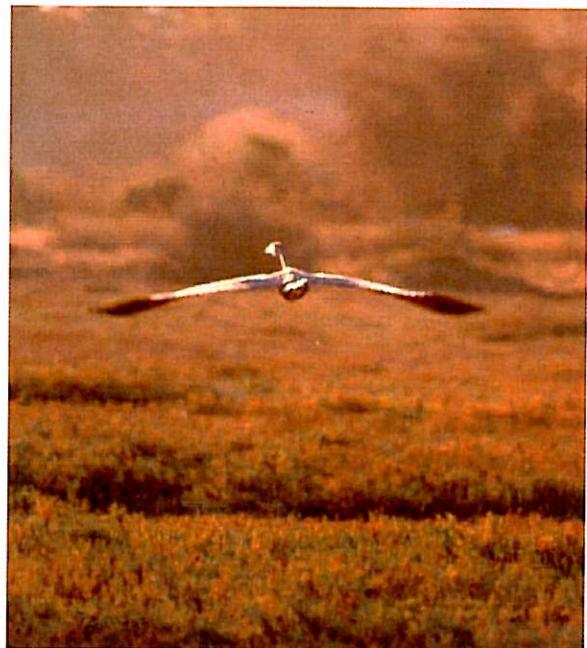
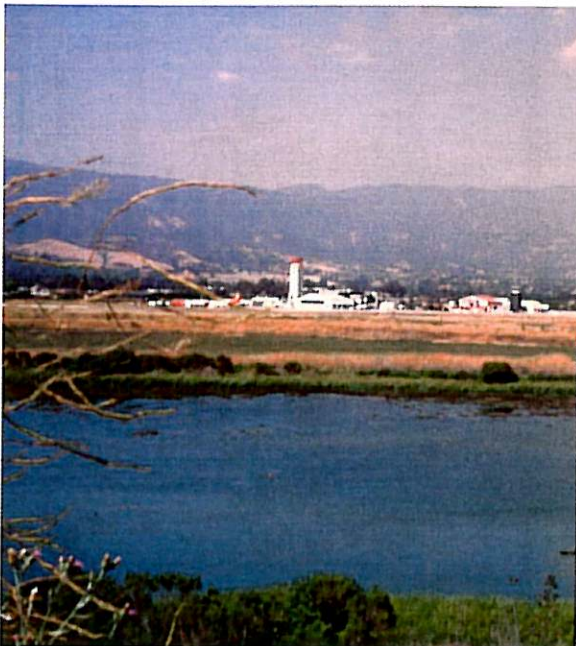
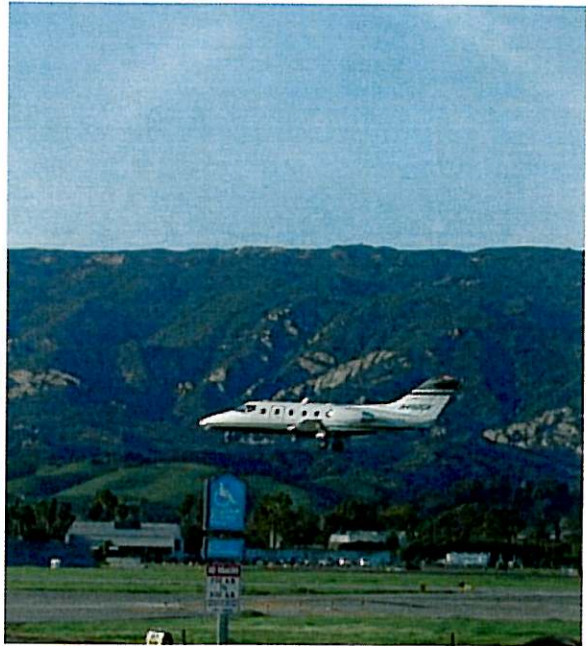
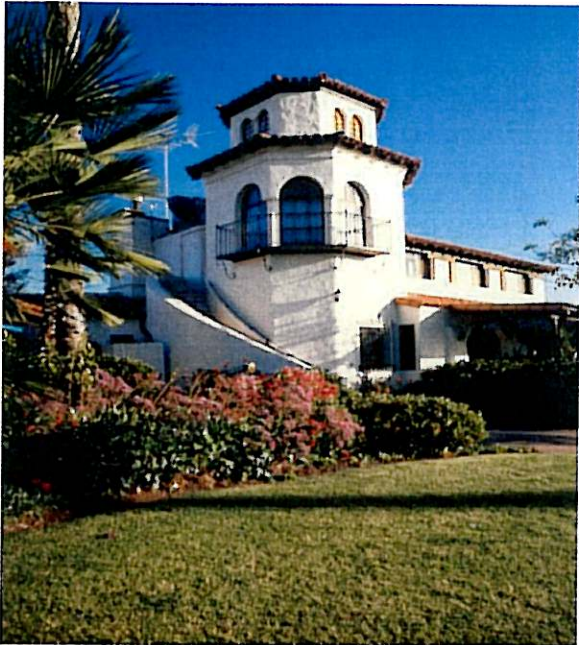




CITY OF SANTA BARBARA
COASTAL PLAN
AIRPORT AND GOLETA SLOUGH



**COASTAL PLAN
COMPONENT 9: AIRPORT
CITY OF SANTA BARBARA**

JUNE 1982

**Including Amendments Certified by the
California Coastal Commission
as of May 2003**

Prepared by:

**PLANNING DIVISION,
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SECTION I
INTRODUCTION

BACKGROUND

Under the mandate of the Coastal Act of 1976, the City of Santa Barbara is required to complete a Local Coastal Program in conformance with State Law by July, 1981. In its preparation of the Local Coastal Program, the City of Santa Barbara chose to submit its program in components, described in Section III, methodology, which follows. Moreover, it exercised its option to prepare an LCP for the Municipal Airport separate from the plan for the main body of the City's coastal zone. On May 29, 1979, the City Council applied for and received permission from the State to prepare an LCP for that portion of the coastal zone encompassing the Santa Barbara Municipal Airport on the basis that a master plan for the future development of the Airport was in preparation and that the master plan and the LCP should be integrated. With recent completion of the draft Airport Master Plan, this report has been prepared addressing the land use issue and policies of the Airport component.

In September, 1980, the City Council adopted the Coastal Land Use Plan with its associated policies for the Coastal areas of the City, excluding the Airport. This plan supplements that document, adding additional policy direction for those resources and issues unique to the Airport area. The policies of the "Coastal Plan" adopted previously are, of course the overriding policies for coastal development in the City, and also will be applicable in guiding future development in this area.

THE COASTAL ACT

As described in the City's "Coastal Plan," the State's basic coastal program goals are declared in Section 30001.5:

- "(a) Protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and manmade resources.
- (b) Assure orderly, balanced, utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.
- (c) Maximize public access to and along the coast and maximize recreational opportunities in the coastal zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners.
- (d) Assure priority for coastal-dependent development over other development on the coast.
- (e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone."

Chapter 3 of the Coastal Act promulgates the standards by which the adequacy of local coastal programs and the permissibility of proposed development will be determined. It does so in the form of policies relating to coastal resources, planning and management. The policies are grouped into six general categories: access, recreation, marine environment, land resources, development, and industrial development. Not all of these categories are applicable to the Airport component.

The Act mandates that where conflicts occur between policies or where opposing uses may contend for limited coastal land, such differences are to be resolved in a manner which on balance is most protective of significant coastal resources. The Act further establishes that the preservation and protection of natural resources (including environmentally sensitive habitats), agricultural production, and development of coastal dependent uses shall have priority over public recreational, visitor serving, private residential, general industrial, and general commercial development.

METHODOLOGY

A local government may submit its entire local coastal program (LCP) at one time or in components. The two basic components are the land use plan and the ordinances and other measures which implement the plan. The land use plan, while required to be sufficiently detailed to indicate the kinds, location, and intensity of land uses, sets the policies, standards and objectives to be applied in guiding coastal zone land use decisions.

Prior to embarking on development of the land use plan, LCP staff identified key coastal zone issues and prepared a Phase II work program designed to address the issues identified and resolve conflicts between Coastal Act policies and local policies. Phase II of the LCP (the land use plan phase) was divided into two general tasks, analyses of local resource conditions and preparation of the land use plan. During the period in which resource conditions were investigated, the results of the studies were reported on in a series of working papers. Public meetings and hearings were held to discuss the issues addressed in the papers. Phase III will focus on preparing the zoning ordinance and other implementing measures which will carry out the land use plan.

During the preparation, approval, certification, and amendment of the land use plan and the implementation component, the public, as well as all affected governmental agencies, including special districts, are to be provided with maximum opportunities to participate.

Upon adoption, the components are submitted by the local government to the Regional Coastal Commission for approval and subsequently to the State Commission for certification. Each segment submitted for State approval and certification must be accompanied by the local entity's resolution to carry out the program in full conformity with the Coastal Act.

With the return of final permit authority to local governments will come the phasing out of the regional commissions (scheduled for January 1, 1981). The State Commission will continue to hear appeals and review LCP amendments and to monitor the progress of local jurisdictions in carrying out LCP mandates. After certification of its local coastal program, an action taken by a local government on a coastal development permit application may be appealed to the commission for any of the following kinds of development:

- (a) Developments approved by the local government between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is no beach, whichever is the greater distance.

- (b) Developments approved by the local government not included in paragraph (a) of this section located on the tidelands, submerged lands, public trust lands, within 100 feet of any wetland, estuary, stream or within 300 feet of the top of the seaward face of any coastal bluff.
- (c) Any development approved by a coastal county that is not designated as the principal permitted use under the zoning ordinances or zoning district map approved pursuant to Chapter 6 of the Coastal Act (commencing with Policy 30500).
- (d) Any development which constitutes a major public works project or a major energy facility. The phrase "major public works project or a major energy facility" as used Public Resources Code 30603 (a) (5) and these regulations shall mean any proposed public works project, as defined by Policy 13012 of the Coastal Commission Regulations, (Title 14 California Administrative Code, Division 5.5) or energy facility, as defined by Public Resources Code 30107 and exceeding \$25,000 in estimated cost of construction.

SECTION II
COASTAL ZONE

COMPONENT 9: THE MUNICIPAL AIRPORT PROPERTY

DESCRIPTION OF COMPONENT

The Municipal Airport is a section of City held land located four miles westerly of the principal community. That land north of Hollister Avenue under City jurisdiction is not within the coastal zone.

The Airport and aviation support facilities cover approximately 600 acres and another 300 acres encompass Goleta Slough.

The area northerly of Hollister Avenue is zoned for, and is devoted to, non-aviation, commercial purposes. Airport property is separated from the shoreline by Ward Memorial Boulevard. A large portion of the Airport's southern boundary is the northerly limit of the University campus.

Shortly after the City purchased these lands in 1941, the United States Marine Corps leased the entire territory for pilot training purposes. When reacquisition occurred in 1949, the City fell heir to a fully operational airfield including ninety-six buildings.

The terminal annually processes over 400,000 passengers who arrive and depart on approximately 9,000 commercial flights. The instrument runway can accommodate aircraft up to and including 727 jetliners. There has been recent remodeling and expansion of the terminal building and improvement of the runway.

Current zoning includes provisions for protection of the Slough. Although it is zoned A-F for "Airport Facilities" (i.e., those uses which are airport or aircraft related operations), the ordinance clearly states that nothing can be done in the Slough except that which would preserve or improve the area "as a natural preserve" (Section 5.08). The land northerly and easterly of the Slough (south of Hollister Avenue) is also zoned A-F. Current uses of these areas include airport related (e.g., F.A.A. offices, airport administration, charter plane service) and some non-airport related businesses which lease building space. Along Hollister, at the northwesterly section of the airport, the zone designation is A-C which allows commercial use. This classification permits hotels, motels, theaters, banks, auto shops, and commercial recreation facilities. The commercial zone has performance standards affixed to its provisions in order to help mitigate potentially adverse effects of development. These standards spell out certain restrictions applicable to the various possible operations. For example, noise, odors, outdoor storage, incineration, etc. may either be expressly forbidden or must be maintained at or below stipulated levels.

The Goleta Slough is composed of salt marsh, seasonal fresh water, and upland habitats. The Goleta Slough is one of California's few remaining wetland habitats and it is a regular and/or seasonal feeding/nesting area for many species of birds. The Slough is not open to the public, but serious study groups do visit and observe with the permission of the Airport Director.

SUMMARY OF AND COASTAL ZONE ISSUES POLICY GROUPS

During the initial phase of the LCP's development, key coastal zone issues were identified. The following summary of those issues is organized in terms of the policy groups which represent Coastal Act policies applicable to the City. Issues relating to the Municipal Airport and the Goleta Slough are the only items addressed in this document. The discussion of issues outlined on the following pages were adopted as part of the "Work Program" accepted by the City and the Coastal Commission as the issue identification for the Airport component in 1977. Since that time, of course, many things have changed. The current situation regarding issues relevant to this plan are outlined in Chapter 3 "Policies" within each issue discussion, and in Chapter 4 "Land Use".

Shoreline Access

- 30210 Maximum access shall be provided.
- 30211 Development shall not interfere with the public's right of access
- 30212 Access in the new development shall be provided from the nearest public roadway.

Component 9 - The question of access at the Goleta Slough adjoining the Municipal Airport, is inseparable from the concern for the maintenance and enhancement of this wetland habitat. Currently access is restricted to study groups and other authorized personnel. The airport area and Slough are both fenced which discourages trespass. Access to the Slough is desirable to the extent that it would be compatible with habitat preservation. The nature and extent of access that would be compatible can only be determined through consultation with those persons and agencies which have expertise in this regard.

Recreation and Visitor Serving Facilities

- 30212.5 Distribute public facilities, including parking, so as to mitigate impacts of overcrowding or overuse.
- 30213 Provide for lower cost visitor and recreational facilities, public facilities are preferred.
- 30220 Protect ocean front areas for coastal recreation.
- 30221
- 30222 Commercial recreation has priority over other private development.

Component 9 - The General Plan directs attention to the lack of, and need for, comprehensive and specific plans for airport development. It declares, that special consideration must be given to any potential environmental and ecological impacts (GPA-1-71, p. 119). In response to this directive, two important studies were subsequently completed by City agencies, "Management and Preservation Plan for the Goleta Slough," October 7, 1975, and Airport Beautification and Facility Development Plan," October 8, 1976.

The Slough document discusses the many assets of this unique ecosystem, including its recreational value. The Slough provides for the bird watcher a large natural wildlife area, now protected from development; in which the behavior of a large population (approximately 100,000) of over 135 species of birds may be observed.

The Airport Beautification Plan is an effort directed toward establishing comprehensive development guidelines founded primarily on the 1975 Airport Zoning Ordinance which calls for the segregation of aviation commercial activities from non-aviation commercial installations.

The Beautification Plan has not been adopted. Presently, the Airport has a restaurant at the airline terminal (fee parking is provided), and a private motel is nearby. There are also growing provisions for charter flights, aircraft and car rentals, and flying lessons.

Present zoning allows for development but until an Airport plan is adopted by the City Council, new projects are unlikely, and landscaping, as well as structural rehabilitation will probably not be initiated.

Marine and Water Resources

- 30230 Marine resources shall be maintained, enhanced, and, where feasible, restored; control discharges.
- 30231 Biological productivity and quality of coastal waters to be protected, maintained, restored by: controlling runoff; preventing groundwater depletion and interference with surface flow; encouraging reclamation.
- 30236 Substantial alteration of streams limited to necessary water and flood control projects and improvement of fish and wildlife habitat.

The City has General Plan policies which conform to Coastal Act policy and seek the avoidance of "alterations to the natural ecological systems of the ocean" (p. 92a), and resolve to "gain the reversion of the ocean to its original state and to limit uses of the ocean to those natural to it" (p. 95d). There is also in the General Plan reference to the following goal: "Establish and enforce a water quality standard designed to preserve the ecology of harbor and shoreline waters and control all forms of water pollution" (p. 28g). The General Plan also states that the maintenance of the City's creeks in their natural state, for recreation and open space is a goal and prohibits any "further artificial channelization and/or lining, in any form..." (GP, Open Space Element, p. 97e). Although the General Plan also recommends special regulations be enacted for creekside development to protect open space and reduce flood hazard, no regulations have been adopted. In the current situation, development is still occurring in very close proximity to the creek bank. No positive steps are being actively pursued which would provide protection, restoration, and enhancement of the riparian habitat, or for a reduction in the flood hazard.

Diking, Dredging, Filling, and Shoreline Structures

- 30233 Limit diking dredging, filling of all coastal waters, especially certain wetlands; control spoils disposal.
- 30235 Limit shoreline structures (seawalls, cliff retaining walls).

Creeks in the Santa Barbara area have, in the past, been subjected to such practices as concrete lining, defoliation of riparian vegetation, and the dumping of debris. Fears have been expressed that previous alterations of these waterways could, in time, result in flooding and shoreline erosion. The proposed Shoreline Master Plan recommends that, wherever possible, these conditions be reversed and several methods of reversal are delineated in the text (p. 17). The dredging to remove silt and sand from creek mouths has been necessary on occasions (e.g., see the Coastal Visual Resources and Special Communities Policy Group regarding this topic).

The Slough at one time, during the 1940's underwent extensive filling for airport expansion. There is current zoning which prohibits further filling. Some old dikes are still in place; information about their condition and extent of their usage will be gathered in Phase II. Some dredging of the sand bar on the shoreline near the mouth of the Slough is necessary. This task is carried out by the Santa Barbara County Flood Control District.

Limits regarding diking, filling, and shoreline structures are not clearly indicated and, consequently, conformity with the Coastal Act is not achieved. In order to establish a compatible policy, existing conditions and procedures need to be examined prior to determining policy.

Environmentally Sensitive Habitat Areas

- 30240 Protect environmentally sensitive habitat areas; prevent adverse impacts from developing adjacent to them.

The Goleta Slough, a Salicornia tidal marsh, is the major environmentally sensitive habitat area in the City's Coastal Zone. The Municipal Airport is built upon a portion of what once was a part of a larger wetland area. The General Plan does not directly address the issue of protecting this environmentally sensitive area. However, included as a planning principle for airport development is the reduction of adverse environmental and holding ecological impacts "at absolute minimum levels" (GP p. 119).

Although the Slough is zoned A-F (airport facilities), the Airport Zoning Ordinance provides protection in Section 5.08:

"The Goleta Slough, a natural water feature shall not be put to any use inconsistent with its remaining a natural preserve. No man made alteration or addition of the land, water, flora or fauna shall be permitted, except that a conditional use permit may be used for a development in the slough area which is determined to have as an object the preservation of the slough as it exists or the improvement of the area as a natural preserve."

The City's Community Services Department completed a "Management and Preservation Plan for the Goleta Slough", in 1975. This plan recognizes the Slough's recreational and educational value but advises that access must be restricted if the habitat, which provides nesting/feeding area for several endangered species, is not adversely affected. The flood control, mosquito control, airport security, and archaeological values of the Slough are also noted (there are several archaeologically significant sites in the Slough/Airport area). The City has not adopted this plan to provide guidelines for preserving the Slough's natural resources and more fully utilizing its educational and recreational potential.

Sedimentation and impaired tidal circulation are the greatest threats to the Slough's continued existence. The Santa Barbara County Flood Control has installed two silt basins to retard siltation. The excavated spoilage is piled alongside the basins. Flood Control also has conducted channel widening and deepening to provide for improved tidal circulation. (The tidal inundation and flushing action is vital to the wetland's existence). Continuing efforts to maintain the Slough must be coordinated with the Flood Control Agency.

Development of the Municipal Airport could have an effect on the Slough. The type and levels of development which can occur adjacent to the Slough without adverse impact is not known and should be determined prior to such development.

Conformity with the Coastal Act policy has not been achieved in the absence of a positive plan and program toward the Slough. (Positive efforts are indicated as desirable, if the protection and enhancement of the Slough is to be ensured.) For example, zoning the Slough as a "public open space reserve" with management guidelines laid out in the Land Use Plan could be a possible first step in a program of positive action. The Slough enhancement is of larger-than-local interest and could also prove eligible as a Coastal Conservancy project.

Hazard Areas

30253 New developments shall: 1) minimize risks in areas of high geologic, flood, or fire hazard; 2) assure stability and not require alteration of bluffs.

Flooding – The hazard of flooding from Mission Creek is prominent in components 3, 4, 5 and 8. Sycamore Creek flood potential is a hazard in components 6 and 7. Almost all of component 9, the airport and Slough, is subject to inundation from a 100 year flood. No ordinance prescribing minimum creek bank set-back has been established.

Coastal Visual Resources and Special Communities

30251 Protect coastal scenic and visual qualities; site and design development to: 1) protect public views, 2) minimize land form alteration, and 3) be compatible with surrounding area.

30253 New development shall protect special coastal communities and neighborhoods.

Component 9 - Many of the buildings on the Airport property are from the pre-World War II era. Some of the older military buildings are in a state of disrepair. Landscaping while abundant around the terminal building is minimal in some of the outlying areas. The proposed Airport Beautification and Development Plan focuses on the appearance of this area and makes many recommendations for the aesthetic uplifting of this valuable property. The airport terminal, recently remodeled, is appropriately designed in the Hispanic tradition.

The Goleta Slough has unique scenic and visual qualities and is protected from development by the Zoning Ordinance. No positive plan of restoration and/or maintenance of this resource has been adopted.

Public Works

- 30254 Limit new or expanded water, sewer, and transportation systems to that necessary to accommodate needs generated by development consistent with the Coastal Act; where capacity is limited, reserve portion for essential uses and recreation.

The Municipal Airport water service is provided by the Goleta Water District (GWD). Current supply deficits experienced by the G.W.D. have resulted in a moratorium on service expansion. Also, the distribution system is marginal and not considered adequate to serve any significant new development or redevelopment. The airport sewer system does not adequately serve the existing development. Future development plans will depend upon modifications of these systems.

Component 9 - The airport is served by the Goleta County Water District. The District's Ordinance 72-7 prohibits the airport from making any new service connections on its master meter. Option that would allow expanded service include: the District's granting the airport an exception to allow increased service; an arrangement for a water payback could be made with the City; or supplemental water for the entire area could become available. The airport's water delivery system is not adequate to serve new development and the sewer system does not adequately serve the existing development. The water and sewer capacities were analyzed pursuant to the "Airport Beautification and Facility Development Plan". This plan recommends concentrating development, and airport research/industrial complex, in the A-F zones that area directly north and south of Hollister Avenue. The City Council has not adopted this plan. The increased intensity of use as envisioned may have potential adverse impact on the Goleta Slough and on local traffic conditions. The traffic concerns and the issue of water usage will require consultation with other agencies (e.g., County of Santa Barbara, Goleta County Water District).

Locating and Planning New Developments

- 30244 Require reasonable mitigation where archaeological or paleontological resources may be affected.
- 30250 Locate development in or near existing developed areas.
- 30252 Maintain access to the coast via better transit, non-auto, and parking opportunities. Relate new development to adequate local and on-site recreation so as not to overburden coastal recreation areas.

- 30253 Minimize energy consumption and vehicle miles travelled (to be consistent with air quality standards).
- 30255 Coastal-dependent developments shall have priority.

No developments can occur in the Slough itself except those which would enhance this area as a natural preserve (Airport Zoning Ordinance. Section 5.08).

Summary - Future development in the City's Coastal Zone will be infilling. Absence of specific policies that parallel the Coastal Act indicates non-conformity. The centralization and increased intensity of uses could encourage decreased energy consumption and vehicle miles traveled. However, maintaining access to the coast is a complicated issue in light of the existing Highway 101 configuration and anticipated development suggested in the General Plan and encouraged by the Redevelopment Plan for the East Beach area. Traffic congestion and parking demand are areas which will need particular attention to resolve existing and future conflicts of uses and address competing demands. Airport development could have adverse impacts on the Goleta Slough and the Land Use Plan must establish parameters which will ensure that this will not occur.

SECTION III

POLICIES

GENERAL POLICIES

This chapter contains several sections, each of which considers a set of related policy issues as outlined in the previous chapter. The applicable Coastal Act policies are presented in the "Coastal Plan" adopted by the City Council and were summarized in the issue identification discussion in Chapter 2. Since this report is simply for a single component of the larger Local Coastal Plan of the City, the Coastal Act policies are not repeated here but are simply referenced by section number and general description where necessary.

In adopting the "Coastal Plan" for the City's coastal area, three general policies were outlined which are also applicable to the Airport component:

- Policy 1.1 The City adopts the policies of the Coastal Act (Public Resources Code Section 30201 through 30263) as the guiding policies of the land use plan.
- Policy 1.2 Where policies within the land use plan overlap, the policy which is the most protective of resources, i.e. land, water, air, etc., shall take precedence.
- Policy 1.3 Where there are conflicts between the policies set forth in the land use plan and those set forth in any other element of the City's existing General Plan or existing regulations, the policies of the land use plan take precedence.

In addition, it should be noted that all other coastal policies adopted in the "Coastal Plan" for the City are applicable to the Airport component, as are all other applicable General Plan goals and policies.

The purpose of this section is to discuss the resources and issues found within the Airport component of the City's coastal zone, the existing plans and policies of the City, and lastly, to present LCP policies designed to protect coastal resources not currently protected by local policy and to regulate coastal zone development in conformance with the State Coastal Act.

ACCESS

INTRODUCTION

The intent of sections 30210 through 30212 of the Coastal Act addressing public access, as cited in the Land Use Plan, is to protect the public's right of access to and along the sandy beach and tidal areas of the shore. The Coastal Act policies lend support to the existing policies of the California Constitution which specifies that the public must be allowed access to any "tide lands of a harbor, bay inlet, estuary, or other navigable water in this state." In addition, the government code in sections 66478.1 to 66478.14, inclusive, refers to sections of the Subdivision Map Act and discusses the requirement of providing public access in new development. Generally, the government code requires: that public access be provided in any new subdivisions involving waterways; if reasonable public access is available near a proposed subdivision it is not necessary for access to be provided within the subdivision; and a subdivider is not required to improve access route(s) that benefit non-residents of the subdivision.

Section 30212 of the Coastal Act lists exceptions for requiring public access in new developments where it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, adequate access exists nearby, or agriculture would be adversely affected.

ISSUES AND RESOURCES

Over half of the shoreline within the City of Santa Barbara is in some form of public ownership. Opportunities for access to the City's sandy beaches and bluff top viewing locations are excellent. However, public access to the tidelands of the Goleta Slough is restricted to insure the continued biological productivity of the marsh.

The Slough is an extremely sensitive habitat which can easily be disturbed by human intrusion. The marsh can be enjoyed by a large number of people for a variety of uses as long as the fragile resources are protected. Activities requiring access to the Slough which are compatible with the survival of the sensitive habitat include the security of the Airport, maintenance of the Slough by both flood control and mosquito abatement, and education and research. Passive recreational activities are appropriate along the perimeter of the Slough.

Airport Security

A chain link fence surrounding the Slough and the airport facilitates airport security and obstructs access into the Slough. The uniform flatness of the Slough makes detection of trespassers easy for control tower personnel.

Mosquito Abatement

The Goleta Valley Mosquito Abatement District has maintained an abatement program in the Slough for over twenty years. Approximately once a week an inspection is made by district

personnel. Vehicular travel is restricted to established routes along dikes. Inspection and treatment of the marshland is made on foot. The personnel attempt to keep the disturbance of birds to a minimum.

Issues of concern regarding mosquito abatement procedures include the frequency of habitat disturbance, and the possible adverse effects abatement methods may have to non-target organisms and the general environment. These concerns are discussed more fully in the Environmentally Sensitive Habitat Chapter.

Flood Control

The Santa Barbara County Flood Control District enters the fenced perimeter of the Airport and Slough once a year, usually during the spring or summer, to remove accumulated sediment from the siltation basins in Tecolotito and Los Carneros Creeks. The flood control districts dredging activities are located in the north east quadrant of the Airport, and access is provided from Hollister Avenue. No flood control projects are underway within the area of tidal influence within City property boundaries.

Education and Research

The educational and research interests in the Slough are a result of the unique and sometimes rare vegetation occurring in a *Salicornia* marsh and the large and diverse wildlife population. Students ranging from junior high school through graduate school explore the wetland habitat and conduct research projects involving the Goleta Slough. As a salt marsh becomes increasingly rare, the importance of the Slough as a "living laboratory" is likely to increase over time. However, unrestricted access for educational purposes could be detrimental to this unique area.

The Audubon Society includes the Goleta Slough in its annual Christmas bird count and periodically conducts bird watching tours through the Slough. The Society limits the size and frequency of the tours to minimize impacts on the Slough.

Bird watching can also be enjoyed from outside the Slough on both University and Airport property. UCSB has designated three areas along the bluffs overlooking the Slough as informal vista points which are excellent sites for bird watching.

PLANS AND EXISTING POLICIES

General Plan

Sections in the General Plan supporting public access to the shore refer primarily to beaches and waterfront areas. Access to the Goleta Slough is addressed in the Conservation Element of the General Plan. Adopted implementation strategies of the Conservation Element state that the City should 1) "Continue to restrict pedestrian and vehicular access in order to reduce adverse environmental impact to the Slough"; and 2) "... make (a) provision for education facilities in the Slough region but not within the Slough..."

Zoning Ordinance

The Airport Zoning Ordinance is not specific in referring to access to the Slough. However, it designates the Slough as a wildlife area and requires that a Conditional Use Permit be obtained prior to any type of development within the Slough.

Management and Preservation Plan for Goleta Slough

A management plan for the Goleta Slough was written in 1975 in partial compliance with the conditions of a State Coastal Development permit. The permit allowed the erection of a chain link fence along the periphery of the Slough which facilitated Airport security and wetland habitat protection. The stated purpose of the report was to "... more fully utilize the educational and recreational potential of the Slough." Implementation strategies suggested the City establish overlook areas around the edge of the Slough and that regularly scheduled tours of the Slough be conducted. However, this plan was never adopted by the City council.

Present Access Program

The Airport Director began managing access to the Slough in 1976 after the installation of the Airport security fence. Through a permit issuing process access is granted to research groups and individuals. At the time the permit is issued, the applicant is given a list of rules and regulations for conduct within the Slough. Members of the Audubon Society are required only to advise the Airport Director's Office of their intention to enter the Slough.

GENERAL POLICY EVALUATION

The Coastal Act recognizes the need for limiting access in sensitive habitat areas as well as the importance of providing public access to the shore. The nature of the Goleta Slough requires that access be restricted to minimize disruption of the wetland processes. The Conservation Element, the Airport Zoning Ordinance, and the Airport Director's program for allowing access into the Slough, generally conform to the Coastal Act standards.

PROPOSED LCP POLICY

Policy A-1 Access within the Slough will be restricted to those persons and organizations conducting compatible research and educational projects.

Actions:

- Continue a permit system for Slough access and institute an ongoing screening procedure; keep records of how frequently; how many people enter the Slough, and keep track of research projects underway in the Slough.
- Review the existing rules and regulations regarding use of the Slough and modify the restrictions if there is a need. Persons using the Slough must demonstrate that they are aware of the rules and regulations governing use of the Slough.

- Determine if and when educational tour routes in dry land areas of the Slough are feasible and develop procedures for such tours.
- Post signs explaining why access has been limited and soliciting cooperation.

RECREATION

INTRODUCTION

A major goal of the Coastal Act of 1976 is to "...maximize public recreational opportunities in the coastal zone consistent with sound resource conservation principles and constitutionally protected rights of property owners." The Coastal Act contains policies to achieve this goal; these are cited in the existing land use plan.

RESOURCES AND ISSUES

A wide range of recreational opportunities are located within Santa Barbara's Coastal Zone. The City's existing recreational resources are briefly summarized in Table 3-1 of the Land Use Plan.

Recreational activities at the Santa Barbara Airport and Goleta Slough are limited due to Airport security requirements and the sensitive nature of the wetland habitat. The Airport runways lie directly adjacent to the largest portion of the Slough. It is an unobstructed walk from the Slough to the runways. Therefore, access to the Slough is monitored to ensure runway security and minimize disturbance to the wetland.

The Goleta Slough offers passive recreational opportunities related to the abundance of wildlife and bird life. Bird life is an attraction for both the casual observer and the serious bird watcher. Wildlife and bird photography are enjoyed in and around the Slough. Both the birdwatcher and photographer can enjoy the Slough from vantage points on the Airport and University properties without entering the Slough.

The University of California Santa Barbara's long range development plan identifies three locations along the bluffs adjacent to the Slough which are particularly good sites to overlook the wetland. These vista points are not scheduled for any form of improvements, but are available for public use in their present state. Vehicle access to the viewing areas on the UCSB campus is subject to the established university parking fees and regulations.

EXISTING POLICIES AND PLANS

The Airport zoning ordinance sets aside the Goleta Slough as a wildlife area. Due to Airport security requirements and maintenance of the sensitive habitat, development of recreational facilities is not suitable within the Airport grounds. However, the Slough can provide a unique passive recreational experience and habitat appreciation area. Efforts should be made to enhance the appreciation of the wetland for visitors through the use of signs and informational displays. The Conservation Element of the General Plan strives for the preservation and restoration of the Slough as a coastal wetland. These general policies conform to the Coastal Act goals of increasing recreational opportunities and protecting unique coastal areas, particularly environmentally sensitive habitats.

PROPOSED LCP POLICY

Policy B-1 Provide area(s) and facilities on the periphery of the wetland for the recreational and educational use of Slough as funding permits.

Actions:

A site-specific plan will determine the appropriate location, nature, and extent of viewing decks, platforms, and/or similar facilities for observing the Slough from the upland periphery.

- The cooperation of the University will be sought in this matter, particularly with regard to the possibility of sharing parking facilities and locating viewing platforms on University property.
- Realizing the financial limitations of the City, outside funding sources for the development and maintenance of such facilities will be sought.
- Education/explanatory signs will be developed and installed as a part of any walking tour and viewing facilities project.

ENVIRONMENTALLY SENSITIVE HABITAT

INTRODUCTION

The California Coastal Act of 1976 (Section 30107.5) defines environmentally sensitive areas as, "any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could easily be disturbed or degraded by human activities and developments". Protection for sensitive habitats is provided for in the following sections of the Coastal Act.

30240 (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas; (b) development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designated to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

30231 The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through among other means, minimizing adverse effects of wastewater discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging wastewater reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

As a coastal wetland, the Goleta Slough is the most important sensitive habitat found within the City of Santa Barbara's Coastal Zone.

Coastal Wetlands are among the most fertile and productive areas known. They provide essential habitat for hundreds of fish and wildlife species. The mixing of fresh and salt water in wetland areas produces a sort of "nutrient trap"; nutrients carried into the wetland by streams and creeks are not swept out to the ocean but flow with the tides among the sediment and living organisms. The rich nutrient content allows for large populations of plankton. Invertebrates feed upon the plankton, and larger fish, birds, and mammals feed upon the invertebrates.

Many wildlife species are dependent upon coastal wetlands. Dependent species include the Least Tern and the Light-footed Clapper Rail. The loss of wetland habitat has placed these species close to extinction.

Wetlands are essential resting and feeding areas for segments of the migratory bird population of the Pacific flyway. Several million birds utilize California's coastal wetlands during the annual migration. Wetlands are also extremely important as nursing and feeding areas for many fish species.

In 1974, the Bureau of Sport Fisheries and Wildlife and the California Department of Fish and Game estimated that of the 381,000 acres of wetlands existing at the turn of the century,

approximately 106,000 acres were left; a loss of seventy percent. In Southern California nearly ninety percent of the original wetland acreage has been lost to a variety of developments.

Geologically speaking, coastal wetlands are of a transient nature. Because they are fed by sediment carried by streams, there is a tendency for them to silt up over time. Thus, a slough may last for twenty-five thousand years, then die. This transitory nature makes wetlands especially sensitive to disturbance. Also, although the marsh, tideflat, and open protected water areas are the major habitat, the bordering bluffs, sandpits, beaches, grasslands, and dunes are also important to the health and survival of wetland ecosystems.

In recent years the public and their governmental representatives have become concerned enough about our wetland resources to enact measures to protect and maintain them. The California Department of Fish and Game has a program of compiling coastal wetlands information to provide the public and decision makers with information upon which sound decisions can be made. The State's Endangered Species Act and the Species Preservation Act (both enacted in 1970) add emphasis to the need to protect and maintain coastal wetlands because these areas provide essential habitat for rare and endangered wildlife. The Ecological Reserve Act (1968) enables the Department of Fish and Game to acquire land pursuant to the protection of rare or endangered species and special habitat types. The Federal concern for estuarine resources is evidenced by the National Estuary Study and the establishing of national wildlife refuges. (Coastal wetland refuges include: Humboldt Bay, San Pablo Bay, San Francisco Bay, and Seal Beach Naval Weapons Station.) The Federal Endangered Species Acts of 1966, 1969, and 1973 also articulate the importance of maintaining coastal wetlands as does the Coastal Zone Management Act of 1972.

LOCAL ISSUES AND RESOURCES

The Goleta Slough is composed of Salt Marsh, seasonal freshwater, and upland habitats. It is one of California's few remaining wetland habitats, and it is a regular and seasonal feeding and resting area for numerous species of birds.

In studies conducted on the Goleta Slough by the Department of Fish and Game and the U.S. Bureau of Outdoor Recreation, the two agencies concur that the Goleta Slough is suitable for preservation and rejuvenation as a wildlife area.

Section 7 of the Federal Endangered Species Act of 1973 provides for designation of Critical Habitats of endangered species under Federal Register rulemaking procedures. The Goleta Slough has been proposed as Critical Habitat for the Light-footed Clapper Rail; this proposal has not been published in the Federal Register but is expected soon.

History of the Goleta Slough

The Goleta Slough is located in an area of high geologic activity. The Slough is a natural catchment basin for runoff from the Goleta Valley watershed, including approximately 36 square miles and ten intermittent creeks. Roughly 20,000 years ago, tectonic forces began the slow sinking process which formed the basin, and continues still.

The earliest known inhabitants of the Goleta Valley Region were the "Oak Grove People" who arrived seven to ten thousand years ago and remained for several thousand years. The "Hunting People" settled in this area around 2,000 years ago, eventually merging with another culture approximately a thousand years later. The descendants of these assimilated peoples were the Chumash Villagers who welcomed Gaspar de Portola's overland expedition from Baja in 1769.

Most historians agree that over 200 years prior to Portola's expedition the crew of Juan Rodriguez Cabrillo's flag ship became the first white men to lay eyes on the Goleta Coast. Legends also say that Cabrillo himself was buried by his crew on Mescalitan Island in January, 1543.

The Goleta Slough once occupied an area of over 1,200 acres. The natural harbor extended north of Hollister, beyond Storke Road and east of present Municipal Airport property for several miles. Mescalitan Island was surrounded by water. During the winter of 1861-1862, a series of storms, unprecedented in duration and severity for this region, filled most of the harbor with silt carried from upstream slopes. Sedimentation continued over subsequent years and a shallow lagoon was formed. By 1930, open water north of Mescalitan Island was not to be found except at high tide.

Aircraft activities have dominated the course of events in the Slough area since 1928. In that year, a rudimentary airstrip was laid out, and throughout the 1930's private investments expanded facilities. In 1940, the City purchased approximately 580 acres and ground breaking ceremonies for the Municipal Airport were held in 1941. In 1942, after the outbreak of World War II, the City leased the Airport properties to the Federal Government. In preparing the Airport as an airfield to train Marine Corps personnel, Mescalitan Island was designated to provide fill material for the portion of the Slough to serve as the airport.

Working at top speed, the curator of the Santa Barbara Museum of Natural History was able to uncover some burial sites on Mescalitan Island prior to the grading activities. However, many artifacts and skeletons were included in the fill spread when the airstrips were paved.

Flood control efforts were begun concurrent with work to improve the Airport. In 1941, extensive channelization of the Slough area was accomplished in order to direct runoff around Airport facilities. Dikes, berms, and stream realignments were created to protect the Airport which is located in a 100 year flood plain.

After World War II, the Federal Government quitclaimed to the City approximately 900 acres of Airport and Slough. In 1960, the City annexed the Municipal Airport lands, including the Slough and some area north of Hollister Avenue. In 1971, the County Flood Control Agency increased the size of the siltation basins for Tecolotito and Carneros Creeks located south of Hollister Avenue. This action has slowed and continued sedimentation of the Slough by intercepting most of the silt at that point. The periodic bulldozing of sand from the mouth of Tecolotito Creek allows tidal circulation to occur in the Slough at times during which the littoral drift would otherwise inhibit this action.

Habitat Types

The total acreage of the Goleta Slough has been estimated by the Department of Fish and Game to be approximately 395.8 acres. The wetland communities within the slough include open water, coastal salt marsh, salt flats, seasonal wetland meadow, riparian woodland, shrub-scrub thicket and wetland transition. Upland communities include the upland transition and upland.

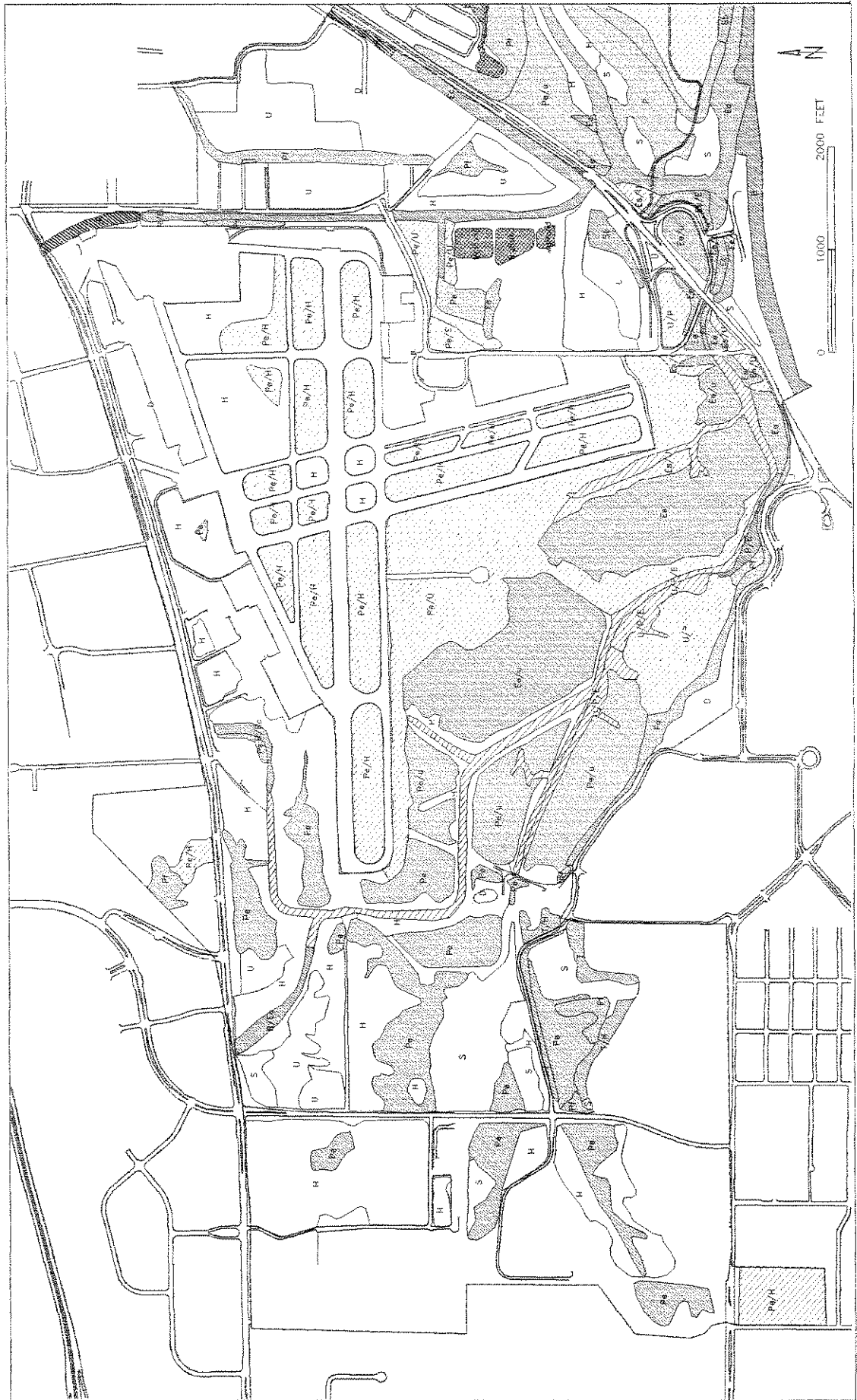
Approximately 189 acres are classified as tidal marsh which is routinely subject to tidal inundation via natural channels or culverts. Adjacent areas, such as potential marsh and uplands, serve not only as buffer zones for the salt marsh itself, but also as nesting, foraging, or other resource areas for slough fauna. Almost 21 acres are categorized as potential or restorable marshland. Such areas could be salt marsh, if made subject to tidal influence. Upland areas include some acreage bounded on the north and west by the intersection of Los Carneros and Hollister Ave. and some areas south of Hollister Ave. The uplands area also includes 25 acres south of the main slough channel adjacent to the UCSB campus. This area had been part of the bluffs and was used as a borrow site when fill was needed for airport construction in the 1940's. (It is thus not "uplands" in the sense that it had once been a wetland.)

A freshwater area (10.8 acres) is located near the base of the bluffs and an area of almost 21 acres, although potentially salt marsh, currently is a fresh water pond in the rainy season and is cut off from tidal action by berms (this area is barren flats when dry). Another area where fresh water ponding occurs in winter is between the east-west runway 7/25 and the taxiway to the south. This area is designated as a salt flat on the habitat map as it dries out during summer because it is completely separated from areas of tidal circulation. This small area of salt flat habitat should not be considered a candidate for restoration or improvement due to its isolated location and limited area.

Twenty-one acres in the south west corner of the intersection of the east/west and north/south runways are designated as potentially restorable marsh on the habitat map. During an informal site investigation with the Department of Fish and Game and Coastal Commission staff members in spring 1981, this portion of the slough was observed as upland habitat. Since the informal site visit, detailed habitat mapping of the slough has been completed (as shown on the special study area on the habitat map) however this area in the corner of the runways was not included in that habitat mapping. There has been no documentation that this area is anything other than potentially restorable marsh. Therefore this area will be considered potentially restorable marsh so that it may possibly be restored or improved to offset impacts of development in other sections of the City's Airport property in the future.

Flora

Approximately 90% of the salt marsh is covered with *Salicornia virginica* (common name is Pickleweed) which is adapted to the widely varying environmental conditions occurring within a slough. Although *Salicornia* is a perennial, it turns brown in the fall and winter.



Habitats of the Goleta Slough Ecosystem - West Section

There are also scattered patches of *Frankenia grandifolia* and other salt marsh plants, *Distichlis* (salt grass), *Limonium* (sea lavender), *Suaeda* (sea blite) and *Jaumea*, are found in the higher fringes of the wetland. Clumps of willows and tules (*Scirpus californicus*, *S. robustus*, and *Typha domingensis*) are present in the fresh-water areas. The bluffs which border the Slough are dominated by *Quercus agrifolia* (coast live oak) and *Rhus diversiloba* (poison oak). The adjacent disturbed and upland areas have a variety of introduced grasses. (*Bromus* and *Lolium multiflorum*) and weedy herbs. Sweet fennel (*Foeniculum vulgare*) and coyote brush (*Baccharis pilularis*) also common in the peripheral areas.

One plant species, *Cordalyanthus maritimus*, on both state and Federal endangered species lists, has been found in the Slough. On the flats and near freshwater areas the following species of plants may be found:

<i>Atriplex patula</i>	<i>Cotula cororopifolia</i>
<i>A. Rosea</i>	<i>Grindelia robusta</i>
<i>Cressa truxillevisis</i>	<i>Juncus acutus</i>
<i>Carex sp</i>	<i>Scirpus Spp</i>

Fauna

Birds: The Slough provides a unique habitat supporting a large resident bird population and serving as a significant resting and feeding site for migrating birds using the Pacific Coast flyway.

In a study conducted from 1966 through 1974, over 135 different species of birds were identified. The report which resulted from this study classified the species broadly into land associated or water associated birds and further into seven subgroups: Grebes, Cormorants, Herons, and Bitterns; Waterfowl; Vultures, Kites and Hawks; Rails/Gallinules and Coots; Shorebirds; Gulls and Terns; and Land Birds.

Of the approximately 90,000 birds observed, 75 species accounted for 95% of the individuals. The remaining 60 species were land associated species and accounted for 5% of the total avian population.

a. Grebes, Cormorants, Herons and Bitterns

This subgroup was not observed in large number, but over the years, the group was consistently present. Flocks of Great Blue Herons, Snowy Egrets and Common Egrets accounted for the majority of this subgroup.

b. Waterfowl

The Goleta Slough's waterfowl population consists primarily of migrant ducks. American widgeons, Pintails, Shoveler and Greenwinged Teal accounted for 78-94% of the Slough's duck population. In recent years, the duck population experienced a major decline in numbers. The mid-1970 dredging program reestablished tidal action in two basins that had been available for winter ponding. The loss of the available ponding areas resulted in a population decline of greater than 40%.

c. Vultures, Kites and Hawks

One of the smaller subgroups, Vultures, Kites and Hawks, account for a constant but small number of individuals. The most frequently encountered species was the California protected White-tailed Kite.

d. Rails, Gallinules and Coots

The American Coot remained the single most abundant species throughout the Macdonald and Ervin studies. Recent years have seen a drastic reduction (as much as 80%) in the marsh's Coot population. A number of reasons have been forwarded to explain the reduction including: loss of suitable habitats and food sources due to Airport filling projects; natural changes in migration routes; inadequate feeding grounds and poor reproduction success.

e. Shorebirds

Slough shorebirds are primarily migrants with Dowitches, Western Sandpipers, Killdeer and Willets accounting for 70-85% of the total recorded shorebird population.

f. Gulls and Terns

As a subgroup, Gulls and Terns were highly erratic in abundance and species composition from census to census. The Ring-billed Gull was the most abundant and most frequently recorded species. The Ring-billed Gull was present in 81% of all the censuses; and it accounted for 53% of all gulls reported. Five species of Terns were recorded, with Forster's Tern accounting for 77% of the total Tern population.

g. Land Birds

Land bird counts included any species not previously recorded. The group includes 4,000 individuals and 60 species. The most abundant species reported were the Cliff and Barn Swallows.

Rare and Endangered Species: Serious destruction of California's coastal wetlands has reduced the coastal zone's potential for sustaining healthy and varied avian communities. The loss or

degradation of coastal habitats is the primary cause of reduction of bird species leading to their potential or realized endangerment. The importance of identifying, protecting and preserving endangered species is self-evident as each species (or subspecies) is an irreplaceable resource contributing to the variety of life forms in ways not fully understood.

The following endangered or rare bird species have been recorded at the Goleta Slough.

<u>Species</u>	<u>Federal Designation</u>	<u>State Designation</u>
California least tern (<i>Sterna albifrons browni</i>)	Endangered	Endangered
American peregrine falcon (<i>Falco peregrinus anatum</i>)	Endangered	Endangered
California brown pelican (<i>Pelicanus occidentalis californicus</i>)	Endangered	Endangered
Belding's savannah sparrow (<i>Passerculus sandwichensis beldingi</i>)	None	Endangered

In addition, the California black rail (*Laterallus jamaicensis coturniculus*), designated "rare" under State law, and the Light-footed clapper rail (*Rallus longirostris levipes*), designated as "endangered" under both State and Federal law, may have existed there formerly, but no recent records are known.

Fish: The following species of fish have been identified in the Slough's channels:

Topsmelt	<i>Atherinops affinis</i>
Tidewater Goby	<i>Eucyclogobius newberryi</i>
Pacific staghorn sculpin	<i>Leptocottus armatus</i>
Stickleback	<i>Gasterosteus aculeatus</i>
Mosquitofish	<i>Gambusia affinis</i>
Fathead minnow	<i>Pimephales promelas</i>

California killifish

Fundulus parvipinnis

Longjaw mudsucker

Gillichthys mirabilis

Historically, the Slough supported a recreational fishery for flounder. Steelhead have been reported in Atascadero Creek, and it is claimed that salmon runs throughout the Slough and its feeder creeks were common in the 1940's. Potential for restoring fishery habitat by increasing tidal flows is viewed as "good" by a representative of the National Marine Fisheries. While there may be historic records of tidewater goby, a recently listed endangered species, in the Slough, there are no recent records of its presence.

Mammals: There is little published material on the Slough's mammal population. The following lists those animals which have been observed or mentioned in reports dealing with the Slough's ecosystem:

Brush rabbit

Sylvilagus bachmani

Black-tailed jackrabbit

Lepus californicus

Long-tailed weasel

Mustela frenata

Raccoon

Procyon lotor

Spotted skunk

Spilogale graciles

Stripped skunk

Mephitis mephitis

Virginia opossum

Didelphis marsupialis

Gray fox

Urocyon cinereoargenteus

Reptiles and Amphibians:

The Red-legged frog has recently been listed as an endangered species under the Federal Endangered Species Act. There are no recent records of sightings within Goleta Slough or its tributary creeks. However, suitable habitat exists in the area.

Invertebrates: The water, mudflats, and marsh of the Slough support a variety of invertebrates. Included are mollusks, insects and other arthropods (i.e., organisms of the shrimp and crab families), and annelids. The Slough has been indicated as an irreplaceable habitat for many species of macroinvertebrates.

Activities and Impacts

Flood Control

The Goleta Valley is a broad alluvial plain which slopes gently from all directions toward the Slough. The Slough is an important link in the water system as it carries all of the runoff from the Goleta Valley watershed to the sea. At the same time, the Slough acts as a depository for the sediment which is carried down stream by the runoff. Sediment buildup threatens the water flow capacity of the Slough and increases the existing flood hazard. Consequently the Santa Barbara County Flood Control and Water Conservation District have widened the main channels draining into the Slough and enlarged the sediment/debris silt basins.

Two of the major threats to the Slough's flood flow capability are also the two major threats to the Slough's continued existence as a wildlife habitat: sedimentation and impaired tidal circulation.

Sedimentation: The Goleta Watershed floodwaters are channeled toward the sea, carrying upstream debris and sediment which becomes deposited in the coastal plain. The accumulation of silt and the growth of vegetation narrows the Slough channels to sluggish streams. Continued, unmanaged sedimentation would ultimately result in the destruction of the salt marsh habitat and significant alteration of the Slough's flood carrying capability.

The principal source of sediment appears to be from the upstream portions of the creeks that drain and the watershed. The portion of the Santa Ynez Mountains within the drainage area is formed of sedimentary rocks, generally dipping toward the sea at between twenty to sixty degrees. Sandstone and shale are the bulk of the rock material with some conglomerate present. Terraces and hills of unconsolidated gravel, silt, sand and clay, representing older alluvium and Santa Barbara formation are locally conspicuous where the mountains meet the alluvial plain. The portion of the alluvial plain where the Slough exists has been formed by the deposition of upstream silt and some sand.

Availability of sediments for Slough deposition is substantially affected by both natural and altered conditions of upstream portions of the watershed. The upper reaches are highly susceptible to fires which increase the supply of debris and sediment carried by flood flows. Lack of road cut stabilization, poor drainage ditch engineering, and some upstream agriculture practices are sources of soil loss and silt build-up. At this time agricultural grading practices are not subject to restriction under County Ordinance and the Soil Quality Conservation District has no "police power" to enforce good soil management practices in upstream areas. However, the Regional Water Quality Control Board, pursuant to the regulation of non-point discharges (as provided for in Federal Law 208), has recently gained authority to require proper soil management and water conservation. If this is effectively accomplished, downstream sedimentation should be lessened.

It is estimated that approximately 15,000 cubic yards of silt enter the Slough area each year from Careros and Tecolotito Creeks; two silt basins have been installed in these creeks just below Hollister Avenue. (When proposed, the basins were to be excavated to allow storage of approximately 45,000 cubic yards.) The earth bottom channels were overexcavated to provide storage areas for debris and sediment. The silt basins are dredged by the County Flood Control at

least once a year. (The number of times that the basins are dredged depends upon the past season's storms and the amount of filling that has taken place.) The dredged material is piled alongside the basins and the City has the responsibility for removal. Concurrent with silt basin modification in mid-1970, County Flood Control also widened and deepened sections of the Slough's channel system. The project included widening the main channel from the confluence of Tecolotito and Carneros Creeks for approximately seven-eighths of a mile into the marsh; and also the widening and deepening of the main channel near the Slough's ocean outlet. The net effect of the two-phase project provided for a more efficient flood control system and provided for a more biologically healthy salt marsh.

Tidal Circulation: The biological stability of the Slough depends upon an essentially continuous exchange of waters between the marsh and ocean. Unfortunately, the Slough's ocean outlet location is extremely susceptible to shoaling from the adjacent coastal sand's littoral drift. The outlet acts as a type of natural trap, collecting sediment and sand until a sandbar is formed which effectively cuts off the Slough from tidal inundation and flushing. This occurs most frequently during June, July and August.

Slough closure to tidal action results in an increased salinity which can dwarf plant growth and result in destruction to both plant and animal communities. The various species of Pickleweed (*Salicornia*) have adapted to different periods of inundation and levels of salinity. However, even this highly saline adapted plant, *Salicornia*, does not flourish during lengthy periods of tidal submergence accompanying Slough closure. If a closure lasts more than 3 or 4 days, the waters become anaerobic and fish and other organisms begin to die. The sandbar is cleared an average of once every three months. Generally, the ranger, park concessionaire, or beach users notice the closure and notify the Flood Control Agency which, in turn, calls in an excavator to remove the sand plug.

The County Flood Control also installed a series of culverts and removed various levees to accommodate the tidal flooding. Unfortunately, the culverts have since accumulated silt and vegetation and are not generally accomplishing the desired end of allowing tidal action in interior basins of the Slough.

Mosquito Abatement Activities

The Goleta Valley Mosquito Abatement District has maintained a mosquito control program in the Slough since the District's inception twenty years ago. The District engages in two types of activities in the Slough: surveillance and control. The primary activity is monitoring larval and adult mosquito activity through a system of weekly inspections. District personnel travel throughout the Slough in the course of their abatement activities, on established routes along the dikes. Inspection and treatment of the marshland is made on foot. Birds are disturbed by this activity, and the District attempts to keep disturbance to a minimum. Hand pumps are used to apply the abatement chemicals in order to facilitate control of the application.

The District's policy is to use control methods which are effective, economical, and have the least possible damage to non-target organisms and the general environment. Currently, biological control measures are limited to native populations of Killifish (*Fundulus pavipinnis*).

Chemical controls are generally oriented toward the aquatic larval stages of the mosquito life cycle. Since early 1977, the District has relied exclusively on petroleum products (Flit MLO and #2 diesel oil).

These chemicals are preferred due to their relative environmental safety and low risk of the insects developing resistance to them. The District may utilize insect growth regulating hormones which have a chemical action specific only to the target mosquitoes in the future.

Trapped or ponded water invites mosquito breeding. Consequently, the District notes that increasing the area subject to tidal flushing would reduce those places which presently serve as breeding areas. The District has suggested several Slough modifications which include the strategic location and improvement of culverts. Removal of the sediment, litter, weeds, and various debris which are now in the channels, is also recommended.

Municipal Airport Facilities and Impacts

The Santa Barbara Municipal Airport is located directly adjacent to the Slough to the north and east. There are two runways, an instrument runway oriented east and west, and two cross-wind runways oriented generally north and south. The control tower is located northwest of the runways, and the terminal is in the southeast quadrant.

The Airport presents potential adverse impacts to the wetland environment from two sources: pollutants which may be contained in the Airport runoff; and the Airport's sewage system.

Runoff pollutants include particulates from aircraft and auto exhaust, spilled fuel, oil, and rubber particles from tires. The Airport is not equipped with an engineered drainage system and runoff tends to drain into the Slough. The impact on the Slough from this runoff is not known and could only be determined by water quality testing.

The Airport's sewage system may be having an impact on the Slough. Sewage pump #3, located northwest of main runway, suffers periodic overloads which have resulted in the spillage of raw sewage. It is possible that such spillage has found its way into the Slough. The 7,000 foot long sewer force main which skirts the edge of the runway at the northeastern periphery of the Slough, is suspected of possible leakage. Although no definitive evidence of leakage has been noted, the California Regional Water Quality Control Board has ordered that the City of Santa Barbara take steps to improve the sewer system to prevent the discharge of raw sewage into the Slough.

Future Development

The Draft Aviation Facilities Plan (AFP) dated May 2001, is a comprehensive plan to guide commercial aviation activities and development through the year 2015. The major projects

proposed in the Draft AFP are based on forecasts of anticipated passenger use and aircraft operations. The phasing of these projects will be correlated to the actual levels of passenger use and aircraft operations. The Airfield Safety Projects described in Chapter 5 (page 5-1 through 5-43) and Chapter 7 (page 7-2 through 7-8) of the Draft AFP are incorporated into the LCP; however, the other development included in the Draft AFP has not yet been reviewed and certified for inclusion in the LCP. The Runway Safety Area project identified in Chapters 5 and 7 of the Draft AFP is designed to meet current Federal Aviation Administration (FAA) minimum safety standards and will be undertaken by the City as the first priority.

Airfield Safety Projects in the Draft AFP include provision of 1000-foot Runway Safety Areas on each end of Runway 7-25, the realignment of an existing runway (Runway 7-25) to accommodate the required Runway Safety Areas, a new Taxiway M, a service road, widening of an existing taxiway (Taxiway B) and lengthening of Runway Protection Zones.

Chapters 5 and 7 of the Draft AFP will guide the City's planning and development of the Airfield Safety Projects. The Draft AFP, with the exception of the Airfield Safety Projects, including recommendations and development projects described in the plan, shall not serve as the standard of review for issuance of a Coastal Development Permit for new development projects unless and until the Coastal Commission certifies the AFP as an amendment to the City's Airport/Goleta Slough LCP. The description of the AFP included herein is for informational purposes only and, except for the Airfield Safety Projects, the recommendations and development projects detailed in the AFP are not specifically or conceptually approved by the Coastal Commission unless and until the AFP is certified by the Commission as a LCP amendment, or, if submitted individually, specific development projects are found to be consistent with the certified LCP and any relevant Coastal Act Policies.

Issues

The ecological sensitivity of the Goleta Slough is undisputed. The recent loss of large amounts of California coastal wetlands emphasizes the need to protect remaining marshland habitats. There are three major areas of concern which must be addressed in order to maintain and enhance the biological productivity of the wetland and to reduce disruption of the habitat values. First, it is necessary to control sediment buildup within the Slough resulting from development in the upland reaches of watersheds. Second, the Slough must be protected from adverse effects of Airport activities such as Airport runoff, the present wastewater system, and potential expansion of the terminal and runway. Third, a habitat management plan aimed at continuing the viability of the wetland by coordinating public access and mosquito abatement and flood control activities must be adopted and implemented.

EXISTING PLANS AND POLICIES

Zoning

The Airport zoning ordinance divides the Airport property into four zones. The Slough is located within the A-F (Airport facilities) zone. The A-F zone includes all areas in the immediate vicinity of flight activities and is intended for uses which are integral and necessary to the aircraft and

airport related activities. Uses not related to aircraft activities are excluded in this zone. Within this zone the Slough is designated as a natural preserve: no use is allowed except that which is consistent with the preservation of the wetland as a wildlife area.

General Plan

The General Plan does not address the Slough directly but advises that "noise, air pollution, and all other adverse environmental and ecological impacts must be reduced and held at absolute minimum levels" during future development at the Airport.

Conservation Element

The Biological Resource Section of Santa Barbara City's Conservation Element articulates a goal for the City to "enhance and preserve the City's critical ecological resources in order to provide a high quality environment necessary to sustain the City's ecosystem." The following policies and implementation strategies relate directly to the Goleta Slough.

Policy

The Goleta Slough shall be preserved and restored as a coastal wetland ecosystem.

Implementation Strategies

Develop a master plan for the ecological management of the Slough. The plan should provide for maintenance of wetlands by natural physical and biological actions as much as possible. The Master Plan should make provision for educational facilities in the Slough region, but not within the Slough, to be developed and administered by the City in cooperation with the University of California in Santa Barbara. All areas of the Slough and airport land extending north to Hollister Avenue, exclusive of the airport facilities, should be included in the Master Plan.

Continue to restrict pedestrian and vehicular access in order to reduce adverse environmental impact to the Slough.

Rezone the Goleta Slough, as defined by the City, as open space.

Initiate a study to consider the environmental and economic impacts of replacing and/or relocating sewage facilities currently degrading the Slough.

Policy

The habitats of rare and endangered species shall be preserved.

Implementation Strategies

Require that a complete vegetation survey be conducted at an appropriate time of the year for any proposed action which would cause large scale changes in vegetation patterns in Coastal Strand,

Coastal Sage Scrub and Chaparral communities and the Goleta Slough. The survey should be funded by those proposing the potential environmental change. If any rare and endangered plants are located, mitigation measures will be required to maintain and preserve the plant's habitat in the area in which it has been found.

Include provisions in the Goleta Slough master plan to aid in the recovery of the Light-footed Clapper Rail.

Include an analysis in the Goleta Slough master plan of the current reduction of Belding's Savannah Sparrow and implement such measures as necessary and feasible to reverse this trend, provided that such measures do not affect populations of other rare and endangered organisms.

Prohibit the use of long-term, persistent pesticides by the City and conduct a study of the use of other pesticides by City parks, schools, and other agencies with the intention of developing limits on such use.

Management and Preservation Plan for the Goleta Slough

As a condition of a Coastal Development Permit issued in 1975, the City of Santa Barbara was required to prepare a management plan "for the preservation and enhancement of the natural value of the Goleta Slough." The purpose of the plan was three fold: to identify and categorize the natural values of the Slough; to provide guidelines for the preservation of the Slough's natural resources, and to explore plans to more fully utilize the educational and recreational potential of the Slough area. Following a recommendation of this plan the City established a "Salt Marsh Advisory Committee" to counsel the Airport Director on regulating access to the Slough. The Committee met only once and has since then not functioned to provide advice regarding the appropriateness of educational activities in the Slough.

The Management Plan was formally adopted by the City Council, and serves to recommend some basic implementation actions for future utilization of the Slough's recreational and educational values. These measures are:

1. "The City will designate and mark strategic overlook areas. Once vistas have been identified, maps will be made available to encourage their use. Modest interpretive displays might also be planned and installed by private conservation groups or through public funds as they become available."
2. The City shall investigate "establishing environmentally safe Slough tour routes and reasonable tour size frequency of use guidelines. Copies of tour routes and management policies will be available and distributed through the Airport Manager's Office. Signs should be placed at the vista areas to educate individuals regarding the possibility of Slough tours."
3. "...special steps should be taken to enhance and protect the Slough's continuing educational/scientific value ... the City should enlist the support and advice of

knowledgeable local professionals, conservationists and ecologists to draft guidelines for permitting appropriate research and to be available for funding questionable research proposals. In addition the City should develop a bibliography of previous research projects which can be made available to avoid duplicate research projects and approved projects should be required to provide the City with a copy of their findings."

GENERAL POLICY EVALUATION

The Coastal Act is specific in setting out a policy of preserving protecting and, where possible, restoring unique natural areas. The airport zoning ordinance has prevented construction within the Slough boundaries and the airport security fence along the south and east perimeter of the Slough has effectively restricted unauthorized entrance to the Slough by people and domestic animals.

By decreasing the rate of infill, the siltation basins in Tecolotito and Los Carneros Creeks immediately south of Hollister Avenue, have enhanced the wetland and contributed toward lengthening the life of the Slough.

The policies established in the Conservation Element are consistent with the goals of the Coastal Act of preserving and enhancing wetlands. However, a wetland management plan and vegetation study have not been initiated as recommended in the implementation strategies, and rezoning of the Slough to an open space designation is yet to be undertaken.

The management and preservation plan for the Goleta Slough identifies the critical issues concerning the salt marsh but does not contain a clear management or implementation plan.

In addition, to meet the requirements of the Coastal Act, the City will provide adequate mitigation measures to insure that the existing airport wastewater system, the potentially harmful airport runoff, and the expansion of the terminal and/or runways, do not degrade the environmentally sensitive habitat.

PROPOSED LCP POLICIES

Policy C-1 The City will enter into an agreement with the Department of Fish and Game or other appropriate agency to establish the Slough as a part of an ecological preserve system for the purpose of management, preservation, enhancement, and where feasible restoration of the Goleta Slough.

Actions:

- Develop and execute a management agreement with the appropriate agency as a part of the phase III implementation.
- Upon the agreement of UCSB and all participating agencies, the City shall participate in a wetland restoration study with the State Department of Fish and Game and the U.S. Fish and Wildlife Service to determine what enhancement

and/or restoration measures are required to fulfill the intent of Coastal Act Section 30230.

- In order to implement the action above, the City shall investigate and pursue sources of funding for Slough maintenance, restoration and/or enhancement and maintenance. Funds for a site specific, detailed management plan, ongoing maintenance, and improvements need to be obtained. The Coastal Conservancy, Wildlife Conservation Board, National Oceanic and Atmospheric Administration, Office of Coastal Zone Management, Bureau of Outdoor Recreation, and the Fish and Wildlife Service may be potential funding sources.

Policy C-2 The City shall cooperate with the Goleta Valley Mosquito Abatement District to see that mosquito abatement practices be limited to the minimum necessary to protect health and prevent damage to natural resource. Spraying shall be avoided during nesting seasons to protect wildlife, especially the endangered light-footed clapper rail and Belding's savannah sparrow. Biological controls are encouraged.

Policy C-3 No grazing or other agricultural uses shall be permitted in the Goleta Slough.

Policy C-4 A buffer strip a minimum of 100 feet in width shall be maintained in a natural condition along the periphery of all wetland communities, based upon wetlands delineated in the map entitled "Airport and Goleta Slough Coastal Plan Wetland Habitats, dated January 1998," and/or the most recent available wetland survey of the site prepared in accordance with the definitions of Section 13577(b) of Title 14 of the California Code of Regulations, and shall include open water, coastal saltwater marsh, freshwater marsh, swamps, salt flats, mudflats, fens, seasonal wetland meadow, riparian woodland, shrub-scrub thicket and wetland transition habitats. Incidental Airport uses and facilities necessary for existing Airport operations and found to be consistent with PRC Section 30233 may be provided and maintained. Where development of the Airfield Safety Projects renders maintenance of a 100 foot buffer area between new development and delineated wetlands infeasible, the City shall provide the maximum amount of buffer area feasible and all impacts to wetland habitat shall be mitigated to the maximum extent feasible such that no net loss of wetland habitat occurs.

Policy C-5 Reduce the flow of sediment into the Slough to the minimum compatible with maintenance of the marshland.

Actions:

- Take steps to ensure that the ongoing sedimentation removal program of the Santa Barbara Flood Control District at the Tecolito and Los Carneros Creek settlement basin just south of Hollister Avenue continues on a regular basis.

- Support with all possible vigor, policies, programs, and actions which would lead to improved upstream soil management and conservation.

Policy C-6 Tidal action should be maintained in a manner which would maintain optimum populations of marine organisms.

Actions:

- If after analysis pursuant to Policy 7 action 1, the above (Policy 6) is found to be the effect, then the City shall cooperate with the County of Santa Barbara Flood Control District in order to insure that the sandbar closure is reported immediately to County Flood Control and seek to ensure that Sandbar removal will be accomplished throughout the year without unwarranted delay even when not necessary for flood control reasons.
- The City shall work with the managing agency to ensure that sediment build-up in channels is removed as needed to allow for the optimal populations of marine organisms.
- Determine in site-specific management plan when developed where culverts should be installed or modified, and dikes and berms removed, based upon their impact on marine organisms in the Slough.
- Proceed at once to clear all channels and culverts of the tidal marsh area of litter, debris, and vegetation which impede tidal circulation; restore to working order tide gate and pump facilities which are located on Adams Street near the Isla Vista Sanitary District.
- Arrange for and pursue the ongoing inspection and maintenance of the culverts the tide gate and pump facilities. The Goleta Valley Mosquito Abatement District (GVMAD) has indicated a willingness to accept some tasks and responsibilities in this matter. Establishing cooperation and meaningful agreement with GVMAD is an important positive step which is to be taken as soon as possible.

Policy C-7 Any on-going activities of special districts such as Flood Control or Mosquito Abatement, etc., which constitutes development as defined in the Coastal Act shall be reviewed for approval by the City and must receive a Coastal Development Permit (or its equivalent) prior to commencement of activities.

Actions:

- In order to determine consistency with Policy C-9, investigate and define the nature and timing of permitted on-going activities conducted in the slough by the Mosquito Abatement District and the Flood Control District.

- Encourage the Goleta Valley Mosquito Abatement District's use of biological methods for mosquito control.

Policy C-8 No uses incompatible with the protection and maintenance of the wetland habitat and its open space character will be allowed in areas under City jurisdiction.

Actions:

- The A-F zoned area south of the westerly clear zone (known as the "old motorcycle track") should be rezoned to allow no permanent structures and no uses other than those indicated relative to the goal of protection of archaeological resources.
- Review and amend if necessary the City's zoning ordinance Section 29.15.105, which designates the slough as A-F, Airport facilities, and specifies uses allowed in the Goleta Slough, to insure consistency with policies in the Land Use Plan.
- The area designated as a natural preserve in Section 29.15.05 of the City's Zoning Ordinance shall be expanded to include all areas identified as wetland habitat and designated as recreational open space on the Land Use Map.

Policy C-9 Any development approved within or adjacent to the wetland areas identified on the habitat map shall have been found to be consistent with PRC's 30233, 30230, 30231 and 30607.1. Within the sensitive habitat areas, the approval of any restoration project which contains project elements which are not specifically permitted under PRC 30233 shall occur only after the State Department of Fish and Game makes the finding, under section 30411, that the wetland is so severely degraded that major restoration which might include other uses not specifically permitted under 30233 is necessary and will have the primary effect of restoring the degraded area.

Policy C-10 All development and mitigation of impacts on Goleta Slough shall be consistent with the policies of the Goleta Slough Ecosystem Management Plan which is hereby adopted and incorporated herein as Appendix G as it pertains to the Airport property.

Policy C-11 The Airfield Safety Projects, specifically development of the Runway Safety Area Project for Runway 7-25 and construction of Taxiway M, shall not result in the permanent net loss of wetland or upland habitat. Wetland areas temporarily affected by construction activities shall be restored to pre-construction conditions. The required mitigation ratios for the estimated 13.30 acres of permanent wetland and 10.87 acres of permanent upland impacts associated with the Airfield Safety Projects shall be as follows:

- Seasonal Wetlands 4:1
- Creeks and open channels 2:1
- Uplands 1:1

- Approximately 36 acres of wetland mitigation shall be accomplished in accordance with the Airport's October 2001 wetland mitigation plan for the Airfield Safety Projects, in addition to the supplementary mitigation required below. The upland mitigation shall be accomplished in accordance with the Airport's upland mitigation plan dated April 2002.
- Prior to issuance of a Coastal Development Permit for the Airfield Safety Projects, final wetland and upland habitat mitigation, restoration, management, maintenance and monitoring plans shall be developed by a qualified biologist and/or resource specialist and shall be reviewed and approved by the California Department of Fish and Game. An implementation schedule shall be developed as part of the final mitigation plans that includes detailed descriptions of the mitigation sites and surrounding ecology, mitigation goals, objectives and performance standards; restoration and management actions including procedures and technical specifications for wetland and upland planting; methodology and specifications for removal of exotic species; soil engineering and soil amendment criteria; identification of plant species and density; maintenance requirements; monitoring methods, documentation requirements and submittal schedules for reviewing agencies; and performance criteria consistent with achieving the identified goals and objectives of mitigation; measures to be implemented if success criteria are not met; and long-term adaptive management of the restored areas for a period of not less than seven years. Compliance with the plans referenced above shall be a condition of approval of a Coastal Development Permit for the Airfield Safety Projects.
- The City shall implement all habitat mitigation and restoration requirements prior to or in concurrence with development of the Airfield Safety Projects to comply with the above identified mitigation ratios. With respect to wetland mitigation and tidal restoration of Goleta Slough, the City shall implement all measures necessary to fulfill a 3:1 mitigation requirement for impacts to wetland habitat prior to or concurrently with development of the Airfield Safety Projects and shall continue to examine the feasibility of implementing tidal restoration as a means of meeting the full 4:1 wetland mitigation ratio requirement.
- Once there is authorization from the FAA to proceed with tidal restoration, and concurrence with the California Department of Fish and Game and the Goleta Slough Management Committee on the nature, scope and schedule of the tidal restoration projects following completion of the tidal restoration experiment, the City shall act as lead agency to develop and implement a Tidal Restoration Plan for at least 13.30 acres with participation from U.C. Santa Barbara, the California Department of Fish and Game, the Goleta Slough Management Committee and adjacent property owners. Should any participating agencies or property owners choose not to participate, or an agreement is not reached with all interested parties, the City shall continue to implement tidal restoration

options to the maximum extent feasible unless the Commission or the FAA prohibit or deny tidal restoration.

- Within five years of issuance of the Coastal Development Permit for the Airfield Safety Projects, the City shall present all documentation, findings and conclusions relative to the tidal restoration studies for review by the Commission. If the evidence demonstrates that tidal restoration is an infeasible means of satisfying the wetland mitigation requirements of the Airfield Safety Projects due to safety concerns, and/or the tidal restoration experiment or project is terminated at any point subsequent to implementation of an approved tidal restoration plan, the City shall immediately implement additional wetland mitigation measures to supplement mitigation efforts in full compliance with the 4:1 wetland mitigation requirements.
- If the results of the Goleta Slough Tidal Restoration/Bird Strike Experiment indicate that tidal restoration will not significantly and adversely increase the potential for aircraft bird strikes as determined by the FAA, the City shall provide 13.30 acres of the required wetland mitigation as part of a future, long-term project to restore tidal circulation to portions of Goleta Slough. In the event that tidal restoration mitigation is determined to be infeasible, the City of Santa Barbara shall provide 13.30 acres of in-kind mitigation for impacts to seasonal wetlands to complete the mitigation requirement. The additional 13.30 acres of wetland mitigation will fulfill the Airport's requirements for wetland mitigation for the Airfield Safety Projects. Priority shall be given to on-site mitigation for the additional 13.30 acres of wetland mitigation. Off-site mitigation measures shall only be approved should it not be feasible to fully mitigate impacts on-site. The City shall coordinate with the California Department of Fish and Game and the Goleta Slough Management Committee to identify potential off-site mitigation sites. Off-site mitigation measures shall be implemented in an area in close proximity to the project as is feasible, and shall not be located outside of the Santa Barbara County area.
- Full compliance with all the above provisions of Policy C-11 shall be required by the terms and/or conditions of the Coastal Development Permit authorizing the Airfield Safety Projects.

Policy C-12 New development shall be sited and designed to protect water quality and minimize impacts to coastal waters by incorporating measures designed to ensure the following:

- Protect areas that provide important water quality benefits, that are necessary to maintain riparian and aquatic biota and/or that are particularly susceptible to erosion and sediment loss.
- Limit increases of impervious surfaces.
- Limit disturbance of natural drainage features and vegetation.

- Minimize, to the maximum extent feasible, the introduction of pollutants that may result in significant impacts from site runoff from impervious areas. New development shall incorporate Best Management Practices (BMPs) or a combination of BMPs best suited to reduce pollutant loading to the maximum extent feasible.

Policy C-13 A Water Quality Mitigation Plan (WQMP) shall be developed and implemented for new development or redevelopment projects that entail greater than or equal to one acre of disturbance. WQMPs shall be developed and implemented consistent with the most recent requirements of the Regional Water Quality Control Board (RWQCB) or Coastal Commission standards for controlling polluted runoff, whichever is more stringent. A WQMP shall incorporate the following criteria:

- Where feasible, drainage plans shall be designed to complement and utilize existing drainage patterns and systems, conveying drainage from developed areas of the site in a non-erosive manner. Disturbed or degraded natural drainage systems shall be restored where feasible, except where there are geologic or public safety concerns.
- Post-development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate to the maximum extent feasible. All dry weather runoff shall be captured and filtered, infiltrated or treated to remove airport pollutants, including oil, grease and particulates, to the maximum extent feasible, prior to discharge.
- Post-development phase drainage and polluted runoff control plans shall be developed which shall specify site design, source control and treatment control BMPs that will be implemented to minimize post-construction polluted runoff, and shall include monitoring and maintenance plans for BMPs.
- Post-construction structural BMPs (or suites of BMPs) shall be designed to treat, infiltrate or filter the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs and/or the 85th percentile, 1-hour storm event (with an appropriate safety factor, i.e., 2 or greater) for flow-based BMPs.
- Necessary drainage devices, culverts, and outfalls shall not cause or contribute to streambank erosion or creek or wetland siltation and shall include BMPs to minimize impacts to water quality including construction phase erosion control and polluted runoff control plans, and soil stabilization practices.
- The City shall maintain any drainage device to ensure it functions as designed and intended. All structural BMPs shall be inspected, cleaned, and repaired when necessary prior to September 30th of each year. Repairs modifications, or installation of additional BMPs, as needed, shall be carried out prior to the rainy season.
- Alterations and disturbance of streams or natural drainage courses or human-made or altered drainage courses, where permitted pursuant to Coastal Act Section 30236 and LCP Policy 6.11, shall include BMPs for hydromodification activities.

- Monitoring shall be implemented, where required by the RWQCB, to ensure that average annual pollutant loadings do not exceed pre-development rates and/or water quality standards. The WQMP shall specify sampling locations, sampling protocols, pre-development pollutant levels and permitted standards for pollutants consistent with RWQCB standards. Monitoring shall be conducted annually consistent with RWQCB standards. If it is determined that pre-development levels and/or water quality standards are exceeded, annual monitoring shall be conducted for a period of at least five years, or until it is determined that pre-development levels and water quality standards are not exceeded. An assessment of the potential sources of the excessive pollutant loadings shall be conducted, including inadequate or failed BMPs, and corrective actions to remedy the water quality impacts shall be implemented.

Policy C-14 Construction Phase Erosion Control and Polluted Runoff Control Plans shall be developed for new development or redevelopment projects that require a Coastal Development Permit and a grading or building permit. These plans shall be implemented during the construction phase/phases of the project and shall include:

- Best Management Practices (BMPs) designed to minimize erosion and sedimentation, provide adequate sanitary and waste disposal facilities and prevent contamination of runoff by construction chemicals and materials;
- Revegetation of disturbed areas shall occur at the completion of grading activities. Revegetation plans shall consist of native, non-invasive plant species and shall minimize the need for fertilizer, pesticides, herbicides, and excessive irrigation. Where irrigation is necessary to establish new plantings, efficient irrigation practices shall be required.
- Outdoor material storage areas shall be designed using BMPs to prevent stormwater contamination from stored materials.
- Trash and debris storage areas shall be designed using BMPs to prevent stormwater contamination by loose trash and debris.
- Grading and other ground disturbance activities shall be conducted outside of the rainy season. Grading during the rainy season shall be permitted only when there is no other feasible alternative for scheduling and/or for completing ongoing construction activities prior to the rainy season, only where the City determines that completion of grading is more protective of resources, and only when adequate interim erosion control methods are implemented to ensure that such activities will not result in excess erosion and sedimentation.
- A Construction Contingency Plan shall be developed to address methods to control potential migration of contamination discovered during construction activities and shall include methods to identify and control potential migration of subsurface contaminants to the surrounding environment.

Policy C-15 Special status plan and wildlife protection measures shall be implemented for all development projects that will potentially impact sensitive plant and wildlife species and/or that will result in disturbance or degradation of habitat areas that contribute to

the viability of plant or wildlife species designated as rare, threatened or endangered under State or Federal law, including plant species designated as rare by the California Native Plant Society.

Policy C-16 With respect to the Airfield Safety Projects, all construction, habitat mitigation and restoration plans, and special status plant or wildlife mitigation and protection measures, shall be reviewed and approved by the regulatory agency/agencies having jurisdiction over the identified resource, including the California Department of Fish and Game, U.S. Fish and Wildlife Service, and the National Marine Fisheries Service, and shall at a minimum include:

- Project timing and implementation schedules that describe timing, duration, methods, and staging areas for all construction operations and restoration plans. The project timing and implementation schedules shall include a submittal schedule for implementation of proposed restoration plans and for all resource monitoring reports.
- Prior to commencement of construction activities, surveys of the project area shall be conducted for special status wildlife species. Should the site survey identify special status wildlife species on or near the project site, a qualified biologist or resource specialist shall develop a plan to avoid or mitigate potential impacts to the sensitive species. Resource avoidance or mitigation plans shall be reviewed and approved by the regulatory agency/agencies having jurisdiction over the identified resource and commencement of construction shall not proceed until such review and approval is granted.
- Construction shall not occur during the nesting and breeding season from mid-March to the end of June, unless a qualified biologist and/or resource specialist and the California Department of Fish and Game, determine with certainty that construction activities will not adversely impact sensitive bird species. Special resource avoidance and management plans shall be implemented for Belding's savannah sparrow.
- Construction activities related to the Tecolotito Creek realignment shall minimize extensive stream diversions during construction and shall minimize potential impacts to steelhead. Construction of the new creek channel shall be completed prior to connecting with the existing channel and final diversion of stream flow into the new creek channel shall be conducted only between July 15 and October 1 of any given year to avoid the migration period of steelhead.
- Prior to commencement of construction activities, surveys of the project area shall be conducted for special status plant species. Potential impacts to sensitive plant species shall be fully mitigated and a qualified botanist or other resource specialist shall develop a plan to avoid or mitigate potential impacts to the sensitive species. Resource avoidance or mitigation plans shall include, but not be limited to, species-specific salvage or seed collection, salvage of topsoil, restoration of disturbed areas and establishment of new populations in suitable habitat areas. Mitigation, restoration, management, maintenance and monitoring

plans shall be developed by a qualified botanist and/or resource specialist and shall be reviewed and approved by the California Department of Fish and Game.

HAZARDS

INTRODUCTION

Section 30253 of the Coastal Act establishes policy intended to minimize risks to new development from existing hazards in the coastal zone. This policy requires that in considering new developments, life and property be safeguarded from damage due to existing hazards, new development shall not contribute to the damaging effects of natural hazards, and new development shall not require the construction of protective devices where it would "substantially alter natural land forms along bluffs and cliffs."

LOCAL RESOURCES AND ISSUES

Hazards located in the Airport Slough Area of the City of Santa Barbara's coastal zone which have the potential to threaten the health, safety and welfare of local residents include seismic activity and its related effects, high groundwater, and flooding.

Seismic Activity

Hazards existing at the Santa Barbara Airport which are directly related to seismic activity include: fault displacement, ground shaking, liquefaction, and tsunami.

Fault Displacement

The More Ranch fault runs east-west through Goleta for nine miles near the coast crossing the Goleta Slough and the south end of Runway 33. This fault has been judged to be a historically active fault, as it has experienced activity within the last 200 years. Several inactive minor faults also run through the Goleta Valley in the vicinity of the Airport.

Ground Shaking

The Santa Barbara Airport and Goleta Slough are susceptible to ground shaking occurring from movement along the More Ranch fault, other local faults, or a major distant fault.

Variations in ground shaking intensity are brought about by variations in local, on-site, soil and geologic conditions. The Airport is located on Filled Estero, the least stable soil condition found within Santa Barbara City. The instability associated with Filled Estero is attributed to the characteristics of unconsolidated sandy soils in conjunction with high ground water. According to the Seismic Safety Element of the General Plan, moderate to very high hazard levels exist for structures built on Filled Estero due to ground shaking.

Liquefaction

Liquefaction is a temporary, but substantial loss of shear strength in soils during or after an earthquake. The risk of liquefaction is greatest in areas of loose, granular, low density soils, where

the water table is within 55 feet of the ground surface. The Airport ground is composed of loose soils such as silt and sand, has a high groundwater table, therefore is designated in the Seismic Safety Element as an area of high liquefaction potential.

Tsunami

A tsunami is a seismic sea wave which is generated by a vertical displacement of the ocean floor. The maximum run up along the Santa Barbara coastline that can be expected from a tsunami is to the 40 feet elevation contour. The entire Goleta Slough and the Santa Barbara Airport would be particularly susceptible to run up, as the Slough is currently open to tidal flow and the maximum ground elevation at the Airport is 12 feet.

High Groundwater

The presence of a high groundwater level by itself does not always represent a major hazard to new development as engineering practices can often mitigate potential problems. However, high groundwater at the Airport presents a hazard by increasing the potential severity of liquefaction, and ground settlement hazards, as well as presenting construction difficulties and a general nuisance.

Flooding

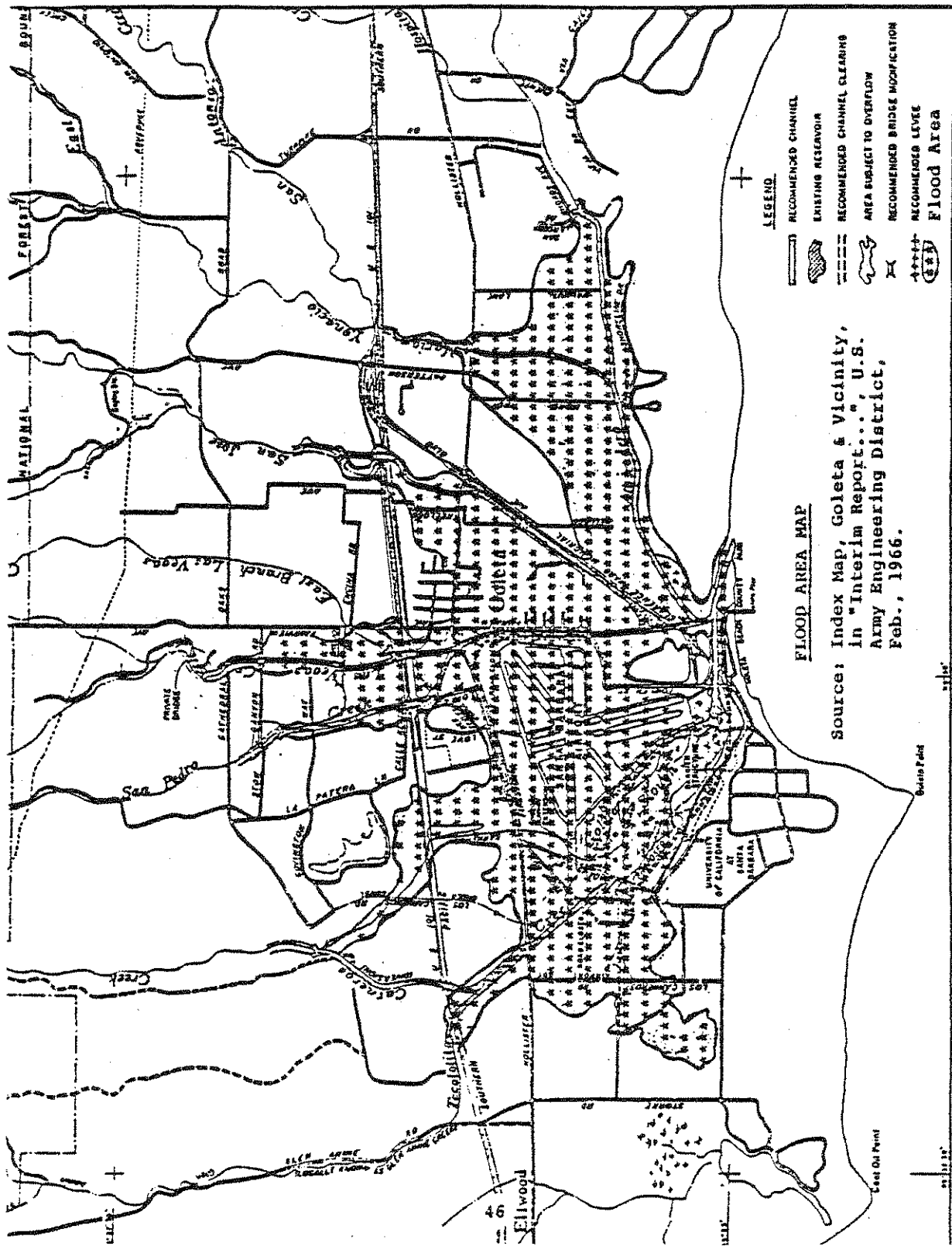
The Goleta Slough is an integral link in the Goleta Valley Watershed System as it carries flood waters to the sea and serves as an expansive catch basin to accommodate excessive flood water runoff. The proximity of the Airport to the Slough would subject the Airport to inundation during a 100 year flood.

The entire Goleta Watershed, approximately eight (8) miles in length and ten (10) miles in width, drains into the Slough. The Watershed includes ten (10) intermittent creeks. These creeks from west to east are: Tecolotito (also called Glen Annie) and Carneros Creeks, which combine to form the major Slough channel; and Atascadero, San Pedro, Las Vegas, San Jose, Maria Ygnacio, Hospital and Cienquitas Creeks, which enter the main channel near the Goleta Beach Park.

The Santa Barbara County Flood Control and Water Conservation District has assumed maintenance of the Slough's flood carrying capacity. In 1970, the County Flood Control District widened Tecolotito and Los Carneros Creeks immediately south of Hollister Avenue, just within the Coastal Zone, and enlarged the sediment/debris silt basins.

EXISTING POLICIES

The City of Santa Barbara has recently adopted its Seismic Safety/Safety and Conservation Elements to the General Plan. Both of these elements contain policies which deal with the hazards occurring at the Airport and Goleta Slough as discussed in this chapter of the Land Use Plan. Each applicable policy and the suggested implementation actions associated with the policy to mitigate the hazard to a level acceptable to the community is cited in the existing Land Use Plan.



Policies found in the Seismic Safety Element which address hazards related to seismic activity include fault displacement, ground shaking, liquefaction, and tsunami. The policies require: 1) the control of building on or adjacent to faults, and in areas of filled estero or thicker alluvium; 2) that liquefaction evaluations and geologic reports are prepared for areas of potential liquefaction, and 3) periodic review and amendment of evacuation procedures; in the event of a tsunami.

Policies concerning high groundwater and flooding require: 1) control of building and engineering measures to insure stability of foundation in areas of high groundwater; 2) implementation of flood plain management and hazard reduction programs; and 3) that the policies of the Safety Element and the Open Space Element are considered together in land use planning decisions.

The Seismic Safety/Safety Element suggest that the Disaster Preparedness plan be reviewed with particular consideration given to the upgrading of emergency communications and self sufficiency within the City of Santa Barbara.

In addition to the Safety Element and Conservation Element, the Flood Management Ordinance requires all structures constructed within the 100 year flood plain to comply with specific regulations set forth in the ordinance.

GENERAL POLICY EVALUATION

The Coastal Act policy pertaining to minimizing risks to life and property from geologic, flood, and fire hazards is also the goal of the Seismic/Safety and Conservation Elements to the General Plan. The policy statement and recommendations contained within these Elements adequately fulfill the intent of the Coastal Act in this regard. No additional LCP Policies are required.

VISUAL QUALITY

INTRODUCTION

The City of Santa Barbara is located in an especially attractive Mediterranean style setting. Many of the important visual assets found within the City are located within the Coastal Zone. Maintenance and enhancement of these resources is the goal of Section 30251 of the Coastal Act. This section of the Coastal Act specifies that "development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, and, where feasible, to restore and enhance visual quality in visually degraded areas."

LOCAL RESOURCES AND ISSUES

The Santa Barbara Airport passenger terminal was originally built in 1941. The renovation and expansion of the terminal in 1975 and 1976 rendered it structurally suitable for present user demand, and visually consistent with the Hispanic architectural theme of the City of Santa Barbara. However, the majority of the 127 permanent buildings on the Airport grounds do not possess the same aesthetic quality. In 1942, 98 buildings were constructed by the Marine Corps during conversion of the Airport into a training base. The buildings were simply designed and uniformly painted in military browns and greens for easy maintenance. Today, over 35 years later, the sparsely landscaped character of the Airport, combined with the former military buildings presents an aesthetically poor picture.

Issues of concern in the visual quality of the Airport are landscaping, parking and street maintenance, signs both informational and advertising, and building conditions including architecture and color.

As a bird habitat and tidal marsh, the Goleta Slough has a unique visual attractiveness. A positive management program is necessary to maintain and enhance the visual qualities of the Slough. The preservation and enhancement of the Slough will be addressed in the Environmentally Sensitive Habitat Chapter of this report.

EXISTING POLICIES

Several goals, policies and ordinances which serve to protect and enhance the numerous visual resources within the City have recently been adopted. The various regulations which apply to the entire City are enunciated in the Land Use Plan.

General Plan

The policies of the Conservation Element directed at promoting visual quality which are applicable to the Airport/Slough, in summary, require the City to: restore where feasible, maintain and enhance creekside environments within the City consistent with sound flood control management and soil conservation techniques; protect and enhance the scenic character of the City; prevent unnecessary removal of significant trees and encourage the cultivation of new trees, and protect significant open space areas from visual degradation.

Zoning Ordinance

The Airport is divided into six zone designations, A-F (Airport Facility), A-C (Airport Commercial), A-A-O (Airport Approach and Operations), A-I-1 and A-I-2 (Airport Industrial) and G-S-R (Goleta Slough Reserve). Within each zone, height limitations and front yard setbacks are specified. The General Provisions section of the ordinance sets minimum standards for landscaping plans, architecture and required parking.

Sign Ordinance

The Sign Ordinance is administered by the Sign Sub-Committee. The duty of the Sign Committee is to evaluate all proposed projects for conformity to the Sign Ordinance with regards to the height, size, and material of the sign. In addition, the Committee insures that signs, both advertising and informational, are consistent with the architectural and historical character of the surrounding area.

Architectural Board of Review

The Architectural Board of Review protects and preserves the natural charm and beauty of Santa Barbara by requiring consistency of new projects with the City's historic style, characteristics of building, and architectural features. Responsibilities of the Architectural Board of Review include approving all building permits, and changes in the color of buildings not used for residential purposes.

Airport Beautification Plan

In 1976, the Community Services Department prepared an "Airport Beautification and Facility Redevelopment Plan." The Study was aimed toward the development of an action plan for the beautification and redevelopment of the Airport's buildings, roads and utilities.

PROPOSED LCP POLICIES

Policy E-1 Airport facility development shall reflect a high standard of development consistent with the character and quality of Santa Barbara.

Actions:

- The City shall adopt and implement a landscaping beautification plan for the Airport.
- The City shall investigate using local college and university work study programs as a source of help for a planting or landscaping program.
- The City shall investigate funding of street signing and tree planting programs.
- The City shall establish an architectural theme for future airport development.
- The regular repair and maintenance program directed at roofing and painting existing airport buildings shall be continued.

CULTURAL RESOURCES

INTRODUCTION

During the development of Santa Barbara's Coastal Zone many non-renewable archaeological, paleontological, and historic resources were disturbed or destroyed. Section 30244 of the Coastal Act insures protection to archaeological and paleontological resources identified by the State Office of Historic Preservation by requiring that mitigation measures be provided where new development would adversely effect these valuable cultural resources.

The Coastal Act does not specifically address the protection of historical resources. Because Santa Barbara has such an abundance of these historical resources, the discussion in this section has been expanded to also include historic resources.

LOCAL RESOURCES AND ISSUES

Archaeological Resources

The Goleta Slough was previously an extensive ocean inlet which served as a protected harbor for the original South Coast inhabitants. No archaeological sites exist within the Slough proper, but there are several sites on the upland areas directly adjacent to the Slough. These sites are remnants of some of the largest and oldest cultures which flourished in California. The arrival of the Europeans in the late Eighteenth Century set in motion events which lead to the demise of these native groups.

The largest of the native groups which inhabited the Slough area was located on Mescalitan Island. As with many of the archaeological sites, the Mescalitan Island site was destroyed by development. The island was graded and used for fill in 1942 during the construction of the Santa Barbara Airport. Of the sites which remain, a major one is known as SBa-52. This site represents an early use of maritime resources by evidence of the construction of the Chumash type canoes. The site is estimated to be between 3,000 and 5,000 years old, and also contains midden and skeletal remains.

From 1970 to 1977, an upland area adjacent to the Slough including some of site SBa-52 was used as a motorcycle raceway. During those years, the site sustained some incremental damage. Complaints of motorcycle noise, lack of water, and objection from the local archaeological and Native American communities resulted in the end of the motorcycle track operation. In the fall of 1977 the archaeological site was cleared and fenced to prevent public access in anticipation of its use by local Native Americans for religious ceremonial purposes. Currently a lease agreement is being finalized between the City and representatives of the Native American community. The parcel will be designated as sacred and will be operated and managed by a group representing Native Americans indigenous to this area.

Historical Resources

The original terminal was built in 1942. In 1967, additions were made on both the east and west ends of the building. As the number of airline passengers increased, the demand for more terminal

space grew and the City was presented with the option of expanding the existing building or building a new terminal. The historical importance of the original airline terminal was demonstrated in 1973 when the voters rejected the proposals for the new terminal building. The City Council proceeded with a plan for reconstruction, rehabilitation, and expansion of the existing facility. The terminal building was structurally reinforced, expanded and renovated consistent with the Hispanic theme representative of Santa Barbara's history. The remodeled terminal was opened in June, 1977.

EXISTING PLANS AND POLICIES

Presently none of the archaeological sites within the Coastal Zone at the Airport/Slough are listed on the National Register of Historic Places. Two archaeological sites in the Slough have been suggested for nomination to the National Register. All of the known archaeological sites have been identified by the State Historic Preservation Office and therefore, qualify for protection of the Coastal Act. There are also local ordinance and policies which serve to protect these features.

General Plan

Contained within the Conservation Element of the General Plan is a Cultural and Historic Resources Section. Applicable goals, policies and implementing actions of this section are discussed in detail in the main Land Use Plan, and are summarized below:

There are three supporting policies for the goal of preserving significant archaeological, historic, or architectural resources which are applicable to the Airport/Slough segment of Santa Barbara's Coastal Zone. These policies require the City of Santa Barbara to:

1. Avoid allowing activities and development which would damage or destroy a cultural resource;
2. Encourage the establishment of historic districts to provide protection for historical and cultural resources; and
3. Submit for review by the Landmarks Committee, and Architectural Board of Review, public agency projects as well as private projects.

Historical Structures Ordinance

Local protection of historic landmarks is provided by the "Historic Structures Ordinance." The ordinance officially declares that it is the City's policy to recognize, preserve, enhance, perpetuate, and use structures, natural features, sites and areas which have historic architectural, archaeological, cultural or aesthetic significance (Chapter 22.22, Municipal Code, City of Santa Barbara). Although the Airport terminal building has not been designated a historic landmark, it has the potential for qualifying as a "Structure of Merit" which receives official recognition.

PROPOSED LCP POLICIES

Policy F-1 The area of and around the archaeological site identified as SBa-52 is to be dedicated as a limited use area with access restricted. Use of this area by Chumash descendants for religious and ceremonial purposes which do not damage or destroy the archaeological resources of the site is preferred.

Actions:

- Repair and keep in good repair the fence and gate which encloses the site.
- Report and prosecute those who trespass.
- Arrange a meeting with the various interested Indian groups (i.e. the Brotherhood of the Tomol, the Quabajai, the Indian Center of Santa Barbara), and interested archaeologists to determine the nature and extent of activities that would be allowed on the site if their exclusive use is allowed. If such use does not violate the letter and spirit of the goals and policies for the Goleta Slough - Sensitive Habitat portion of the Local Coastal Program, appropriate legal arrangements are to be made with the Chumash to formalize this arrangement.

Policy F-2 The City of Santa Barbara will seek to have the site known as SBa-52 placed on the National Register of Historic Places.

Action:

- File application for registration as an Historic Place.

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.

PUBLIC SERVICES

INTRODUCTION

Section 30254 of the Coastal Act requires that Public Works facilities which are intended to serve the coastal zone be designed and constructed only for developments and uses consistent with the intent of the Coastal Act. Where public services are limited " ... coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state of nation, public recreation, commercial recreation, and visitor serving land uses shall ... " have priority over other uses.

LOCAL RESOURCES AND ISSUES

In determining the type and location of uses and new development at the Municipal Airport the capacity of public works systems such as water supply, sewage treatment and transportation facilities must be evaluated in order to meet the requirements of proposed developments. Coordination between public service system capabilities and new development must occur to insure that where the expansion of systems is limited service to uses appropriate in the coastal zone, such as coastal dependent and visitor serving, are not precluded by other development.

Municipal Services

Water Supply

The Santa Barbara Municipal Airport purchases water from the Goleta County Water District; Lake Cachuma is the District's primary water source. The Airport is served through an eight inch meter at 62 pounds pressure. The majority of the Airport property tenants receive water through the master meter, however, a few of the larger tenants are served by separate meters. A loop water main encircles the City property south of Hollister Avenue with a number of service lines extending off the loop. The average water flow through the Municipal Airport meter from 1975 through 1978 was 72.84 acre-ft/yr. Goleta County Beach Park is metered from the Airport water system and accounts for approximately eight to ten acre ft. per year.

Expansion of the Goleta Valley occurring in the 1960's taxed the existing water supply to the point of forcing the Goleta Valley Water District to restrict the increasing rate of consumption. In December, 1972, the District imposed a water moratorium on new hookups on the basis that its water supply was less than demand. The Water District is not presently monitoring or restricting the amount of water used at the Airport.

New development is limited only by the present no hookup stipulation and conservation measures which have been encouraged throughout the Goleta Valley.

In addition to the Airport property, the Goleta County Water District services other areas lying within the City of Santa Barbara's boundaries. In turn, the City serves

some County land located within or adjacent to the City boundaries. The area within the City which is served by the County and the County property which is served by the City is known as the Overlap Area.

The City of Santa Barbara and the Goleta County Water District are currently negotiating for the detachment of the overlap areas. Upon the adoption and implementation of the Water Services Agreement between the City and County, the Airport would continue to be served by the Goleta County Water District facilities, but the City of Santa Barbara would provide the water. Through an incremental increase in use, provided for in the above described agreement, the Airport would be allowed to increase its total consumption to 240 acre feet a year over a seven year period after approval of this agreement by LAFCO.

Wastewater

The Goleta Sanitary District serves the Municipal Airport. Current plant capacity is rated to be between 7 and 8 mgd compared to an estimated actual wastewater flow of 6.33 mgd. The Airport was given a capacity right of 2.84% of the total processed wastewater and is currently contributing roughly 1.64% of the total processed effluent giving the Airport 1.2% unused capacity right.

The existing sewer pipeline network on the Airport property is in extreme disrepair and experiences excessive infiltration through old pipes. The system is a combination of gravity lines and force mains requiring three pump stations. Repair and/or replacement of the sewer system is required prior to any expansion or new development at the Airport.

Other Public Utilities

The Southern California Edison Company supplies the Airport's electricity and General Telephone Company supplies the phone service. Currently these utility lines are over head but undergrounding is scheduled for the future.

Transportation

Air Travel

The Santa Barbara Municipal Airport is an essential public facility which has historically provided short haul service to San Francisco, Bakersfield, Fresno, Las Vegas, Los Angeles, Monterey, Oxnard, Sacramento, San Diego and San Jose.

Recently non-stop jet service has begun to Chicago and Denver. The Airport also houses over 230 based general aviation aircraft. Carriers which provide service to Santa Barbara are United Airlines, Golden West Airlines, Inc., and Apollo Airways. Concessionaires within the passenger terminal consist of car rental companies, a concession shop and a restaurant.

Passenger traffic at Santa Barbara Municipal Airport increased at an annual growth rate of 11.2 percent between 1959 and 1978. According to the Airport Master Plan completed in 1980, passenger demand is expected to increase by 5.9 percent annually from 1979 to 1998. The history of passenger traffic and predicted passenger flow is shown on Table 1.

TABLE 1
AIR CARRIER MARKET
PASSENGER TRAFFIC

HISTORY

<u>CALENDAR YEAR</u>	<u>PASSENGERS</u>
1959	63,500
1962	73,500
1965	23,100
1966	153,800
1967	193,600
1968	229,200
1969	257,500
1970	253,300
1971	238,600
1972	253,200
1973	297,100
1974	328,300
1975	332,600
1976	397,600
1977	453,200
1978	480,600
1979	466,394

FORECAST

<u>CALENDAR YEAR</u>	<u>MASTER PLAN</u>	<u>FAA</u>
1983	647,200	686,000
1988	866,200	872,000
1993	1,140,300	
1998	1,516,600	

Source: PRC - R. Dixon Speas Associates

Automobile: Circulation and Parking

Circulation: Airport traffic circulation is greatly influenced by the proximity of the Goleta commercial and industrial areas along Fairview and Hollister Avenues. The primary access routes to the Santa Barbara Airport, according to general origin are:

East - U.S. Highway 101 to Clarence Ward Memorial Boulevard to William Moffett Place.

West - U. S. Highway 101 to Fairview Avenue, to William Moffett Place, or Hollister Avenue to Fairview Avenue to William Moffett Place.

Hollister Avenue is the primary east/west roadway in Goleta on the south side of Highway 101. It is the northern boundary of the Coastal zone and forms a portion of the Airport property boundary. Hollister Avenue is a four lane arterial roadway with left turn channelization at all intersections. Hollister Avenue connects the Airport with Highway 101 primarily by Fairview Avenue, and secondly by Los Carneros Road. Both Fairview Avenue and Los Carneros Road provide four through traffic lanes and left turn channelization for all approaches to Hollister Avenue. Both roadways also provide four through lanes of traffic over U.S. Highway 101 with full freeway interchanges and overpasses.

Hollister Avenue east of Fairview is characterized by small commercial establishments and businesses. Located to the west of Fairview, on Hollister Avenue, are light manufacturing, industrial, and research facilities. The peak hour periods for Fairview, and Hollister, and Los Carneros and Hollister is from 7 a.m. to 8 a.m., and 12 p.m. to 1 p.m. and 5 p.m. to 6 p.m. The heaviest traffic of these periods is from 5 p.m. to 6 p.m. The four to five p.m. hour period is slightly less than the three peak periods. The Los Carneros/Hollister intersection more easily serves the traffic volume except during the period of highest use. Local businesses and industries have implemented staggered working hours to facilitate in reducing peak hour commuter congestions.

If airline passenger numbers increase, and the development continues along Hollister Avenue, traffic conditions will worsen along Fairview and Hollister Avenues. Drivers will experience more frequent delays and an increase in back-ups will occur.

Automobile access from Ward Memorial Blvd. to the airline terminal is a "free flow to stable flow" condition. Occasional backups may occur on summer weekends due to the traffic generated by Goleta Beach County Park. The primary access route to Goleta Beach is Ward Memorial Blvd. to Sandspit Road. Parking overflows from the County Park on to Sandspit Road.

Parking: Passenger parking at the Airport is located between the Airport terminal access road and William Moffett Place. The existing parking lot is currently being realigned and resurfaced to facilitate automobile flow through the lot and assist pedestrian and handicapped access to the terminal from the parking lot and bus stop. The resurfaced lot will accommodate 173 long term

parked cars and 98 cars parked in the short term lot, a total of 271 stalls. The Airport Master Plan has estimated an increased demand of parking spaces according to the table shown below:

	<u>1983</u>	<u>1988</u>
Estimated long term	390	519
Estimated short term	134	180
Sub-total	524	699
Rental Car	154	205
Employee	133	178
<u>Total</u>	<u>811</u>	<u>1,082</u>

Public Transit

Public transit in the Santa Barbara and Goleta region is provided by the Metropolitan Transit District. Service is provided direct (not requiring a transfer) to the Airport passenger terminal from the Santa Barbara Transit Center, the Goleta Transit Center, UCSB, Isla Vista, and portions of Goleta from Lines #11 and #9. An average of 50 drop offs and pickups a day occurred at the Airport stops during a weekday survey in 1980.

Construction has recently been completed to widen and realign Fairview Avenue, William Moffett Place and Fowler Road. The bus stop has been relocated to facilitate passenger access between public transit and the passenger terminal by aligning the bus stop with a pedestrian walkway running through the center of the passenger parking lot.

Bikeways

A major bicycle route connecting UCSB to downtown Goleta runs through Goleta Beach County Park, across the Slough west of Ward Memorial Blvd. via a bike bridge, along William Moffett Place, James Fowler Road and Fairview Avenue. A bicycle path runs along the majority of the route, however, at a few points bicyclists must mix with auto traffic on the street.

The route is utilized by UCSB students and employees, and employees of the airlines, passenger terminal and neighboring businesses. Portions of Fowler Road and William Moffett Place are currently under construction to upgrade the paved surface, widen the road and allow additional space for bicycle traffic.

EXISTING POLICIES

The existing policies within the General Plan regarding the provision of public services are general in nature and do not address the issues involved in providing public services for an expanding Municipal Airport.

The Santa Barbara Municipal Airport is an "essential public service" for the visitors and inhabitants of the South Coast area. The Coastal Act requires that provisions be made for allocating resources and services so that vital uses are not precluded by other developments.

If the number of individuals utilizing air transportation continues to increase as is predicted in the Airport Master Plan, the need for expanding water, public transportation, and parking facilities in addition to facilitating greater traffic flows is heightened.

Increase in the future water supply for the Municipal Airport is dependent upon the implementation of the Water Services Agreement between the County and City of Santa Barbara. Increase in the output of wastewater by over 1% of the total treatment plant capacity is allocated to the Airport to accommodate future expansion of the Airport. However, the existing wastewater collection system on the City property must be improved in order to accommodate increasing wastewater flow.

Current public transportation facilities are sufficient to handle an expanded passenger load generated from Airport activities. The City should continue to encourage the use of Ward Memorial Blvd. as the major Airport access route to reduce delays or jamming at Hollister/Fairview intersection which may be worsened by Airport traffic.

PROPOSED LCP POLICIES

Policy G-1 Prior to approval of any development at the Airport by the Airport Commission, Architectural Board of Review, or other discretionary bodies of the City, a finding shall be made that adequate public service, including water, wastewater, traffic circulation, and parking are available to meet the needs generated by the proposed development.

Actions:

- Using the Master Environmental Assessment, the City shall monitor and update on an on-going basis, information on water supply and demand, wastewater demand, traffic circulation and the adequacy of parking facilities to ascertain the short term and cumulative long term impacts of development in the Airport area.
- As part of the Environmental Impact Statement required for adoption of the "Airport Land Use Plan", the City shall address the potential impacts upon public

services including traffic circulation which potentially would be created by implementation of the Plan. Prior to the approval of any development plans for the area, mitigation measures as developed in the EIS shall be implemented consistent with all relevant Coastal Act policies.

- Any substandard portions of the water and wastewater systems at the Airport shall be improved when new developments would result in an increase in the use of the system.
- The City shall support and continue to encourage the use of public transit for Airport employees and passengers.
- Airport passenger parking spaces shall be increased at a rate equal to the rate of passenger demand and consistent with the "Airport Master Plan" when adopted.
- The City shall continue to work towards the finalization of the Water Services Agreement with the Goleta Water District.
- The City shall continue to pursue funding through the Clean Water Grant Program to upgrade any malfunctioning portions of the existing waste water system at the Airport.

SECTION IV

LAND USE

NEW DEVELOPMENT

INTRODUCTION

There are four policies found in the Coastal Act which are specifically directed at the process of locating and planning new development. These sections are: 30250(a), 30252, 30253(3) and (4) and 30255.

In summary, these policies state: (1) development should be located in or near existing developed areas; (2) access should be maintained by providing better parking, transit etc.; (3) development should be correlated to local and on-site recreation so as not to overload coastal recreation areas; (4) minimize energy consumption and vehicle miles traveled; and (5) give priority to coastal dependent development.

If the Slough is to remain a wetland habitat no further development can take place within the Slough. The possibility for new development at the Airport exists only in the vicinity of the presently developed portions of the Airport, to the north and east of the Slough. Plans for further Airport development to accommodate increasing user demand are presently underway. These plans consist of either expanding the present terminal building or relocating the passenger terminal facilities along Hollister Avenue.

The Airport is located within an urban area. Any future Airport development will be located near existing development and is therefore consistent with the Coastal Act. In-fill development would be conducive to encouraging the use of public transit, as major public transportation routes now service the areas of possible future development. However, problems with new development do exist in public view protection, provision of visitor serving facilities, adequate circulation and parking and development directly adjacent to a sensitive habitat.

This section will evaluate new development in the Airport by the following analysis:

- (1) General comparison of zoning, General Plan, Redevelopment Plan, existing land use and other existing policies.
- (2) Potential development under existing zoning.
- (3) Major coastal issues within the component.
- (4) Recommended LCP land use.
- (5) Constraints on development.

COMPONENT 9: AIRPORT AND GOLETA SLOUGH

Existing Plans and Land Uses

Zoning

The Airport zoning ordinance divides the Airport-Slough into five zones. These are defined by Title 29 of the Municipal Code, and summarized below:

- A-A-O Airport Approach and Operations - Areas beneath the approach surfaces, and the areas of aircraft operations adjacent to runways and taxiways, including Runway Protection Zones, and Runway and Taxiway Safety Areas. These are areas where it is desirable to enhance safety by restricting incompatible objects and activities, where construction of buildings or structures is precluded by the necessity to preserve most of the air space for low- flying aircraft, and where noise levels are not compatible with most land uses.
- A-F Airport Facilities - Area in immediate vicinity of flight activities; intended for uses which are an integral and necessary part of aircraft and airport related activities; uses not related to aircraft and/or airport activities are excluded; height limit is 45 feet; the portion of the A-F zone designated "Slough" on the Airport Zoning Map is identified as a natural preserve and no use can be allowed except that which would preserve the wetland as a wildlife area.
- A-C Airport Commercial - Area for low intensity commercial operations, (e.g., administrative centers, research and development, general offices, recreation, etc.); general retail and residential uses are specifically prohibited; uses not specifically prohibited can be allowed if they meet performance and development standards; height limit 45 feet.
- A-I Airport Industrial - Area designated for light industrial and manufacturing uses (e.g., storage, lumber, sand and brick yards): subject to performance and development standards; intended for service industrial uses which do not generate a great deal of auto traffic.
- G-S-R Goleta Slough Reserve – The Goleta Slough Reserve Zone is established in order to protect, preserve and maintain the environmentally sensitive habitat areas of the Goleta Slough for the benefit and enjoyment of future generations. The intent of this Zone designation is to ensure that any development in or adjacent to any wetland area is designed to preserve the wetland as it exists or improve the habitat values of the Goleta Slough Reserve Zone.

General Plan

In discussing the Airport and related aviation facilities the General Plan emphasizes that the Airport should be "expanded as necessary to serve the function of a local airport with its passenger and freight service area generally confined to tying the south coast area to the greater metropolitan areas of Los Angeles and San Francisco." The General Plan does not address the Goleta Slough specifically but suggests that a comprehensive plan be prepared, in conjunction with UCSB and the County for all land which is not used for airport functions. Three principles are outlined for use in the development of the comprehensive airport plan:

- (1) Noise, air pollution and other adverse environmental impacts are to be reduced and restricted to minimum levels.
- (2) Future use should be of low intensity.
- (3) All Planning efforts should be coordinated with the County.

Land Use

The passenger terminal and accessory facilities, zoned A-F, are located in the south east quadrant of the Airport. This area is approximately 40 acres in size and has a motel and restaurant located on it. Other air/flight related uses in this section are private aircraft parking and a flight school operation.

The north east quadrant of the Airport consists primarily of buildings constructed during World War II, a majority of which are leased on a month to month basis. Some of the uses in this area are not consistent with the A-F zone designation. The Airport administrative offices are located in this area.

The north west section of the Airport, approximately 100 acres, is a combination of the A-F and A-C zone; 35 percent of this area is developed and leased to private business. The uses include Airport related activities, commercial facilities and research and manufacturing operations. Carneros and Tecolotito Creeks join to form the main channel draining into the Slough in the western portion of the north west quadrant. The Air Traffic Control Tower and the Flight Service facility are located in this section.

The Goleta Slough, about 400 acres in size, is located primarily in the south and west portions of the City owned property. According to Sections 29.25.030 and 29.25.040 of the Airport Zoning Ordinance, no development is allowed within the Slough except that which is designed to maintain the Slough as a natural preserve or incidental Airport uses and facilities necessary for existing Airport operations which are found to be consistent with PRC Section 30233. The numerous archaeological sites identified adjacent to the Slough are located in this region.

Potential Development – Aviation Facilities Plan

The Draft Aviation Facilities Plan (AFP) dated May 2001, is a comprehensive plan to guide commercial aviation activities and development through the year 2015. The major projects proposed in the Draft AFP are based on forecasts of anticipated passenger use and aircraft operations. The phasing of these projects will be correlated to the actual levels of passenger use and aircraft operations. The Airfield Safety Projects described in Chapter 5 (page 5-1 through 5-43) and Chapter 7 (page 7-2 through 7-8) of the Draft AFP are incorporated into the LCP; however, the other development included in the Draft AFP has not yet been reviewed and certified for inclusion in the LCP. The Runway Safety Area project identified in Chapters 5 and 7 of the Draft AFP is designed to meet current Federal Aviation Administration (FAA) minimum safety standards and will be undertaken by the City as the first priority.

Airfield Safety Projects in the Draft AFP include provision of 1000-foot Runway Safety Areas on each end of Runway 7-25, the realignment of an existing runway (Runway 7-25) to accommodate the required Runway Safety Areas, a new Taxiway M, a service road, widening of an existing taxiway (Taxiway B) and lengthening of Runway Protection Zones.

Chapters 5 and 7 of the Draft AFP will guide the City's planning and development of the Airfield Safety Projects. The Draft AFP, with the exception of the Airfield Safety Projects, including recommendations and development projects described in the plan, shall not serve as the standard of review for issuance of a Coastal Development Permit for new development projects unless and until the Coastal Commission certifies the AFP as an amendment to the City's Airport/Goleta Slough LCP. The description of the AFP included herein is for informational purposes only and, except for the Airfield Safety Projects, the recommendations and development projects detailed in the AFP are not specifically or conceptually approved by the Coastal Commission unless and until the AFP is certified by the Commission as a LCP amendment, or, if submitted individually, specific development projects are found to be consistent with the certified LCP and any relevant Coastal Act Policies.

Access

Primary access to the terminal area is accomplished via U. S. 101, Ward Memorial and James Fowler Road. A secondary access routing is also possible via Hollister and Fairview Avenues. It is important to note the design of the Airport access system is intended to strongly discourage Airport ingress and egress via Fairview and Hollister Avenues.

MAJOR COASTAL ISSUES

Major coastal issues in this component are: the preservation of the sensitive wetland habitat and protection for the archaeological value of the Goleta Slough; the hazards of flooding, tsunami runup, liquefaction, ground shaking, fault displacement and high groundwater; the increasing demand on Airport access roads and the adequacy of parking lots, water and wastewater facilities.

Future development of this component will be subject to all of the policies discussed in Chapter 3 of this report, as well as all LCP policies of the City's Land Use Plan for the other nine component areas of the Coastal Zone.

Any developments proposed in the future within or adjacent to the wetland areas of the slough will be evaluated for potential impacts to these habitats. Prior to the approval of any project in these areas a finding must be made by the approving body that the project is consistent with section 30233 of the Coastal Act which specifies what kinds of activities are permitted in wetlands or the Department of Fish and Game must determine that the wetland is severely degraded and that the primary purpose of the proposed project is to restore the degraded wetland as outlined in section 30411 of the State Coastal Act.

RECOMMENDED LCP LAND USE

The recommended Land uses for Component 9 of the City's Coastal Zone are as follows (see Map):

<u>Area</u>	<u>Designation</u>
Goleta Slough Area	Recreational/Open Space
Airport Development Area	Major Public and Institution

As described in Chapter 3, the Slough Area will be retained in an Open Space category and use will be restricted to educational and scientific activities consistent with maintaining the Slough's fragile environmental nature.

Land uses within the Major Public and Institution designation will be those allowed within the A-A-O (Aircraft Approach and Operations), A-F (Airport Facilities), A-C (Airport Commercial) and A-I-1 and A-I-2 (Airport Industrial 1 and 2) zoning classifications. These classifications are based on those included in the Airport Industrial Area Specific Plan. The Airport Industrial Area Specific Plan covers the commercial and industrial areas on both sides of Hollister Avenue on the north side of the Airport. Only the area of the Specific Plan south of Hollister Avenue is within the Coastal Zone and subject to the Local Coastal Plan. In creating the Airport Industrial Area Specific Plan, several existing zones have been rewritten and/or renamed. In addition, the A-C Zone no longer applies in the Local Coastal Plan area. The other zone changes include the following:

A-A-O: Aircraft Approach and Operations - Area used for approach, landing, take-off and taxiing of aircraft. This zone is similar to the previous A-A-P (Airport Approach and Primary Surface) Zone. However, it has been updated to reflect changes in Federal Aviation Administration terminology and agricultural uses are no longer allowed in the zone.

A-F: Aviation Facilities - Area in the immediate vicinity of flight activities; intended for uses which are an integral and necessary part of aviation and Airport related activities; uses not

related to aviation and/or Airport activities are excluded. This zone is similar to the previous A-F zone; however, motels and accessory uses are no longer allowed. Additional aviation related uses, such as aviation equipment and accessories sales and/ or repair, aviation storage and aviation related museums have been added to the allowed uses in this zone. Private parking facilities would be allowed subject to the issuance of a Conditional Use Permit. The new zone allows short term use (up to five years) of vacant buildings and land for non-aviation uses if such uses do not conflict with A-F uses, there is limited economic value if restricted to A-F uses and such uses will not preclude the future use of the property for A-F uses. Residential uses are prohibited except in association with a fire station. Residential uses are not allowed in any other zone at the Airport. The uses allowed on a short term basis must be uses that are allowed in the A-C, A-I-1 or A-I-2 zones. The boundaries of this revised zone are substantially the same as the old A-F zone.

A-I-1: Airport Industrial 1 - Area designated for light industrial and manufacturing uses (e.g., research and development, electronic products manufacture, storage, contractors yards, lumber, sand and brick yards), subject to performance and development standards. Open yard uses are not allowed south of Francis Botello Road. An area west of Carneros Creek south of Hollister Avenue is also zoned for A-I-1 uses. Even though this property is close to the flightline, it is separated from and has no access to the flightline because of Carneros Creek. Finally, there are a number of historic buildings in this and the A-I-2 Zones. While not all of these buildings can or should be saved, an incentive which allows greater flexibility in the allowed uses for such buildings is included to encourage adaptive reuse of the buildings.

A-I-2: Airport Industrial 2 - Area designated for light industrial and manufacturing uses and for related commercial services (e.g., branch bank, printing and photographic shop, dry cleaning establishment, mailing service, convenience store, secretarial service, restaurant); new and used car agencies are also allowed. This zone builds on the A-I-1 zone and applies to the area adjacent to and north of Hollister Avenue between Frederic Lopez Road and La Patera Lane. It also applies to a small area south of Hollister Avenue where there is an existing restaurant. Like the A-C zone, general commercial retail is not allowed since these uses are available in Old Town Goleta and other nearby areas.

In order to assure that the future development of the Airport area is accomplished consistent with the Coastal Act policies regarding locating new development, the following policies shall apply.

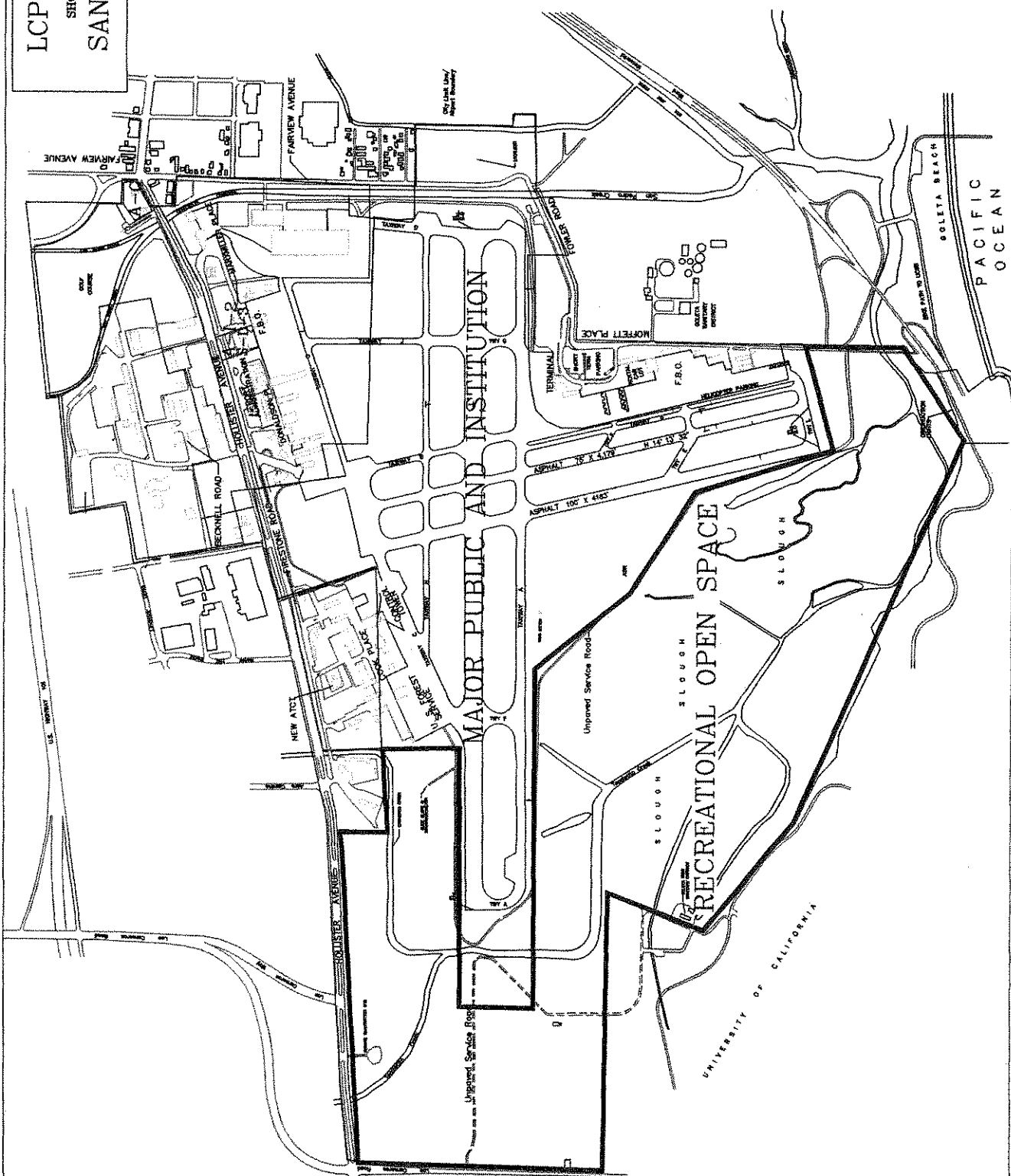
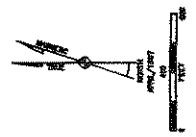
Policy H-1 Future development of Airport property and/or facilities within the "Major Public and Institutional Land Use Designation" shall not result in adverse impacts to the wetland habitats of the Goleta Slough, related stream tributaries, or sensitive habitat areas due to additional sedimentation, runoff, or other disturbances.

Actions:

- Any development within the Airport area shall be assessed for potential adverse environmental impacts upon the Goleta Slough. Applicable mitigation measures developed in the environmental assessment shall be implemented prior to any development.

Policy H-2 Future development of Airport property within the Airport Industrial Area Specific Plan area shall be consistent with the policies of said Plan. That portion of the Airport Industrial Area Specific Plan which applies to property in the Coastal Zone is hereby incorporated into the Local Coastal Plan as Appendix G.

LCP LAND USE MAP
 SHOWING A PORTION OF THE CITY OF
 SANTA BARBARA, CA



Coastal Plan - Component 9: Airport

