining to hazardous materials not already addressed in the 1997 FEIR/EA.

3.11 FLOODPLAINS

The proposed project site is not within a regulatory floodplain or floodway. The proposed project would comply with NPDES Permit criteria and therefore not contribute to flooding on-site or off. Therefore the proposed project would not generate any new impact to floodplains not considered in the 1997 FEIR/EA.

3.12 WATER RESOURCES

The 1997 Specific Plan FEIR/EA identified sedimentation, degradation of water quality, and the disturbance of sub-surface contamination during earth-moving operations as potentially significant impacts resulting from the implementation of the Specific Plan. The proposed project would employ Best Management Practices (BMPs) to mitigate potential sedimentation impacts. Improvements to drainage incorporated in the implementation of the Specific Plan have already been completed would reduce project-specific impacts to water quality and drainage to less-than significant levels.

The project would not contribute to the cumulative degradation of the Goleta Slough watershed as the proposed project is an in-fill use of an existing industrial site. Therefore the proposed project would not significantly alter the analysis contained in the Specific Plan FEIR/EA and no new significant impacts to water resources are anticipated.

3.13 ARCHAEOLOGICAL, HISTORIC, AND CULTURAL RESOURCES

A Phase I archaeological assessment of the proposed project site was completed by Applied Earthworks. Pursuant to CEQA Guidelines §15120(d) and Government Code §6254, information about the specific location of archaeological sites or sacred lands cannot be disclosed in a public document. Nonetheless, the proposed project is not within any of the sensitivity zones identified in the Specific Plan FEIR/EA. Therefore no new impacts to archaeological, historic, and cultural resources not already identified in the 1997 FEIR/EA are anticipated to result from the proposed project.

3.14 BIOTIC COMMUNITIES

Habitat on the proposed project site is identified as "Annual Grassland – Ruderal" with parts of the northwest and northeast portions of the site identified as "Ornamental/Roadside". Neither habitat is protected or considered critical habitat for any threatened or endangered species. The project site constitutes approximately one tenth of the annual grassland in the Specific Plan area. Thus there are still ample locations for any migratory wildlife species that frequents this type of habitat. Therefore the project would not generate a new significant impact to biotic communities when compared to the project analyzed in the 1997 FEIR/EA.

3.15 ENDANGERED AND THREATENED SPECIES

The 1997 Specific Plan FEIR/EA did not identify any potential impacts to endangered or threatened species. Since the writing of the 1997 FEIR/EA, the federally endangered Tidewater goby (*Eucyclogobius newberryi*) was discovered in the Goleta Slough, into which the proposed project drains via Firestone Channel. The project would not contribute to the cumulative degradation of the Goleta Slough watershed as the proposed project is an in-fill use of an existing industrial site. Therefore the proposed project would not result in the generation of any new impacts to endangered and threatened species in the Airport Industrial Specific Plan Area, and would contribute a less-than significant impact to the endangered Tidewater goby in the Goleta Slough.

3.16 WETLANDS

The proposed project site is not within the vicinity of any wetlands. The proposed project would employ BMPs and comply with the Airport NPDES permit in order to minimize contaminants in site run-off. The project would not contribute to the cumulative degradation of the Goleta Slough watershed as the proposed project is an in-fill use of an existing industrial site. Therefore the proposed project would not generate any new impact not identified in the 1997 FEIR/EA.

3.17 ENERGY SUPPLY AND NATURAL RESOURCES

The 1997 FEIR/EA did not identify any potential impacts to energy supply resulting from the implementation of the Specific Plan. The proposed project would include the inclusion of a photovoltaic array on the roof of the proposed building. Additionally the proposed project has been registered for LEED Certification with the USGBC and is proposed to employ energy conservation techniques to reduce project-specific energy demand. Thus the proposed project does not constitute an increase in energy usage compared to that analyzed in the FEIR/EA and

may constitute a net reduction in usage. Therefore no new impacts are anticipated to result from the proposed project when compared to the project analyzed in the 1997 FEIR/EA.

3.18 LIGHT EMISSIONS

The 1997 FEIR/EA does not identify any potential impacts to result from implementation of the Specific Plan. The proposed project includes the use of ground lighting that would need to comply with the lighting restrictions contained in the Airport Land Use Plan (ALUP). Therefore the proposed project would not generate any new impact to the environment pertaining to light emissions when compared to the project analyzed in the 1997 FEIR/EA.

3.19 DEPARTMENT OF TRANSPORTATION SECTION 4 (F)

Section 4(f) consistency is not required to be reviewed under CEQA. The Specific Plan FEIR/EA did not identify any significant impacts expected to occur as a result of Specific Plan implementation. Additionally, the proposed project would not use federal funds. Therefore the proposed project would not generate any new impacts to the environment resulting from inconsistency with Section 4(f) of the Department of Transportation Act of 1966.

3.20 GROUND TRANSPORTATION

The original traffic analysis for the Airport Industrial Specific Plan FEIR/EA did not account for the existing rental car operation in Section 3.20 Ground Transportation. However, a traffic study was prepared in 2005 for the previous Addendum to the FEIR. The data contained in that Addendum included the current rental car storage operation at that site in its analysis. The analysis of the project discussed in that Addendum concluded that the Specific Plan would not cause a significant impact to transportation and circulation resources.

The applicant submitted a traffic analysis for the proposed project that compares trip generation characteristics of the existing rental car storage operation at 25 David Love Place to the proposed Quick Turn-Around facility project (Attachment 2). Each rental car is driven to fueling and maintenance facilities on Hollister Avenue or Calle Real before being placed in storage at 25 David Love Place. Each vehicle, therefore, passes through the Hollister/Fairview Avenues intersection 3-4 times between rentals. With fueling, maintenance, and washing occurring on-site, each rental car will only make 2 trips through Hollister/Fairview and will not travel through Hollister/Calle Real. As a result, the analysis concludes that trip generation associated with Quick Turn-Around facility would reduce the demand on the traffic environment, constituting a marginal beneficial impact when compared to the project analyzed in the 1997 FEIR/EA. As there was no significant impact associated with the Specific Plan in the FEIR as updated in 2005, the reduction in trips associated with the proposed project would not result in a significant impact to transportation and circulation resources.

3.21 OTHER CEQA CONCERNS

As discussed in the Specific Plan FEIR/EA, the short-term use of man's environment associated with the proposed project is not anticipated to result in significant long-term adverse impacts to productivity of the environment.

August 9, 2007

Page 7 of 7

Similar to the Specific Plan as a whole, the proposed project would constitute an adverse but less-than significant impact through the consumption of irreversible and irretrievable commitments of resources. However this would be reduced by the use of recycled building materials and other LEED criteria construction practices.

Similar to the Specific Plan as a whole, the proposed project would contribute to significant long-term irreversible change. However the project would reduce the Specific Plan's impact on traffic and air quality by reducing vehicle trips to and from the project site.

Finally, the proposed project would contribute to growth inducement consistent with the Specific Plan FEIR/EA findings. The proposed project would enable expansion of the Airline Terminal on the south side of the Santa Barbara Airport airfield. Similar to the Specific Plan, the project would generate short-term employment associated with construction activities.

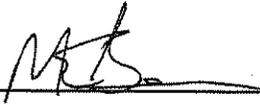
Therefore the proposed project would contribute to the impacts addressed above, but would not increase or intensify them beyond what was analyzed in the 1997 FEIR/EA.

4.0 CEQA FINDING

Based on the above review of the project, in accordance with State CEQA Guidelines Section 15614, no Subsequent Negative Declaration or Environmental Impact Report is required for the current project, because new information, and changes in circumstances, project description, impacts and mitigations are not substantial and do not involve new significant impacts or a substantial increase in the severity of previously identified impacts.

This Addendum identifies the current project refinements and minor changes to project impacts. This Addendum, together with the Final Environmental Impact Report and Environmental Assessment dated July 1997 and updated November 3, 2005, constitute adequate environmental documentation in compliance with CEQA for the current project.

Prepared by:  Date: 8/13/07
Andrew Bermond, Airport Assistant Planner

Reviewed by  Date: 8/9/2007
Michael Berman, Environmental Analyst

Attachment: 1) Letter to David White from County Fire dated July 27, 2007
2) Traffic Analysis for the Rental Car Facility Project dated May 10, 2007



Fire Department

"Serving the community since 1926"

4410 Cathedral Oaks Road
Santa Barbara, CA 93110-1042
(805) 681-5500 FAX (805) 681-5563

John M. Scherrei
Fire Chief
County Fire Warden

July 27, 2007

David White
Granite Construction
P.O. Box 6744
Santa Barbara, CA 93160

Dear Mr. White:

Subject: 25 David Love Place, Santa Barbara, California
SMU Site #410

The Santa Barbara County Fire Department, Fire Prevention Division (FPD) Site Mitigation Unit (SMU) reviewed the report submitted by the City of Santa Barbara, Airport Department's (Santa Barbara Airport) consultant, Padre Associates, Inc., titled *Letter-Report, Limited Soil Assessment Activities (Report)* dated July 9, 2007. The *Report* documents the limited soil assessment activities completed at the above referenced site. The assessment investigated potential petroleum contamination identified while performing archaeological trenching. Four test pit excavations were advanced to four feet and samples were collected at two and four feet. Based on a review of the *Report* and the site file, FPD has the following comment and directive:

- The Report indicates that TPH was present in five of the eight samples, with a maximum concentration of 53 milligrams per kilograms. One sample was analyzed for volatile organic compounds, with no detections above regulatory thresholds. FPD concurs soil containing elevated concentrations of TPH or VOCs were not identified in soil samples and no additional assessment is warranted.
- In order to proceed with an evaluation of site closure, submit a completed a case closure summary with documentation of monitoring well abandonment, a geologic map, cross sections showing any contaminated soil left in place at the site, and soil volume and contaminant mass calculations. Submit the above to FPD no later than **October 12, 2007**.

If you have any questions regarding this letter, please contact me at 805-686-8146. Submit all written correspondence to me at the Fire Prevention Division, 195 W. Highway 246 Ste. #102, Buellton, California, 93427 or via Fax at 805-686-8183.

Sincerely,

Andrea S. Murphy, MESM, REA
Hazardous Materials Specialist

410 directive 7.07

pc: Leif Reynolds, City of Santa Barbara ✓



ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509

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

May 10, 2007

06100.01L01.wpd

Andrew Bermond
Santa Barbara Airport
601 Firestone Road
Santa Barbara, CA 93117

TRAFFIC ANALYSIS FOR THE SANTA BARBARA AIRPORT RENTAL CAR FACILITY PROJECT, CITY OF SANTA BARBARA

Associated Transportation Engineers (ATE) has prepared the following traffic analysis for Santa Barbara Airport Rental Car Facility Project, located in the City of Santa Barbara's airport property adjacent to the City of Goleta. This study was prepared to address comments received from City Transportation Division staff.

PROJECT DESCRIPTION

The Santa Barbara Airport is proposing to construct a new car rental Quick Turn Around (QTA) facility at 25 David Love Place, Santa Barbara. This site is located north of the Santa Barbara Airport and is currently used for airport car rental storage. The development will include paving for the storage of approximately 304 rental cars as well as the construction of a maintenance building which will be used by four car rental agencies that have their rental operations at the terminal.

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

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

EXISTING CONDITIONS

The four rental car companies that are currently located at the airport terminal (Budget Rent-A-Car, Enterprise, Hertz, and National) were surveyed to determine the operations that occur after a rental car is returned to the Santa Barbara Airport Terminal. Operations include fueling, cleaning, maintenance, and storage. Since maintenance is only performed when necessary and not on a day-to-day basis, only fueling, cleaning, and storage trips were included in this analysis.

After cars are returned to the airport terminal they are fueled and cleaned. Budget, Enterprise, and National take their cars to gas stations along Calle Real, north of the airport terminal. These cars travel through the Fairview Avenue/Hollister Avenue, Fairview Avenue/U.S. Highway 101 SB Ramps, Fairview Avenue/U.S. Highway 101 NB Ramps, and Fairview Avenue/Calle Real intersections. Hertz takes their cars to be refueled at their Administrative Building at 690 S. Fairview Avenue. Then the cars are taken to be cleaned. Budget Rent-A-Car has their cars cleaned at the storage facility on David Love Place, Enterprise has their cars cleaned onsite at the airport terminal through an out-sourced car wash company, Hertz rental cars are also cleaned at the Administrative Building on S. Fairview Avenue, and National rental cars are cleaned at sites along Calle Real. Then the cars are taken to storage. Budget, Hertz, and National take their cars to the storage facility on David Love Place and Enterprise stores their cars at another Enterprise location in Goleta (5959 Hollister Avenue). When the cars are reserved to be rented, staff shuttle them back to the airport terminal, traveling through the Fairview Avenue/Hollister Avenue intersection.

Figures 1-4 show the existing routing of cars that occur after a rental car is returned to the airport for each of the four on-site rental car companies. The rental cars travel through the major intersections along Fairview Avenue (including the Fairview Avenue/Hollister Avenue, Fairview Avenue/U.S. Highway 101 SB Ramps, Fairview Avenue/U.S. Highway 101 NB Ramps, and the Fairview Avenue/Calle Real intersections) three or more times to perform the necessary day-to-day fueling, cleaning, and storage operations before returning to the airport terminal to be rented.

FUTURE CONDITIONS

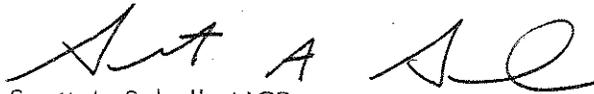
The QTA facility would include a fueling station, cleaning area, and a small maintenance garage for each of the four rental car companies. In addition, the development would provide storage for approximately 304 rental cars.

Figure 5 shows that after the rental cars are returned to the airport terminal they will be taken directly to the new QTA facility on David Love Place for fueling, cleaning, maintenance, and storage. When the car is needed back at the airport, rental car staff will shuttle the cars back to the terminal to be ready for the next reservation. Because of the consolidated operations

at the new QTA site, the project will result in fewer trips traveling through the Fairview Avenue/Hollister Avenue intersection and will eliminate all trips through the Fairview Avenue/U.S. Highway 101 SB Ramps, Fairview Avenue/U.S. Highway 101 NB Ramps, and Fairview Avenue/Calle Real intersections. This project would therefore reduce the amount of traffic traveling in the study-area, providing a beneficial impact to the neighboring streets and intersections.

This concludes our response to comments for the Santa Barbara Airport Rental Car Facility Project.

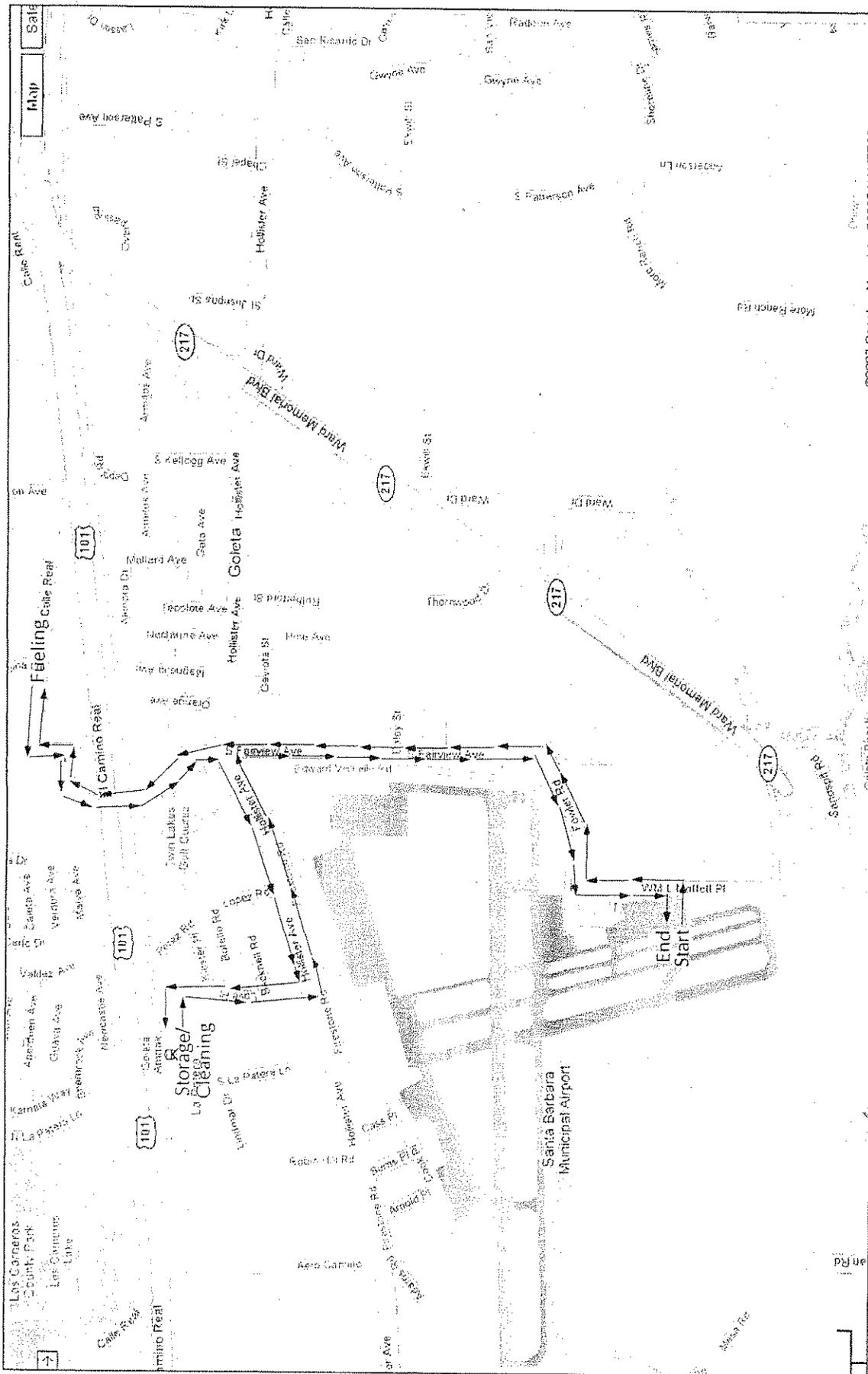
Associated Transportation Engineers

A handwritten signature in black ink, appearing to read 'Scott A. Schell', written in a cursive style.

Scott A. Schell, AICP
Principal Transportation Planner

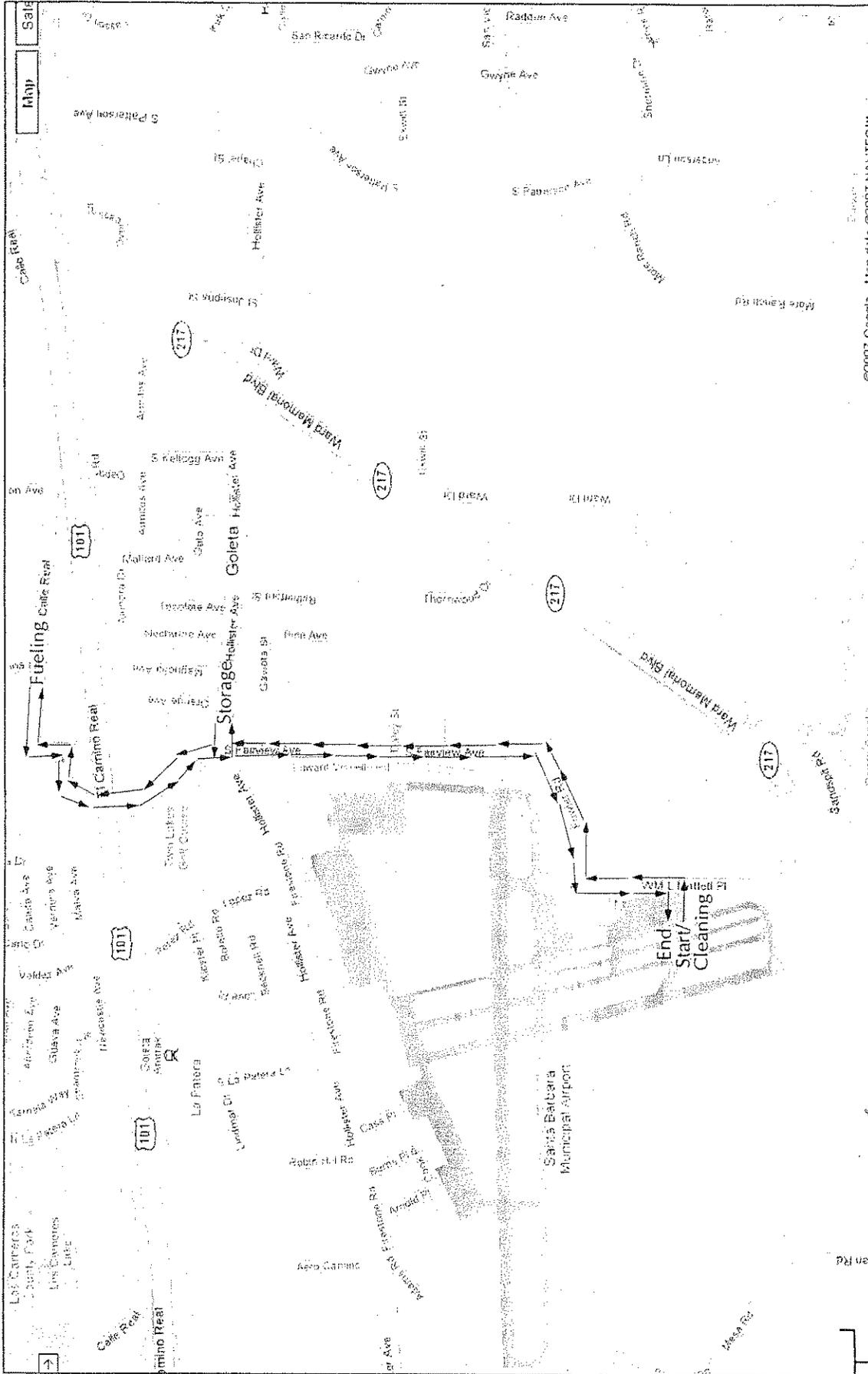
SAS/LDH

- Attachments:
- Figure 1 - Existing Budget Routing of Cars
 - Figure 2 - Existing Enterprise Routing of Cars
 - Figure 3 - Existing Hertz Routing of Cars
 - Figure 4 - Existing National Routing of Cars
 - Figure 5 - Future Routing of Cars



EXISTING BUDGET RENT-A-CAR ROUTING OF CARS

FIGURE 1



EXISTING ENTERPRISE ROUTING OF CARS

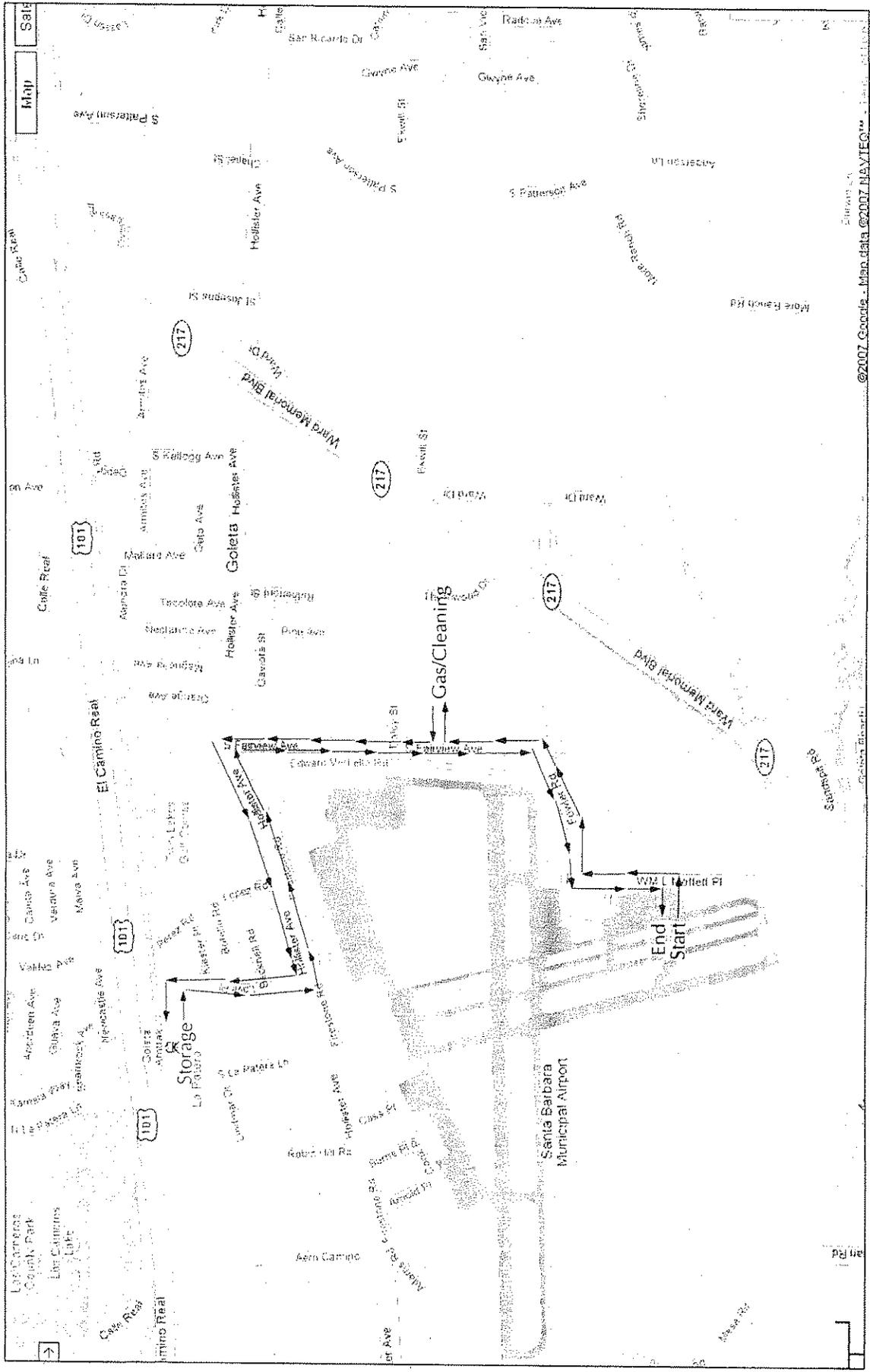
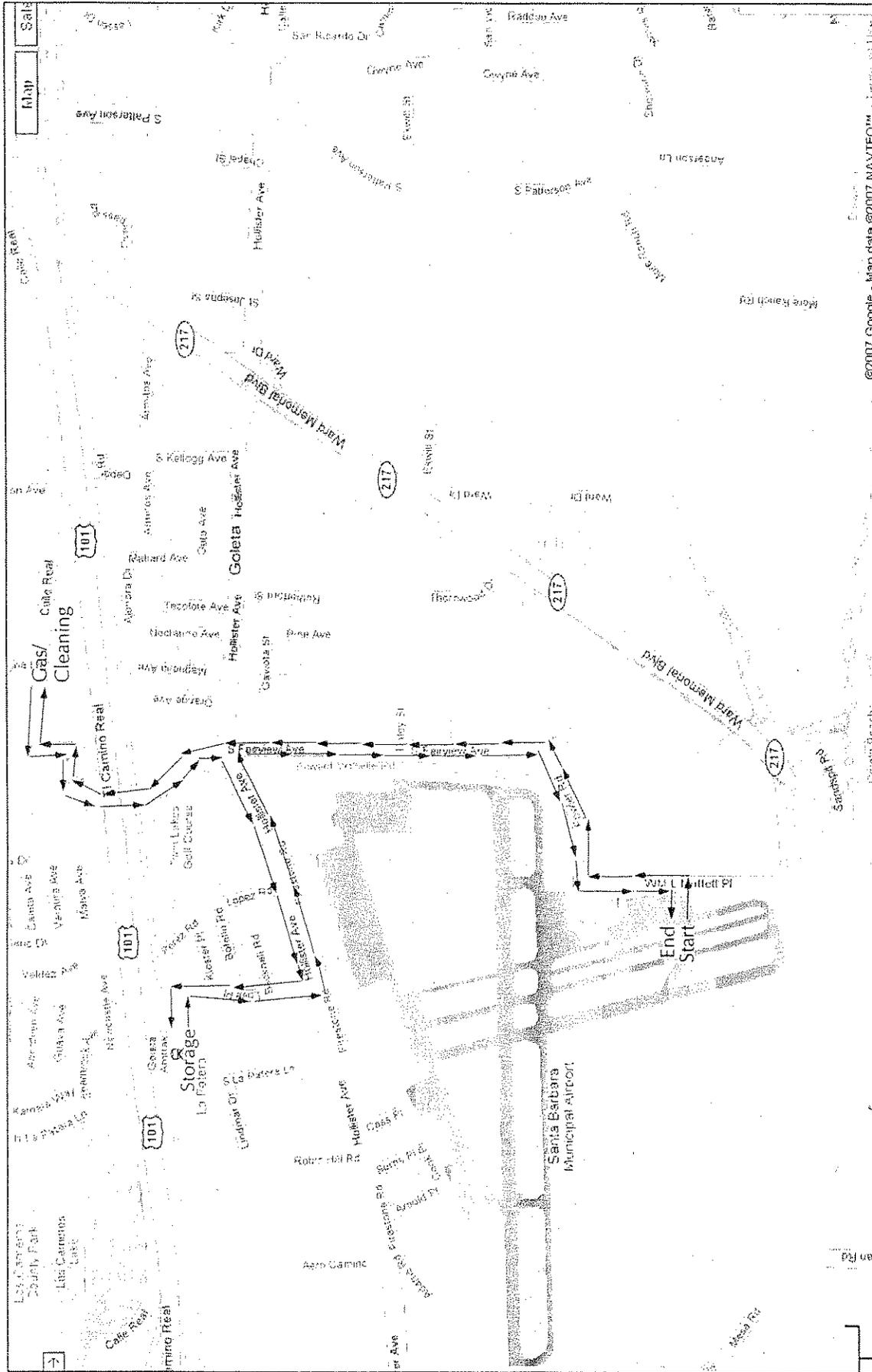


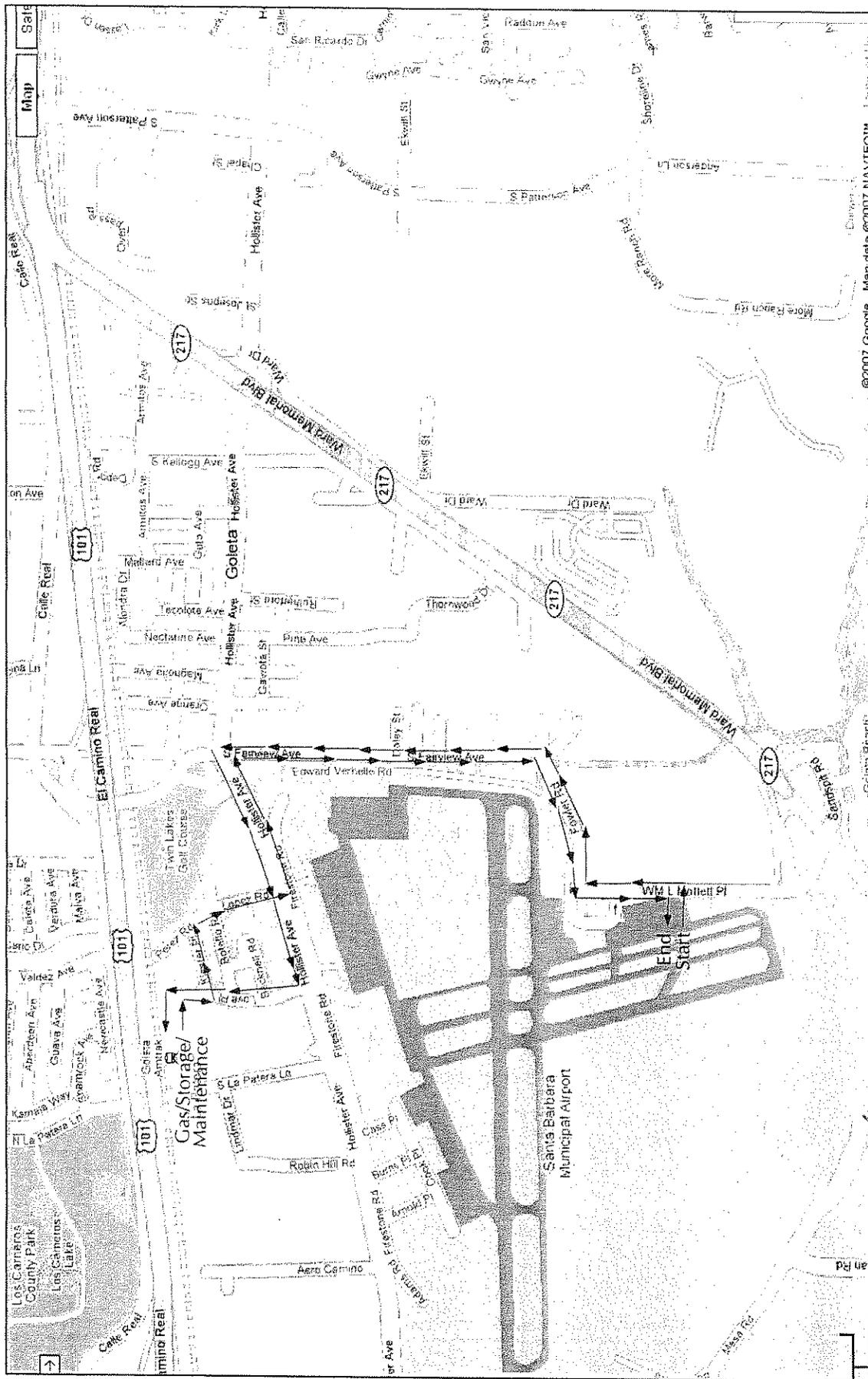
FIGURE 3

EXISTING HERTZ ROUTING OF CARS





EXISTING NATIONAL ROUTING OF CARS



FUTURE ROUTING OF CARS

QTA Water Usage Assumptions

Summary Table	
Use	Acre-feet/year
1. Car Wash	3.69
2. Fueling Area	1.32
3. Maintenance Area	0.39
4. Administrative Office	0.37
Total	5.77

1. Car Wash

Each car is washed only once per rental, therefore the number of rentals can be used in determining the number of car washes.

Contracts issued for rental cars in 2006	
Budget	12,528
Avis (Enterprise after 9/06)	14,601
Hertz	24,663
National (includes Alamo)	18,860
Total rentals for 2006	70,652

Chris Brown, a consultant for the International Carwash Association estimated approximately 13-17 gallons of water are used per car in a modern conveyor system car wash (*Water Conservation in the Professional Car Wash Industry*, 2006).

Using 2006 as a model:

$70,652 \text{ cars/year} \times 17 \text{ gallons/car} = 1,201,084 \text{ gallons/year} = 3.69 \text{ acre-feet/year (AFY)}$.

This calculation does not consider changes in the rental car industry (approximately 0.1 AFY per 2,000 washes) nor does it consider the use of recycled water in car wash operation which would significantly reduce the amount of water used per wash.

2. Refueling Area

According to the City of Santa Barbara Water Demand Factor and Conservation Study "User's Guide" Document No. 2, a gas station requires 0.29 AFY per 1,000 sf.

$4,550 \text{ sf} \times 0.29 \text{ AFY}/1,000 \text{ sf} = 1.32 \text{ AFY}$

3. Maintenance Area

According to the aforementioned "User's Guide", an auto repair and auto body shop requires 0.11 AFY/1,000sf

$$3,540\text{sf} \times 0.11 \text{ AFY}/1,000 \text{ sf} = \mathbf{0.39 \text{ AFY}}$$

4. Administrative Offices

According to the aforementioned "User's Guide", a general office space requires 0.10 AFY/1,000sf

$$3,745 \text{ sf} \times 0.10 \text{ AFY}/1,000 \text{ sf} = \mathbf{0.37 \text{ AFY}}$$

RELEVANT POLICIES

Environmental Review

California Environmental Quality Act Guidelines

Section 15164 Addendum to an EIR or Negative Declaration:

“(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.”

...

“(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

“(d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

“(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency’s required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

Vision

Airport Industrial Specific Plan

Policy V3: Preserve and encourage the expansion of existing businesses on Airport property.

Cultural Resources

Airport Industrial Specific Plan

Policy CR2: The potential for archaeological resources shall be examined prior to applying for development review for new construction in accordance with the MEA Cultural Resources Section and the Phase I Archaeological Resources Study prepared for the Airport.

Flooding

Airport Industrial Specific Plan

Policy F1: Any development in the Specific Plan area shall be carried out in compliance with Flood Control regulations.

Vehicular Circulation

Airport Industrial Specific Plan

Policy VC2: In accordance with an agreement between the City and the County, each project that generates additional traffic shall contribute to the improvement of the circulation system in the surrounding County area, as required by the Goleta Transportation Improvement Plan (including alternate transportation modes such as bikeways and electric shuttles), in order to assist in the mitigation of Specific Plan impacts.

Development

Zoning Ordinance:

28.87.300 *Development Plan Review and Approval.*

A. DEVELOPMENT PLAN.

1. Requirement for Development Plan.

a. Planning Commission Review Required. No application for a land use permit for a nonresidential construction project as defined in Subsection B of this Section will be accepted or approved on or after December 6, 1989 unless the project falls within one or more of the categories outlined in Paragraph 2 of this Subsection and defined in Subsection B of this Section. Before any nonresidential construction project is hereafter constructed in any zone including zones at the Santa Barbara Municipal Airport, a complete development plan for the proposed development shall be submitted to the Planning Commission for review and approval. In addition, before residential floor area in any building or structure located in any zone including zones at the Santa Barbara Municipal Airport is converted to nonresidential use, a complete development plan for the proposed conversion shall be submitted to the Planning Commission for review and approval. Before any transfer of existing development rights may be approved pursuant to Chapter 28.95, development plans for both the sending site(s) and receiving site(s) as defined therein shall be approved by Planning Commission or City Council on appeal pursuant to this section.

28.95.060 Approval of Transfer of Existing Development Rights

B. Transfer Approval. Existing Development Rights may be transferred from sending site(s) to receiving site(s) pursuant to the provisions of this Chapter and any guidelines adopted by City Council resolution pursuant to this Chapter. Development plan proposals for the sending site(s) and the receiving site(s) shall receive a single transfer approval, in addition to all other discretionary approvals required, and shall be considered one "project" for purposes of environmental analysis.

After approval, any change in the project, at either the sending site(s) or receiving site(s) which is not determined by the Planning Commission and/or the Community Development Director to be in substantial conformity with the approved project, shall be a new project and require a new application, review, and approval and/or disapproval. No transfer or receipt of Existing Development Rights shall be valid or effective unless the transfer and receipt, and development plans for both the sending site(s) and receiving site(s), comply with all requirements of this Municipal Code and have been reviewed and approved by the Planning Commission, or City Council on appeal, and all applicable conditions to the transfer have been satisfied.