



City of Santa Barbara California

CITY OF SANTA BARBARA PLANNING COMMISSION

RESOLUTION NO. 013-17

CERTIFICATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE SANTA BARBARA AIRPORT MASTER PLAN (SCH#2014061096) (CEQA GUIDELINES §15090), AND RECOMMENDATIONS TO CITY COUNCIL AUGUST 10, 2017

FINAL ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE PROPOSED SANTA BARBARA AIRPORT MASTER PLAN

Staff presented and recommended certification of the Final EIR for the Santa Barbara Airport Master Plan by the Planning Commission, and recommended adoption of the Airport Master Plan to the City Council.

The Santa Barbara Airport Master Plan (Master Plan) would provide guidance for airport facility improvements for the next 15-20 years. The proposed Master Plan relies on Federal Aviation Administration (FAA)-approved forecasted estimates of future aviation activity at the Santa Barbara Airport (Airport) and identifies improvement projects to support short term, intermediate term (2022) and long term (2032) levels of airport activity. The development projects are not only reflective of the level of activity forecasted to occur at the Airport, but are dependent on federal funding cycles and the availability of grant money for aviation projects.

The proposed Airport Master Plan facility improvement projects include:

- Airfield Recommendations: Extension of Taxiway H to the west, parallel to the main runway, restriping of existing paved areas, paving light lanes along taxiway edges, and relocating entrances and exits from the taxiway system to comply with Federal Aviation Administration (FAA) recommendations.
- North Landside Recommendations: Consolidation of general aviation operations to facilitate two Fixed Base Operator (FBO) lease areas on the northeast portion of the airfield to provide tenant and visiting private aircraft services and facilities, and support facility changes including the relocation of the Airport Maintenance Yard.
- Terminal Area Recommendations: Construction of a new Long Term Parking Lot south of the Airline Terminal to accommodate 1,315 new or relocated parking spaces, expansion of the Airline Terminal, and relocation of the south-side FBO.

Action to be considered by the Planning Commission: Certification of the Final Environmental Impact Report for the Santa Barbara Airport Master Plan (SCH#2014061096) (CEQA Guidelines §15090).

Recommendations to the City Council to be considered by the Planning Commission:

- A. A Statement of Overriding Considerations for contributions to a cumulative impact to peak-hour traffic at Kellogg and Hollister Avenues in the intermediate term (Impact T-2) and for contributions to cumulative impacts to peak-hour traffic at Kellogg and Hollister Avenues and Fairview Avenue and US Highway 101 Northbound Ramps in the long term (Impact T-3) (CEQA Guidelines §15093).;
- B. Adoption of the Santa Barbara Airport Master Plan dated July 2017 (City Charter §806(a));
- C. An amendment to the Airport Industrial Area Specific Plan (SP-6) removing Sub-Area 1 (City Charter §806(a));

- D. An amendment to the Airport Zoning Map; and
- E. A Local Coastal Plan amendment to the Airport and Goleta Slough Local Coastal Plan Zoning Map (City Charter §806(a)).

The EIR analyzed effects associated with air quality/greenhouse gas emissions, biological resources, cultural resources, geology and soils/ hazards and hazardous materials, hydrology and water quality, land use and planning, public utilities (solid waste disposal), and transportation/traffic, and proposed mitigation measures to reduce the severity of effects.

WHEREAS, the Planning Commission has held the required public hearing on the above application, and the Applicant was present.

WHEREAS, five people appeared to speak in favor of the application, and five people appeared to speak in opposition thereto, and the following exhibits were presented for the record:

1. Staff Report with Attachments, August 3, 2017.
2. Site Plans
3. Correspondence received in support of the project:
 - a. Steven A. Amerikaner, Santa Barbara, CA.
 - b. Julie Broderick, Santa Barbara, CA.
 - c. Karen Kahn, Santa Barbara, CA.
 - d. Carl Hopkins, Santa Barbara, CA.
 - e. Gordon Feingold, Santa Barbara, CA.
4. Correspondence received in opposition to, or with concerns of, the project:
 - a. Alex Bennet, Santa Barbara, CA.
 - b. Pat Saley, Santa Barbara, CA.
 - c. Marti Milan, Goleta, CA.
 - d. Jessie Alstatt, Santa Barbara, CA.
 - e. Mark Holmgren, Goleta, CA.

NOW, THEREFORE BE IT RESOLVED that the City Planning Commission:

I. Certified the EIR making the following findings and determinations:

A. CERTIFICATION OF THE AIRPORT MASTER PLAN FINAL ENVIRONMENTAL IMPACT REPORT (PUBLIC RESOURCES CODE §21081)

1. COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

The Planning Commission finds that the Santa Barbara Airport Master Plan Final Environmental Impact Report (EIR) has been completed in compliance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, and the City of Santa Barbara CEQA Guidelines.

- An advertised Notice of Preparation for the EIR was issued on June 27, 2014 for a 34-day agency and public comment period, and the Planning Commission public scoping hearing was held on Thursday, July 24, 2014.
- The EIR documents have been prepared by a qualified team headed by Coffman Associates, working under the oversight of experienced City staff.
- The Draft EIR underwent a noticed 61-day public review and comment process August 31-October 30, 2015, including a noticed Airport Commission public meeting on Wednesday, September 16, 2015 and a noticed Planning Commission public meeting on Thursday, October 1, 2015. Comments on the Draft EIR were received from 6 public agencies, 4 environmental interest organizations, and 5 individuals.
- The Recirculated Draft EIR underwent a noticed 60-day public review and comment process July 15-September 13, 2016, including a noticed Airport Commission public meeting on Wednesday, July 20, 2016 and a noticed Planning Commission public meeting on Thursday, September 1, 2016. Comments on the Recirculated Draft EIR were received from 10 public agencies, 4 environmental interest organizations, and 3 individuals.
- The Final EIR includes written responses to comments received on the Draft EIR and Recirculated Draft EIR and associated edits to the Final EIR analysis. Proposed responses to comments and hearing notice were provided to public agencies that commented on the Draft EIR ten days prior to the EIR certification hearing.
- The Final EIR analysis meets CEQA requirements for a Program EIR pursuant to CEQA Guidelines §15168 and EIR standards of adequacy pursuant to CEQA Guidelines §15151.

2. PRESENTATION AND CONSIDERATION OF FINAL ENVIRONMENTAL IMPACT REPORT

The Santa Barbara Airport Master Plan Final EIR was made available to the public and the Planning Commission on Tuesday, July 25, 2017. The Planning Commission held a noticed public hearing on Thursday, August 10, 2017, received a staff presentation of the Final EIR

and public comment, and reviewed and considered the information contained in the Final EIR.

3. INDEPENDENT JUDGEMENT AND ANALYSIS

The Santa Barbara Airport Master Plan Final EIR reflects the Planning Commission's independent judgment and analysis, and constitutes adequate environmental evaluation and documentation for the Santa Barbara Airport Master Plan.

4. PRESENTATION AND CONSIDERATION OF FINAL ENVIRONMENTAL IMPACT REPORT

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II. RECOMMENDATION TO CITY COUNCIL (CITY CHARTER SECTION 806(A))

A. ENVIRONMENTAL FINDINGS FOR AIRPORT MASTER PLAN ADOPTION (PUBLIC RESOURCES CODE §21083)

Recommend that the Council of the City of Santa Barbara, considering significant environmental effects identified in the certified Final Environmental Impact Report for the Santa Barbara Airport Master Plan, adopt the Santa Barbara Airport Master Plan making the following findings:

1. Significant Environmental Impacts (Class I)

The Airport Master Plan EIR identifies significant unavoidable environmental impacts associated with cumulative traffic contributions to Kellogg Avenue/Hollister Avenue Intersection in the intermediate term (Impact T-2) and to both Kellogg Avenue/Hollister Avenue and Fairview Avenue/US 101 Northbound Ramps in the long term (Impact T-3). Mitigation measures T/mm-1 and T/mm-2 will reduce this contribution through implementation of transportation demand management (TDM) measures and fair-share cost contributions to the City of Goleta's planned improvements at these intersections. The improvements themselves are within the responsibility and jurisdiction of the City of Goleta and not the City of Santa Barbara. Such improvements are identified in the adopted Goleta Transportation Improvement Plan (GTIP).

2. Less-Than Significant Environmental Impacts After Mitigation (Class II)

Mitigation measures have been required and/or changes incorporated into the Airport Master Plan which would avoid or substantially lessen the following potentially significant effects of the Airport Master Plan to less-than significant levels:

- a. **Air Quality**
Potential air quality impacts from temporary construction-related or building removal activities will be mitigated by the implementation of staggered development relying upon combined emissions estimates (Mitigation Measure AQ/mm-1).
 - b. **Biological Resources**
Project-specific and cumulative impacts to biotic habitat and the Belding's savannah sparrow will be mitigated by implementation of the Programmatic Mitigation Plan (Mitigation Measure BIO/mm-1), coastal wetland and upland protection policies (Mitigation Measure BIO/mm-2), avoidance of construction during bird breeding season (Mitigation Measure BIO/mm-3), and Belding's savannah sparrow monitoring and avoidance protocols (Mitigation Measure BIO/mm-4)
 - c. **Cultural Resources**
Impacts associated with relocation of the General Western Aero historic hangars will be mitigated by stabilizing the structures in accordance with National Park Service guidance for historic structures and nominating the hangars to the National Registry of Historic Properties.

Impacts to archaeological resources will be mitigated through implementation of study and data recovery protocols in the Master Archaeological Resources Report for the Airport as well as through Native American consultation regarding potential cultural resources.
 - d. **Geology and Soils/Hazards and Hazardous Materials**
Impacts to Airport users associated with seismic, adverse soil, or hazardous materials will be mitigated through implementation of design and construction standards, geotechnical investigations, and Construction Contingency Plans for hazardous materials spill or discovery.
 - e. **Land Use and Planning**
Impacts associated with inconsistencies between the Airport Master Plan, the Airport and Goleta Slough Local Coastal Plan, the City's General Plan, and the Airport Zoning Ordinance will be mitigated through implementation of project-specific impact analysis, consistency review, coordination with the California Department of Fish and Wildlife, and other City Departments in accordance with a Local Coastal Plan amendment to implement the Taxiway H extension.
 - f. **Public Utilities (Solid Waste Disposal)**
Impacts to landfill capacity will be mitigated by a required condition of approval to meet or exceed State and City construction waste diversion goals.
3. **Administrative Record**
- These findings are supported by substantial evidence in the Airport Master Plan Final Environmental Impact Report, the Airport Master Plan, staff presentations, or other material presented during the planning and environmental review process which comprise the administrative record.

4. Mitigation Monitoring and Reporting Program

Recommend that the Council of the City of Santa Barbara adopt the Airport Master Plan Final EIR Chapter 7 Mitigation Monitoring and Reporting Program (MMRP) as the MMRP for the Airport Master Plan Final EIR. These measures are fully enforceable through permit conditions, agreements, and other measures.

5. Record of Proceedings

The location and custodian of documents and materials that constitute the record of proceedings upon which this decision is based is the Planning Division of the Community Development Department of the City of Santa Barbara, 630 Garden Street, Second Floor, Santa Barbara, California.

6. California Department of Fish and Wildlife

As described in the Airport Master Plan Final EIR, implementation of Airport Master Plan projects has the potential to affect wildlife resources and their habitat. The Airport Master Plan is therefore subject to payment of the California Department of Fish and Wildlife Environmental Document Filing Fee (\$3,078.25 effective January 1, 2017). Payment of this fee has been made a condition of approval.

B. STATEMENT OF OVERRIDING CONSIDERATION AND ENVIRONMENTAL FINDINGS (PUBLIC RESOURCES CODE §21083 AND 21083.05)

1. STATEMENT OF OVERRIDING CONSIDERATION

a. Recommend that the City Council balance the benefits of the Airport Master Plan against the unavoidable significant environmental impacts and conclude that the necessity and benefits of the Airport Master Plan sufficiently outweigh the contributions to significant cumulative traffic impacts. Recommend the Council of the City of Santa Barbara make the following Statement of Overriding Considerations that support the approval of the Airport Master Plan despite the identified impacts that are not fully mitigated to a less-than significant level:

(1) The Airport Master Plan will provide for improved aviation safety in accordance with current required federal regulations (Federal Aviation Administration Airport Design Standards as required by Title 14, CFR Part 139). This includes extending Taxiway H approximately 2,000 feet to the west to provide a second full parallel taxiway to the Airport's main air carrier runway.

(2) The fixed base operator (FBO) relocation and redevelopment will create a substantial safety and efficiency improvement by segregating private general aviation aircraft uses and commercial air service aircraft uses on opposite sides of the airfield.

- (3) The Airline Terminal recommendations will provide adequate operational space and facilities to accommodate existing and reasonable future passenger levels in the Airline Terminal with security and efficiency. These recommendations would upgrade existing infrastructure and would provide adequate facilities for airline personnel and other tenants, employees, and users of the Airline Terminal.
- (4) The additional T-hangars will accommodate projected demand for these facilities that serve local General Aviation pilots.
- (5) The Airport Master Plan will assist the Airport Department in maintaining and operating the Airport as a self-sustaining enterprise.
- (6) The Airport Master Plan will support the existing and future economic demands of the South Coast and the Tri-County Region.
- (7) The Airport Master Plan will improve portions of the Goleta Slough as described in the Programmatic Mitigation Plan, and consistent with Goleta Slough Area Sea Level Rise Study and Management Plan objectives.
- (8) The Airport Master Plan project design, phasing, and mitigation measures would minimize environmental effects and provide for compatibility with the surrounding area.

C. AMENDMENT TO THE AIRPORT INDUSTRIAL AREA SPECIFIC PLAN (SBMC CHAPTER 29.30)

Recommend that the Specific Plan Amendment is justified because the Airport Master Plan provides a comprehensive vision for the development and operation of the Santa Barbara Airport which supplants the industrial tenant oriented vision of the Airport Industrial Area Specific Plan for the property south of Hollister Avenue.

D. AMENDMENT TO THE AIRPORT ZONING MAP (SBMC CHAPTER 29.11)

Recommend that the Airport Zoning Map be amended to reflect the comprehensive vision for development contained in the Santa Barbara Airport Master Plan. Implementation of the Airport Master Plan will serve public necessity, convenience and general welfare. Additionally, good zoning practice is served by the proposed amendments to bring the Airport Zoning Map into compliance with Federal Aviation Regulations.

E. AMENDMENT TO THE AIRPORT AND GOLETA SLOUGH LOCAL COASTAL PLAN ZONING MAP (PUBLIC RESOURCES CODE §30514)

Recommend that City Council recommend to the California Coastal Commission that the LCP Zoning Map of the Airport and Goleta Slough Local Coastal Plan be amended to reflect the comprehensive vision for development contained in the Santa Barbara Airport Master Plan. The proposed changes to the LCP Zoning Map are consistent with the policies adopted in the Local Coastal Program and the California Coastal Act, because the amendments avoid or minimize impacts to environmentally sensitive habitat areas, and where impacts would occur, appropriate habitat restoration is proposed as mitigation.

This motion was passed and adopted on the 10th day of August, 2017 by the Planning Commission of the City of Santa Barbara, by the following vote:

AYES: 6 NOES: 0 ABSTAIN: 0 ABSENT: 1

I hereby certify that this Resolution correctly reflects the action taken by the City of Santa Barbara Planning Commission at its meeting of the above date.



Kathleen Goo, Commission Secretary



Date

8/28/17

PLEASE BE ADVISED:

THIS ACTION OF THE PLANNING COMMISSION CAN BE APPEALED TO THE CITY COUNCIL WITHIN TEN (10) CALENDAR DAYS AFTER THE DATE THE ACTION WAS TAKEN BY THE PLANNING COMMISSION.

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