



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: September 1, 2011
AGENDA DATE: September 8, 2011
PROJECT ADDRESS: 404 William Moffett Place (MST2011-00270)
 Atlantic Aviation T-Hangar Project
TO: Planning Commission
FROM: Planning Division, (805) 564-5470
 Danny Kato, Senior Planner *DK*
 Laurie Owens, AICP, Project Planner

I. PROJECT DESCRIPTION

The project consists of the installation of three 2,820 square foot prefabricated hangars on the existing, paved aircraft parking ramp at Atlantic Aviation's leasehold on Santa Barbara Airport property. The project would replace five aircraft tie-down spaces with three general aviation T-hangars (small airplane hangars shaped like a capital "T"). These hangars would be owned by Atlantic Aviation, and leased to airplane owners who want a secure, enclosed space for their airplane. The new hangars will replace three older T-hangars that were removed as part of construction of the new Airline Terminal (Exhibit B).

II. REQUIRED APPLICATIONS

The discretionary application required for this project is a Coastal Development Permit (CDP2011-00008) to allow the proposed development in the Appealable Jurisdiction of the City's Coastal Zone (SBMC §28.45.009).

APPLICATION DEEMED COMPLETE: July 27, 2011
DATE ACTION REQUIRED: September 25, 2011 (PRC §21151.5)

III. RECOMMENDATION

If approved as proposed, the project would conform to the City's Zoning and Building Ordinances and policies of the General Plan, Aviation Facilities Plan, and Local Coastal Program. 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.



404 William Moffett Place – Vicinity Map

IV. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

Applicant:	Roger Rondepierre, Atlantic Aviation		
Property Owner:	City of Santa Barbara, Airport Department		
Site Information			
Parcel Number:	073-450-003	Lot Area:	845 acres (Lease parcel approximately 6 acres)
General Plan:	Major Public and Institutional	Zoning:	Airport Facilities and Coastal Overlay Zones (A-F, S-D-3)
Existing Use:	Aircraft ramp	Topography:	Level
Adjacent Land Uses			
North – Rental car parking, Airline Terminal		East – Aviation-related offices	
South – Airport apron		West – Runways and taxiways	

V. POLICY AND ZONING CONSISTENCY ANALYSIS

A. ZONING ORDINANCE CONSISTENCY

The proposed project site is in the Airport Facilities (A-F) Zone as defined by Title 29 (Airport Zoning Ordinance) of the Santa Barbara Municipal Code.

1. AIRPORT FACILITIES ZONE (A-F)

Aircraft hangars are a permissible use in the A-F Zone (SBMC §29.15.030 B). The proposed T-hangars would not create any new automobile parking demand as their installation would displace existing five aircraft tie-down spaces.

Building heights are limited by Federal Aviation Regulations (FAR) Part 77, which describes at what height an object would pose a hazard to aviation. FAR Part 77 is incorporated into the Airport Zoning Ordinance by reference (SBMC §29.87.050 C). The proposed project site is beneath the Transition Slope for Runway 15R-33L. At the most restrictive point (the edge of the proposed T-hangar nearest the runway) the Transition Slope is at 38 feet above ground level (FAR Part 77.25). As the proposed T-hangars would have a maximum peak height of 20 feet, the project would be consistent with the A-F Zone. Condition B.2.a (Exhibit A) requires the applicant to submit Form 7460-1 to the Federal Aviation Administration (FAA) Western-Pacific Region and to provide the Building & Safety Division with their response prior to issuance of a Building Permit.

B. LOCAL COASTAL PROGRAM (S-D-3)

The Airport is located in Component 9 of the City's Local Coastal Plan (LCP). The project area is designated as a Major Public and Institutional use on the LCP land use map. The relevant coastal policies are contained in the Airport and Goleta Slough Coastal Plan and the California Coastal Act and are provided in Exhibit D.

1. Hazards

The City LCP identifies elements of floodplain management that should be implemented to minimize exposure to hazards. Section 30253 of the Coastal Act states that new development shall minimize risks in all areas of high flood and geological hazards.

The project is within the 100-year flood zone as identified by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM). Condition B.1.b requires the applicant to demonstrate compliance with the requirements for flood hazard reduction and provide the Building & Safety Division with base-flood elevations prior to issuance of a Building Permit (SBMC §22.24.160).

2. Cultural Resources

Section 30244 of the Coastal Act and Policy 1.0 of the Conservation Element of the General Plan provide for protection of archaeological, historic, and architectural resources. Airport Coastal Plan Policy F-3 states that new development shall protect and preserve archaeological or other culturally sensitive resources. The proposed project site is not known to contain any archeological resources. No culturally sensitive

resources exist at or near the project site. In addition, the project would occur in an area previously disturbed during paving of the apron. Therefore, the project would be consistent with the protection of cultural resources.

3. Visual Quality

Policy E-1 of the Airport and Goleta Slough Coastal Plan encourages development consistent with the character and quality of Santa Barbara. The focus of Policy 9.1 in the LCP and of Section 30251 of the California Coastal Act is to protect existing ocean and scenic coastal views. Section 30251 of the Coastal Act further states that development should minimize alteration of natural forms and be visually compatible with the surrounding area.

The proposed three T-hangars combined would be 120 feet long by 63 feet wide and have a maximum peak height of approximately 20 feet. A photograph of a similar T-hangar at another airport and of the project site are provided in Exhibit E. The hangars would be marginally visible from William Moffett Place upon the planned demolition of Building 120 (existing rental car building) as part of the Airline Terminal Project. However, the hangars would be largely obstructed by foreground views of the new Airline Terminal, the short-term parking lot and landscaping for the Airline Terminal and the rental car “ready-return” parking lot.

The hangars would be in the foreground view from the main second floor window in the southern elevation of the new Airline Terminal. At a maximum peak height of 20 feet elevation, the hangars would obstruct existing views of the Atlantic Aviation aircraft parking ramp, but would not block views of the ocean and Channel Islands in the background (Exhibit F). For these reasons, the project would be consistent with the Visual Quality Policy E-1, with LCP Policy 9.1 and with Coastal Act Section 30251.

4. Public Access

Section 30210 of the Coastal Act requires that maximum access to coastal resources be provided for all people consistent with public safety needs. Public access to the Goleta Slough, a tidal estuary, is restricted by the Airport Operations Area (AOA) security fence. The proposed project site is within the AOA. The proposed project would not alter the perimeter of the AOA fence boundary or otherwise restrict access to coastal resources.

C. SANTA BARBARA COUNTY AIRPORT LAND USE PLAN (ALUP)

The proposed project site is within Safety Area 3 – Airport Traffic Pattern Area as defined by the Santa Barbara County Airport Land Use Plan (ALUP). The Airport Safety Policy for Safety Area 3 defines incompatible land uses as any use which would result in large concentrations of people, such as schools, hospitals, apartment blocks, or shopping centers beneath downwind and base legs or departure paths. The ALUP states that for general purposes the threshold for review by the Airport Land Use Commission is 25 persons per acre or more than four units per acre for residential projects. The proposed project would involve the construction of three T-hangars outside of any approach or departure paths. The proposed project would not create habitable space or produce any change in population

density. Therefore the proposed project is consistent with the Airport Safety Policy for Safety Area 3.

VI. ENVIRONMENTAL REVIEW

A Master Environmental Assessment (MEA) check-list review was completed by City Staff, and no potential issues were identified for this project. The project was determined to be categorically exempt from the California Environmental Quality Act (CEQA) review under CEQA Guidelines §15303 (c) "New Construction or Conversion of Small Structures" because the project would constitute construction of less than 10,000 square feet of storage space not involving the use of significant amounts of hazardous materials on a site zoned for such use. Additionally as an existing paved airport apron, the project site is not considered environmentally sensitive.

VII. DESIGN REVIEW

This project is scheduled for review by the Architectural Board of Review (ABR) on September 6, 2011. ABR Comments will be available at the Planning Commission hearing on September 8, 2001.

VIII. FINDINGS

The Planning Commission finds the following:

A. COASTAL DEVELOPMENT PERMIT (SBMC §28.44.150)

1. As discussed in Section V of the staff report, the project is consistent with the policies of the California Coastal Act, because it would minimize exposure to flood hazard (Coastal Act Section 30253), be located in an existing developed area (Coastal Act Section 30250), would not disturb any archaeological resources (Coastal Act Section 30244), would be visually compatible with the surrounding area (Coastal Act Section 30251), and would not alter access to coastal resources (Coastal Act Section 30210).
2. As discussed in Section V of the staff report, the project is consistent with all applicable policies of the City's Local Coastal Plan, all applicable implementing guidelines, and all applicable provisions of the Municipal Code, because it would be constructed in previously disturbed areas and would not affect cultural or visual resources (Policies F-3 and C-12) and would not present a new flood hazard (SBMC §22.24.160).

Exhibits:

- A. Conditions of Approval
- B. Applicant Letter dated August 10, 2011
- C. Site Plan
- D. Applicable Coastal Policies
- E. Photographs of similar T-hangar and project site
- F. Photograph of site from second floor window of the Airline Terminal

PLANNING COMMISSION CONDITIONS OF APPROVAL

404 WILLIAM MOFFETT PLACE
COASTAL DEVELOPMENT PERMIT
SEPTEMBER 1, 2011

- I. In consideration of the project approval granted by the Planning Commission and for the benefit of the Santa Barbara Airport and occupants of its 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 project site:
- A. **Written Agreement.** The Applicant shall submit a letter to the Planning Division indicating the following:
1. **Approved Development.** The development approved by the Planning Commission on September 1, 2011 is limited to three T-hangars each comprising 2,820 square feet of aircraft storage space (8,460 total square feet), and the improvements shown on the plans signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.
 2. **Building Height Restriction.** The height of any structure shall not exceed 25 feet above existing grade.
 3. **Use Limitations.** Due to potential parking impacts, uses other than aircraft/vehicle storage are not permitted without further environmental and/or Planning Commission review and approval. Prior to initiating a change of use, the Applicant shall submit a letter to the Community Development Director detailing the proposal, and the Director shall determine the appropriate review procedure and notify the Applicant.
 4. **Storm Water Pollution Control and Drainage Systems Maintenance.** The applicant shall maintain the drainage system and storm water pollution control devices in a functioning state. Should any of the project's surface or subsurface drainage structures or storm water pollution control methods fail to capture, infiltrate, and/or treat water, or result in increased erosion, the Applicant 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 and Coastal Development Permit is required to authorize such work. The Applicant 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.
 5. **BMP Training.** Training on the implementation of Best Management Practices (BMPs) shall be provided to every employee by the Applicant/management 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.

B. **Requirements Prior to Permit Issuance.** The Applicant shall submit the following, or evidence of completion of the following, for review and approval by the Department listed below prior to the issuance of any permit for the project. Some of these conditions may be waived for demolition or rough grading permits, at the discretion of the department listed. Please note that these conditions are in addition to the standard submittal requirements for each department.

1. **Public Works Department.**

- a. **Construction-related Truck Trips.** Construction-related truck trips for trucks with a gross vehicle weight rating of three tons or more 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.) in order to help reduce truck traffic on adjacent streets and roadways.
- b. **No-Rise Certificate.** The Applicant shall provide a Base Flood Elevation and show compliance with applicable flood proofing as required by SBMC §22.24.160 prior to issuance of a Building Permit.

2. **Community Development Department.**

- a. **Federal Aviation Administration (FAA) Approval.** The Applicant shall submit the FAA response to Form 7460-1 prior to issuance of a Building Permit. If the FAA response requires changes to the design of the project a new/amended Coastal Development Permit may be required.
- b. **Contractor and Subcontractor Notification.** The Applicant shall notify in writing all contractors and subcontractors of the site rules, restrictions, and Conditions of Approval. Submit a draft copy of the notice to the Planning Division for review and approval.
- c. **Emergency Evacuation Plan.** Provide an emergency evacuation plan subject to approval by the Fire Department.
- d. **Conditions on Plans/Signatures.** The final 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 sheet as follows: The undersigned have read and understand the required conditions, and agree to abide by any and all conditions which are their usual and customary responsibility to perform, and which are within their authority to perform.

Signed:

Applicant		Date
Contractor	Date	License No.
Architect	Date	License No.
Engineer	Date	License No.

C. **Construction Implementation Requirements.** All of these construction requirements shall be carried out in the field by the Applicant and/or Contractor for the duration of the project construction, including demolition and grading.

1. **Construction Hours.** Construction (including preparation for construction work) shall only be permitted Monday through Friday between the hours of 7:00 a.m. and 5:00 p.m. and Saturdays between the hours of 9:00 a.m. and 4:00 p.m., excluding the following holidays:

New Year's Day	January 1st*
Martin Luther King's Birthday	3rd Monday in January
George Washington's Birthday	3rd Monday in February
César Chávez Day	March 31st
Memorial Day	Last Monday in May
Independence Day	July 4th*
Labor Day	1st Monday in September
Thanksgiving Day	4th Thursday in November
Following Thanksgiving Day	Friday following Thanksgiving Day
Christmas Day	December 25th*

*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 said 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.

2. **Construction Storage/Staging.** Construction vehicle/equipment/materials storage and staging shall be done on-site. No parking or storage shall be permitted within the public right-of-way, unless specifically permitted by the Transportation Manager with a Public Works permit.

3. **Construction Parking.** During construction, free parking spaces for construction workers shall be provided on-site.
4. **Unanticipated Archaeological Resources Contractor Notification.** Standard discovery measures shall be implemented per the City master Environmental Assessment throughout grading and construction: 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. If such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and the Applicant shall retain an archaeologist from the most current City Qualified Archaeologists List. 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.

A final report on the results of the archaeological monitoring shall be submitted by the City-approved archaeologist to the Environmental Analyst within 180 days of completion of the monitoring and prior to any certificate of occupancy for the project.

D. **General Conditions.**

1. **Compliance with Requirements.** All requirements of the City of Santa Barbara and any other applicable requirements of any law or agency of the State and/or any government entity or District shall be met. This includes, but is not limited to, the Endangered Species Act of 1973 and any amendments thereto (16 U.S.C. § 1531 et seq.), the 1979 Air Quality Attainment Plan, and the California Code of Regulations.

2. **Land Development Team Recovery Fee Required.** The land development team recovery fee (30% of all planning fees, as calculated by staff) shall be paid at time of building permit application.
3. **Litigation Indemnification Agreement.** In the event the Planning Commission approval of the Project is appealed to the City Council, Applicant hereby agrees to defend the City, its officers, employees, agents, consultants and independent contractors ("City's Agents") from any third party legal challenge to the City Council's denial of the appeal and approval of the Project, including, but not limited to, challenges filed pursuant to the California Environmental Quality Act (collectively "Claims"). Applicant further agrees to indemnify and hold harmless the City and the City's Agents from any award of attorney fees or court costs made in connection with any Claim.

Applicant shall execute a written agreement, in a form approved by the City Attorney, evidencing the foregoing commitments of defense and indemnification within thirty (30) days of being notified of a lawsuit regarding the Project. These commitments of defense and indemnification are material conditions of the approval of the Project. If Applicant fails to execute the required defense and indemnification agreement within the time allotted, the Project approval shall become null and void absent subsequent acceptance of the agreement by the City, which acceptance shall be within the City's sole and absolute discretion. Nothing contained in this condition shall prevent the City or the City's Agents from independently defending any Claim. If the City or the City's Agents decide to independently defend a Claim, the City and the City's Agents shall bear their own attorney fees, expenses, and costs of that independent defense.

NOTICE OF COASTAL DEVELOPMENT PERMIT TIME LIMITS:

The Planning Commission action approving the Coastal Development Permit shall expire two (2) years from the date of final action upon the application, per Santa Barbara Municipal Code §28.44.230, unless:

1. Otherwise explicitly modified by conditions of approval for the coastal development permit.
2. A Building permit for the work authorized by the coastal development permit is issued prior to the expiration date of the approval.
3. The Community Development Director grants an extension of the coastal development permit approval. The Community Development Director may grant up to three (3) one-year extensions of the coastal development permit approval. Each extension may be granted upon the Director finding that: (i) the development continues to conform to the Local Coastal Program, (ii) the applicant has demonstrated due diligence in completing the development, and (iii) there are no changed circumstances that affect the consistency of the development with the General Plan or any other applicable ordinances, resolutions, or other laws.



August 10, 2011

City of Santa Barbara Planning Division

Subject: 404 William Moffett Place, MST#2011-00270, APN:073-450-003 – T-Hangar Project

From: Roger Rondepierre – G.M. Atlantic

On July 14, 2010 Atlantic requested approval from the Airport to construct 3 new T-Hangars. Our request was accepted (see attached letter), pending review and approval from the Building Department.

Background Information: When we relocated the 19 T-Hangars to allow for the terminal expansion, we had to dispose of several because of their condition. Instead of something used, we elected to build brand new hangars. They will be located adjacent to hangar #5. Because of the location, we will have to adjust several tie down spots.

Hangar space in Santa Barbara is very limited, and we appreciate your consideration for the project.

Sincerely,

Roger Rondepierre

ATLANTIC

ATLANTIC AVIATION SERVICES • 404 MOFFETT PLACE • GOLFETA, CA 93117

EXHIBIT B



City of Santa Barbara
Santa Barbara Airport

www.flysba.com

July 22, 2010

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 8022

Visitors Center
805 964 7622

Fax
805 964 1380

601 Firestone Rd
Santa Barbara, CA
93117

Roger Rondepierre
Atlantic Aviation Services
404 Moffett Place
Santa Barbara, CA 93117

RE: Construction of Hangars

Dear Mr. Rondepierre:

Per our conversation of July 14, 2010, the Airport will allow Atlantic Aviation to construct three new Executive "T-Hangars" next to Hangar 5. However, these hangars must be financed, owned and operated by Atlantic Aviation, not individual pilots or corporations subleasing from Atlantic.

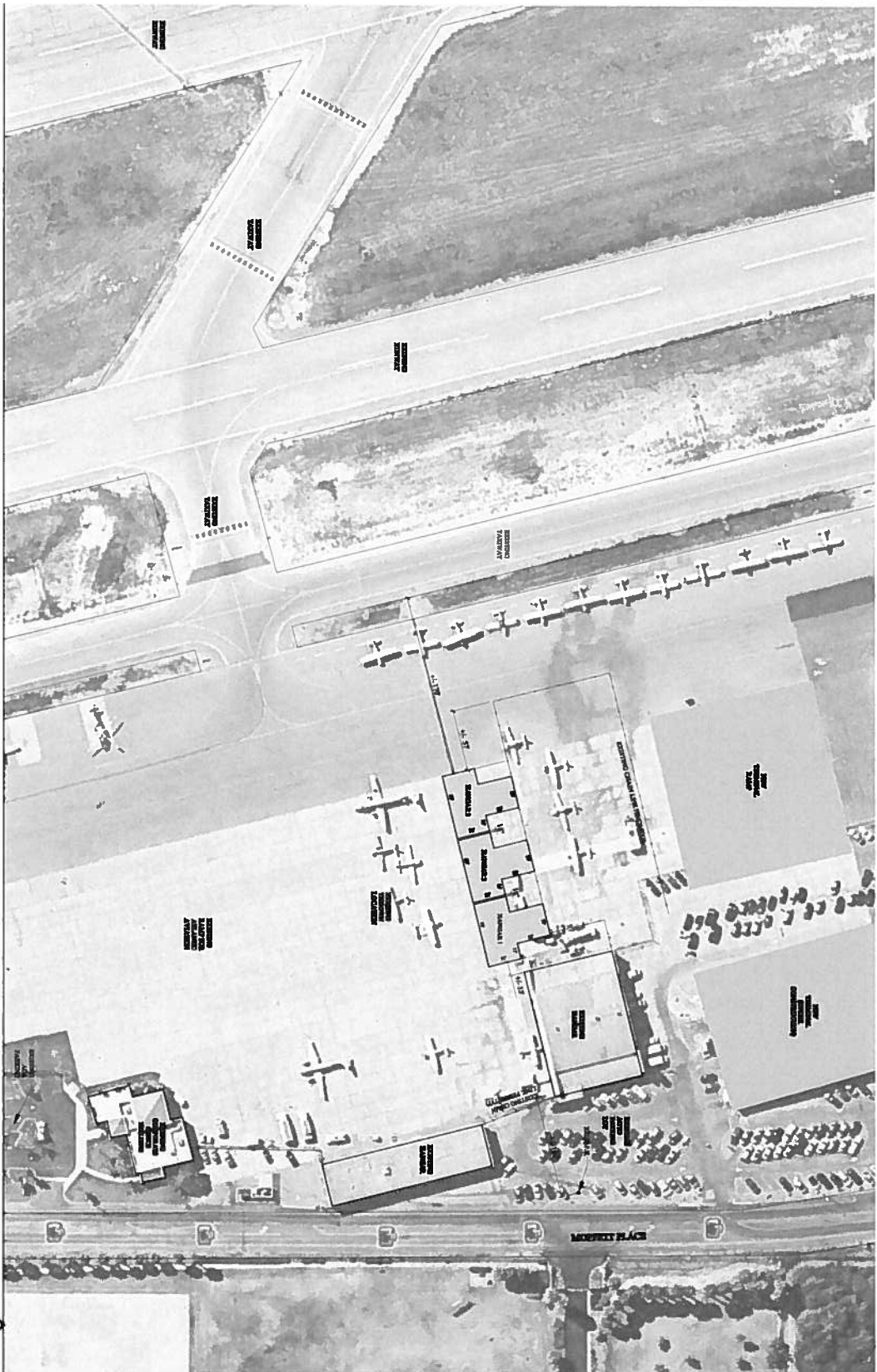
Permits will need to be obtained from the City of Santa Barbara Building Department prior to the start of construction. The Master Application and plans will need to be approved by the Airport Director before their submission to the Building Department. At the end of your lease on July 31, 2013, the T-Hangars will need to be removed and the ramp restored to its original condition.

The Airport is aware of the constraints Atlantic is operating under, and of the demand for additional community hangar space. However, it is the Airport's intention to provide for the construction of additional hangars in an orderly fashion that produces the optimum use of the ramp space available.

To that end, the Airport is in the process of developing a new Master Plan including an Aviation Facilities component. In order to provide the flexibility required to reconfigure the general aviation facilities, no new long term leases for the construction of additional large community hangars will be entertained until after the new Master Plan has been adopted.

Sincerely,

Hazel Johns
Assistant Airport Director



SHEET PLAN
 1.0

NO.	DATE	REVISIONS

DATE: 4/24/11
PROJECT: PORT-A-PORT AIRCRAFT HANGAR for ATLANTIC AVIATION
 SANTA BARBARA AIRPORT
 SANTA BARBARA, CA

A series of technical stamps and logos, including a circular seal with the text 'SANTA BARBARA AIRPORT' and 'CALIFORNIA DEPARTMENT OF TRANSPORTATION', and a logo for 'K&E' with a stylized 'K' and 'E'.

EXHIBIT C

RELEVANT POLICIES

Environmental Review

California Environmental Quality Act of 1970

CEQA Guidelines Section 15303(c) New Construction or Conversion of Small Structures

Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The numbers of structures described in this section are the maximum allowable on any legal parcel. Examples of this exemption include, but are not limited to:

...

(c) A store, motel, office, restaurant or similar structure not involving the use of significant amounts of hazardous substances, and not exceeding 2500 square feet in floor area. In urbanized areas, the exemption also applies to up to four such commercial buildings not exceeding 10,000 square feet in floor area on sites zoned for such use if not involving the use of significant amounts of hazardous substances where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.

Hazards

California Coastal Act

Section 30253:

“New development shall: (1) Minimize risks to life and property in areas of high geologic, flood and fire hazard; (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs...”

Cultural Resources

California Coastal Act

Section 30244:

“Where development would adversely impact archaeological or paleontologic resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.”

General Plan - Conservation Element

Policy 1.0:

“Activities and development which could damage or destroy archaeological, historic or architectural resources are to be avoided.”

City Local Coastal Program

Policy F-3:

New development shall protect and preserve archaeological or other culturally sensitive resources from destruction, and shall minimize and, where feasible, avoid impacts to such resources. "Archaeological or other culturally sensitive resources" include human remains, and archaeological, paleontological, or historic resources.

- Coastal Development Permits for new development within or adjacent to archaeologically or other culturally sensitive resources shall be conditioned upon the implementation of appropriate mitigation measures to minimize and, where feasible, avoid impacts to such resources.
- New development on or adjacent to sites with archaeologically or other culturally sensitive resources shall include on-site monitoring by a qualified archaeologist/s and appropriate Native American consultant/s of all grading, excavation, and site preparation that involve earth-moving operations.

Visual Resources

California Coastal Act

Section 30251:

"The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local governments shall be subordinate to the character of the setting."

City Local Coastal Program

Policy 9.1:

The existing views to, from, and along the ocean and scenic coastal areas shall be protected, preserved, and enhanced. This may be accomplished by one or more of the following:

- (1) Acquisition of land for parks and open space;
- (2) Requiring view easements or corridors in new development;
- (3) Specific development restrictions such as additional height limits, building orientation, and setback requirements for new development; or
- (4) Developing a system to evaluate view impairment of new development in the review process.

Local Coastal Plan - Airport and Goleta Slough

Policy E-1:

“Airport facility development shall reflect a high standard of development consistent with the character and quality of Santa Barbara.”

Public Access

California Coastal Act

Section 30210:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Zoning Ordinance:

Coastal Development Permit

28.44.150 *Findings.*

In order to approve a coastal development permit, all of the following findings shall be made:

- A. The project is consistent with the policies of the California Coastal Act; and
- B. The project is consistent with all applicable policies of the City's Local Coastal Plan, all applicable implementing guidelines, and all applicable provisions of the Code. (Ord. 5417, 2007.)

29.15.001 *Airport Facilities Zone.*

The following regulations shall apply in the Airport Facilities Zone (A-F) unless otherwise provided in this ordinance. (Ord. 3690, 1974.)

29.15.005 *Legislative Intent.*

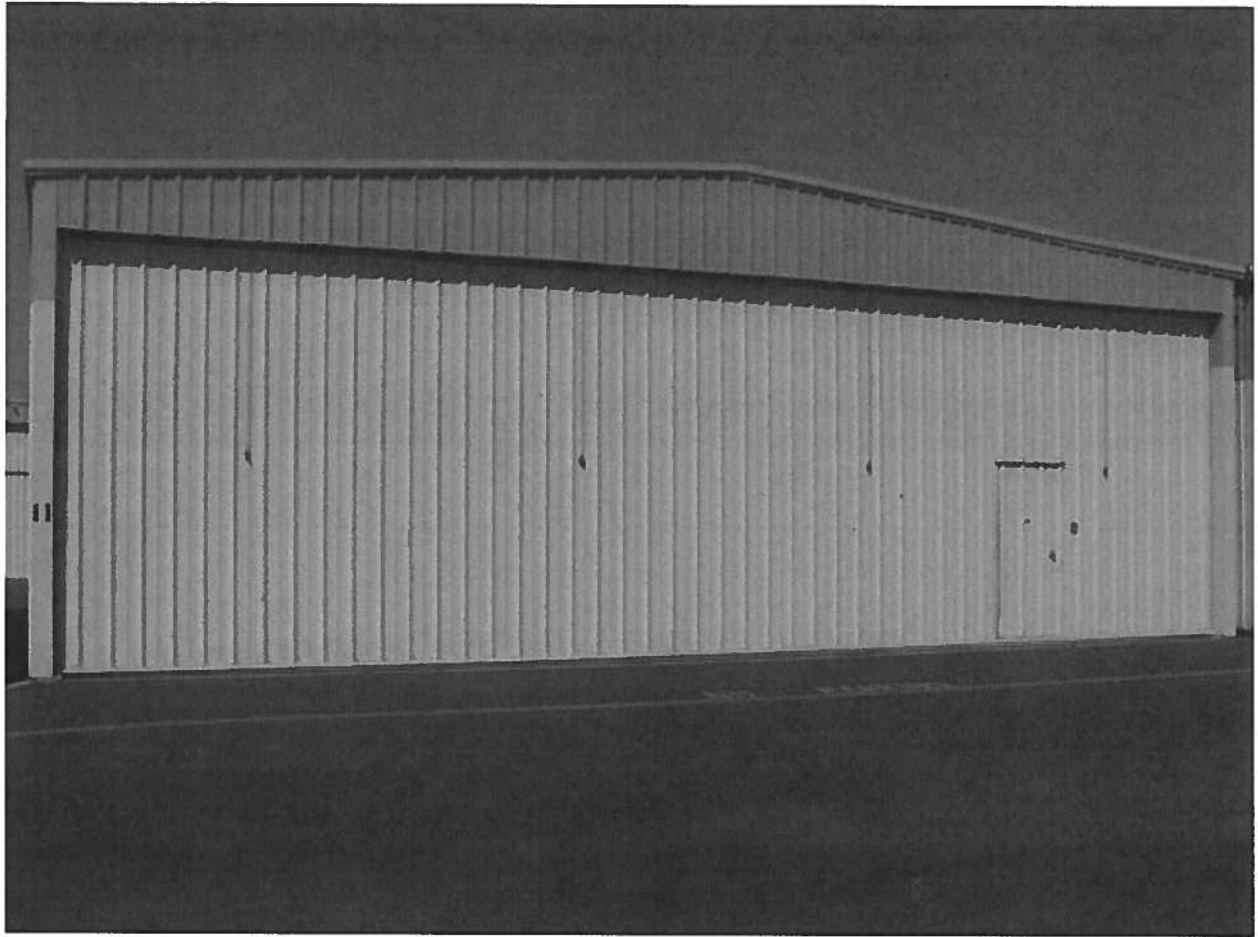
It is the intent of this zone classification to establish an area in the immediate vicinity of the flight facilities at the Airport for aircraft and airport related uses and activities and to exclude from this area activities that do not use the flight facilities as an integral and necessary part of their function. (Ord. 3690, 1974.)

29.15.030 *Uses Permitted.*

The following uses are expressly permitted in the A-F Zone:

- A. Aircraft chartering and leasing.
- B. Aircraft parking, tie-down and aircraft hangars and shelters.
- C. Aircraft rescue and firefighting station.
- D. Aircraft sales, manufacture, service and related administrative offices.
- E. Air freight terminal.
- F. Auto rentals.
- G. Aviation equipment and accessories sales and/or repair.
- H. Aviation storage.
- I. Executive/General aviation terminal facilities with related offices and food service uses.
- J. Federal Aviation Administration flight service facilities.

- K. Fixed base operations.
- L. Flying schools.
- M. Fly-in offices.
- N. Fueling facilities.
- O. Museums and other cultural displays relating to aviation.
- P. Passenger terminals with accessory uses such as restaurants and gift shops.
- Q. Private parking lot, subject to the issuance of a Conditional Use Permit under Chapter 29.92 of this Title.
- R. Public parking facilities.
- S. Other aviation-related uses determined to be appropriate by the Planning Commission.
- T. Non-aviation related uses consistent with the applicable regulations of the Federal Aviation Administration and determined to not be in conflict with the use of the adjacent Airport buildings as may be determined by the Community Development Director and the Airport Director. (Ord. 5025, 1997; Ord. 3965, 1978; Ord. 3690, 1974.)



Existing T-hangar of similar type

EXHIBIT E



Project Site looking west toward airfield



Project site looking east toward Hangar 5 and William Moffett Place



View of site from south elevation second floor window of new Airline Terminal

EXHIBIT F

