



# City of Santa Barbara California

## PLANNING COMMISSION STAFF REPORT

**REPORT DATE:** August 1, 2013  
**AGENDA DATE:** August 8, 2013  
**PROJECT ADDRESS:** 601 Norman Firestone Road  
 Santa Barbara Airport Master Plan  
**TO:** Planning Commission  
**FROM:** Planning Division, (805) 564-5470  
 Renee Brooke, AICP, Senior Planner *RLB*  
 Andrew Bermond, AICP, Project Planner *ARB*

### I. RECOMMENDATION

That Planning Commission receives a presentation by Coffman Associates on the status of the Airport Master Plan and provides comments to Staff.

### II. BACKGROUND

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

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

The Planning Commission previously received an update on the Master Plan development on September 20, 2012 regarding the first four working papers of the proposed Master Plan: Inventory; Forecasts; Demand/Capacity; and Facility Requirements. This update concerns the final two working papers: Airport Alternatives; and Concept/Financial Plan. All of these working papers form the basis of the Airport Master Plan Concept and are available on the Airport Master Plan website ([SBA.airportstudy.com](http://SBA.airportstudy.com)).

### III. CONCEPT/FINANCIAL PLAN

The recommendations of the Master Plan Concept are divided into three development areas: Airfield Concept, Terminal-Area Concept, and General Aviation Concept. An aerial photograph of the Airport with these three concepts overlaid is included in Exhibit A.

#### A. AIRFIELD CONCEPT

The airfield concept proposes an extension of Taxiway H to the west from its existing terminus at Taxiway C to the Runway 7 threshold. This would improve safety at the Airport by minimizing the number of runway crossings necessary to use its principle

runway. This project would likely have wetland impacts and would require a rezone of a portion of the Goleta Slough Reserve Zone and a Local Coastal Plan amendment.

Other projects would include paved runway/taxiway shoulders, Taxiway B realignment, and the painting of islands where there is large expanse of pavement. All of these projects are intended to increase safety by minimizing the potential for pilot error.

#### **B. TERMINAL-AREA CONCEPT**

The principle proposed change in the vicinity of the airline terminal complex is the replacement of a fixed-base operator (FBO) facility with a long-term parking lot. The intent of the project is to increase passenger convenience by eliminating the need to shuttle passengers to/from Long Term Lot 2 north of Hollister Avenue.

The draft plan also identifies locations for expansion wings on the Airline Terminal. Extension of the Terminal Loop Road and additional short-term parking spaces are also proposed. These projects would be constructed when the Airline Terminal Complex reaches capacity thresholds.

#### **C. GENERAL AVIATION CONCEPT**

The General Aviation Concept identifies projects between the main instrument runway and Hollister Avenue. The principle proposed change is the reconfiguration of the north-east corner to accommodate two fixed-base operators including the development of in-field areas currently bound by Taxiways B, C, D, and H. This site is proposed to consolidate the two FBO lease areas to the north side of the airfield in order to facilitate the construction of additional long-term parking.

Other projects proposed are the relocation of the Airport Maintenance Yard, additional T-hangars, new aviation-dependent commercial development, and Airport Department managed small-aircraft transient parking. Development in this area would include the demolition of several buildings including some identified as historic resources. At their July 17, 2013 meeting, the Historic Landmarks Commission (HLC) received a presentation from Airport Staff and expressed a desire to preserve the General Western Aero Hangars and several World War II era structures.

### **IV. AIRPORT ALTERNATIVES**

The Airport Alternatives working papers considered several alternatives that would address the Airport's anticipated future needs in various configurations. Through the alternatives working papers, Staff identified stakeholder preferences for the retention of Runway 15L-33R (the eastern parallel runway), for the development of the FBO sites to not include penetrating roadways, and the extension of Taxiway H. These alternatives will be considered in the Airport Master Plan Environmental Impact Report.

### **V. NEXT STEPS**

Following presentations to the City Councils of Santa Barbara and Goleta in September, Airport Staff will publish a Draft Airport Master Plan this fall for circulation and begin the California Environmental Quality Act (CEQA) analysis. The CEQA review process is

expected to take 12 months and is likely to involve both a scoping hearing and an environmental hearing before Planning Commission.

Exhibit:

- A. Progress Summary for the Santa Barbara Airport Master Plan.

# SANTA BARBARA PLANNING COMMISSION

August 8, 2013

## Progress Summary for the Santa Barbara Airport Master Plan

### Project Initiation

- The Santa Barbara Airport (SBA) Master Plan project was initiated in October 2011 and is anticipated to be completed in approximately 24 months.
- The SBA Master Plan is an update of the *Aviation Facilities Plan*, which was completed in March 2003.
- The SBA Master Plan will establish development objectives over the course of a 20-year planning period.

### Inventory

- The Project began with an inventory of existing airport facilities including those considered to be airfield facilities (runways, taxiways, etc.), landside facilities (terminal area, general aviation facilities, etc.), and roadway circulation (automobile parking, vicinity roadways), and a discussion of the Airport's vicinity airspace, other nearby airports, and a summary of socioeconomic characteristics of the City and County of Santa Barbara.

### Aviation Forecasts

- Forecasts have been prepared to project "reasonable" demands that can be expected to occur over the 20-year planning period. Demand categories include:
  - Passenger enplanements
  - Air cargo (tons)
  - Annual operations (Itinerant and Local)
  - Based aircraft
  - Critical Design Aircraft
- The FAA approved the use of the Master Plan forecasts in April 2013.
- The following is a summary of the forecasts:

### Demand/Capacity Analysis and Facility Requirements

- Current airfield capacity was determined to be sufficient to meet long term operational demands. No new

significant capacity improvements are necessary for the foreseeable future.

- An analysis of terminal gate utilization shows that the Airport is currently operating with the optimum number of gates (7).
- Based upon International Air Transport Association (IATA) level of service (LOS) standards and other FAA guidance standards, the current programmed functional area of the passenger terminal building (54,450 square feet) is operating at approximately 65 percent of its capacity. The existing terminal curb frontage (530 linear feet) is sufficient to meet current demand.
- Current automobile parking capacities of Short-Term Lot and Long-Term Lot 1 are insufficient to meet short term demand levels as well as long term demand levels.
- Signature Flight Support automobile parking is insufficient to meet current demand.
- The critical design aircraft for the Airport and Runway 7-25 is a combination of the Gulfstream business jet aircraft, the Embraer 170/190, and the Boeing 737 series of aircraft (ARC C-III/D-II). The resulting design standards conform to ARC D-III design standards.
- The critical design aircraft for the crosswind parallel runways (Runway 15L-33R & 15R-33L) are smaller aircraft such as the King Air 90, which is considered an ARC B-I aircraft.
- Each runway currently meets or exceeds all FAA airfield design standards including those for the Runway Safety Area (RSA) and Object Free Area (OFA).

### Recommended Master Plan Concept

- Airfield Concept
  - Recommended airfield projects consist primarily of improvements to the taxiway system to conform with the recent update to the FAA's Airport Design Advisory

### Aviation Demand Forecasts

	Base Year (2011)	Short Term	Intermediate Term	Long Term
Annual Enplanements	365,769	440,000	503,400	657,000
Annual Air Cargo (Tons)	2,058	2,600	2,800	3,400
Based GA Aircraft	178	194	206	236
Annual Operations				
Air Carrier	21,442	22,200	22,600	25,000
Air Cargo	430	540	600	700
Other Air Taxi	4,307	4,800	5,200	6,100
GA Itinerant	43,581	45,000	48,300	53,800
GA Local	37,132	39,000	41,300	46,100
Military	1,393	1,450	1,450	1,450
<b>Total Operations</b>	<b>108,285</b>	<b>112,990</b>	<b>119,450</b>	<b>133,150</b>

Exhibit A

Circular. These projects will reduce the potential for runway incursions and improve overall operational safety and efficiency.

- Terminal Area Concept
  - Recommended terminal area projects focus on relocating general aviation facilities near the terminal to the north side of the airfield to allow for expanded parking facilities and future additions to the terminal building.
  - Terminal addition of 16,190 square feet to LOS standards for specific functional areas.
  - New surface parking lots to add approximately 1,315 spaces of short term, long term, rental car ready/return, and employee parking.
- North Landside Concept
  - Consolidate general aviation activities by identifying fixed base operator (FBO) development leaseholds as well as new hangars, ramp, aircraft wash rack, and a self-maintenance facility.
  - 46 acres of total FBO leasehold area to accommodate general aviation customer ramp/hangar and helicopter parking needs.
  - Land use recommendations to enhance revenue generation near the flight line.
  - Support facility recommendations include the relocation of the Airport's maintenance yard, which is currently located within a floodway, to a more accessible location that is less prone to flooding.

### Capital Financial Plan

- Demand-based development schedule dividing the improvement needs into three planning horizons (short term, intermediate term, long term).
- Short term projects consist primarily of airfield safety improvements. Relocation of general aviation facilities south of the terminal is anticipated in the short term.
- Intermediate term projects focus on expansion of parking capacity near the terminal, a 5,000 square foot terminal addition and the development of the two FBO leaseholds on the north side.
- Long term projects include an 11,200 square foot addition to the terminal, expanded general aviation facilities on the north side, and the paving of Runway 15R-33L shoulders.
- Cost estimates have been prepared for each individual project to account for engineering and other

contingencies. The table below summarizes the overall Master Plan capital needs for the Airport for each planning horizon including Airport Improvement Program (AIP) eligible funds.

### Environmental Overview

- Included as an appendix to the SBA Master Plan is an environmental overview, which addresses existing environmental conditions at the Airport and is intended to help identify relevant environmental resources and issues that should be considered during the development of the Master Plan.
- Environmental concerns identified include the Airport's location within a coastal protection zone and floodplain, and how projects would impact the Goleta Slough, which is a tidal wetland located on Airport property, and potential impacts on sensitive species and culturally sensitive and historic sites and facilities.

### Public Outreach

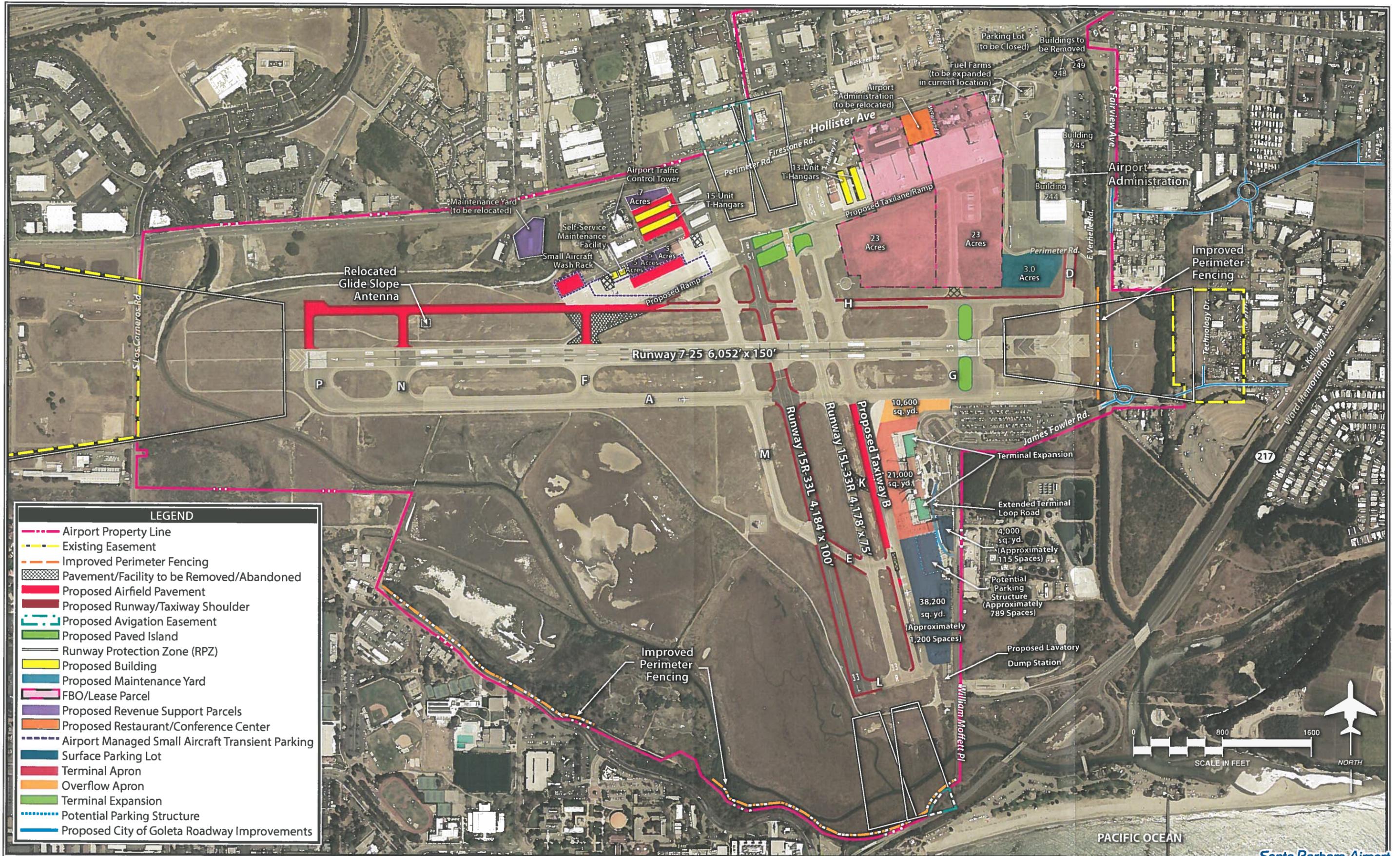
- A Master Plan Advisory Committee was established and is comprised of representatives from various interested organizations as well as individual stakeholders including residents, pilots, Airport users and local, state and federal public agencies. The Advisory Committee has met six times.
- There were four public workshops as part of the Master Plan. The workshops were open house format so that people can drop by anytime during the workshop.
- A project initiation brochure was distributed to Advisory Committee members, at the public workshops and to interested parties. The brochure explains what an airport Master Plan is and how the process will be conducted.
- A project website was developed and each working paper (draft chapter) as well as public meeting notices was posted on the website which is linked to the Airport's website: FlySBA.com.
- Newspaper ads were placed as notification prior to each public meeting.
- Press releases were distributed to the media prior to each public meeting; media coverage was very good.
- There has been very good attendance and participation at each public meeting.
- A project summary brochure will be developed for distribution to interested stakeholders and the general public.

### Capital Financial Plan

	AIP Eligible	Local Share	Total Costs
Short Term Program Total	\$26,136,035	\$2,798,338	\$28,934,373
Intermediate Term Program Total	\$16,337,622	\$5,314,603	\$21,652,225
Long Term Program Total	\$18,268,106	\$12,171,261	\$30,439,366
<b>Total Program Costs</b>	<b>\$60,741,763</b>	<b>\$20,284,202</b>	<b>\$81,025,964</b>

Sources: Estimates prepared by Kimley-Horn and Associates.

All costs in current (2013) dollars based upon current federal funding programs.



**LEGEND**

- - - Airport Property Line
- - - Existing Easement
- - - Improved Perimeter Fencing
- Pavement/Facility to be Removed/Abandoned
- Proposed Airfield Pavement
- Proposed Runway/Taxiway Shoulder
- Proposed Avigation Easement
- Proposed Paved Island
- Runway Protection Zone (RPZ)
- Proposed Building
- Proposed Maintenance Yard
- FBO/Lease Parcel
- Proposed Revenue Support Parcels
- Proposed Restaurant/Conference Center
- Airport Managed Small Aircraft Transient Parking
- Surface Parking Lot
- Terminal Apron
- Overflow Apron
- Terminal Expansion
- Potential Parking Structure
- Proposed City of Goleta Roadway Improvements



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