

CALIFORNIA COASTAL COMMISSION

SOUTH CENTRAL COAST AREA
89 SOUTH CALIFORNIA ST., SUITE 200
VENTURA, CA 93001
(805) 585-1800



RECORD PACKET COPY

DATE: April 14, 2003

TO: Commissioners and Interested Parties

FROM: Peter Douglas, Executive Director
Chuck Damm, Senior Deputy Director

SUBJECT: City of Santa Barbara LCP Amendment No. MAJ-1-02; Airfield Safety Projects: Executive Director's determination that the City's acknowledgement of receipt, acceptance, and agreement with the Commission's certification with suggested modifications is legally adequate. This determination will be reported to the Commission at the May 2003 meeting in Monterey.

On December 10, 2002 the Commission approved Local Coastal Program Amendment No. MAJ-1-02 submitted by the City of Santa Barbara with suggested modifications. This amendment incorporates the Airfield Safety Projects described in the Draft Aviation Facilities Plan, and associated habitat protection and restoration plans, into the City's certified LCP. (The full Draft Aviation Facilities Plan is not included in this LCP amendment. Additional proposed improvements will be subject to a separate LCP amendment in the future.)

On March 4, 2003 the City Council of the City of Santa Barbara adopted Resolution No. 03-013 (attached) acknowledging receipt of the Commission's certification of LCP Amendment No. MAJ-1-02 and accepting and agreeing to all modifications suggested by the Commission. On March 18, 2003 the Santa Barbara City Council adopted Ordinance No. 5267 (attached) amending the Municipal Code relating to the Goleta Slough Reserve Zone to carry out the Commission's certification of the subject LCP (Implementation Plan / Coastal Zoning Ordinance) as modified.

Pursuant to Section 13544 of the California Code of Regulations, Title 14, Division 5.5, the Executive Director must determine that the action taken by the City of Santa Barbara acknowledging receipt and acceptance of, and agreement with the Commission's certification of the above referenced LCP amendment with suggested modifications is legally adequate and report that determination to the Commission. The certification shall become effective unless a majority of the Commissioners present object to the Executive Director's determination.

I have reviewed the City's acknowledgement and acceptance of, and agreement with the terms and suggested modifications of LCPA 1-02, as certified by the Commission on December, 10, 2002, as contained in the adopted Resolution of March 4, 2003 and adopted Ordinance of March 18, 2003 and find that the City's action and notification procedures for appealable development are legally adequate to satisfy the terms and requirements of the Commission's certification. I therefore recommend that the Commission concur in this determination.

CITY OF SANTA BARBARA

COMMUNITY DEVELOPMENT DEPT.

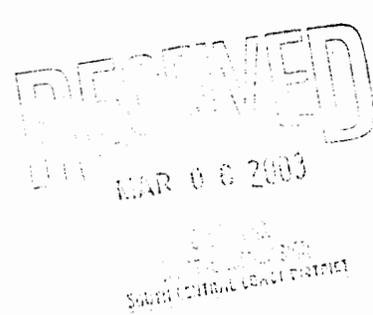
Planning Division 564-5470
Housing & Redevelopment Division 564-5461
Division of Land Use Controls 564-5485
Director's Office 564-5455
Fax Number 564-5477



630 GARDEN STREET
POST OFFICE BOX 1990
SANTA BARBARA, CA 93102-1990

March 5, 2003

Gary Timm
District Manager
California Coastal Commission
South Central Coast Area
89 South California Street, Suite 200
Ventura, California 93001



RE: Local Coastal Program Amendment No. SBC-MAJ-1-02 (Airfield Safety Projects, Draft Aviation Facilities Plan)

Dear Mr. Timm:

This letter and the attached resolution and ordinance of the City Council of the City of Santa Barbara are in response to your letter of January 28, 2003, which transmitted the Coastal Commission's resolution of certification and suggested modification for the above-referenced City Local Coastal Program Amendment No. SBC-MAJ-1-02, as adopted by the Commission on December 10, 2002.

As provided for in Section 13544 of the Coastal Commission's Regulations, on March 4, 2003, the City Council of Santa Barbara adopted the attached City Resolution 03-013, and as introduced, the attached City ordinance amends Chapter 29.25 (the "Goleta Slough Reserve Zone) of the Santa Barbara Municipal Code relating to the Goleta Slough Component of the City's Certified Local Coastal Program. In so acting, the Santa Barbara City Council has acknowledged receipt of and accepted, and agrees to the modifications and suggestions of the Commission in their action of December 10, 2002 on the City's LCP amendment request. This ordinance is scheduled for adoption by the City Council on March 18, 2003. Consequently, as provided for in subsection (c) of Regulation Section 13544, the City requests that the Commission Executive Director report the City's determination to the Commission at the Commission's April 2003 meeting, its next regularly scheduled meeting. Since the April Commission meeting is schedule to be held in Santa Barbara, this scheduling would be particularly helpful to us in having City staff available to attend the Commission meeting and in responding to any questions, should there be any. However, as we understand is typically the case with such unqualified acceptances, it would be our expectation that this item would be placed on the Commission's consent agenda.

Please feel free to call me if you or your staff needs anything further for your agenda requirements; in addition, it would be helpful if you could confirm that this item will be placed on the Commission's April 2003 meeting agenda as soon as you can.

Yours truly,



Paul Casey
Community Development Director
City of Santa Barbara

PAC:alm

Attachments: City Resolution No. 03- 013
City Ordinance No. 2003-5267

Cc: James L. Armstrong
Dan Wallace
Stephen Wiley
Karen Ramsdell
Planning File

RESOLUTION NO. 03-013

A RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA BARBARA ACKNOWLEDGING RECEIPT OF THE CALIFORNIA COASTAL COMMISSION RESOLUTION OF CERTIFICATION FOR LOCAL COASTAL PROGRAM LAND USE PLAN AMENDMENT NO. SBC-MAJ-1-02 RELATED TO THE CITY AIRPORT'S AIRFIELD SAFETY PROJECTS AND ACCEPTING AND AGREEING TO ALL MODIFICATIONS SUGGESTED BY THE CALIFORNIA COASTAL COMMISSION IN THEIR ACTION OF DECEMBER 10, 2002, AND AGREEING TO ISSUE COASTAL DEVELOPMENT PERMITS PURSUANT TO THE CERTIFIED LOCAL COASTAL PROGRAM.

WHEREAS, on December 11, 2001, the City Council held a noticed public hearing concerning adoption of the Aviation Facilities Plan and a Local Coastal Program Amendment and considered recommendations from the public, Airport Commission, Planning Commission and information contained in the Aviation Facilities Plan Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) and the City staff report; and

WHEREAS, following the public hearing, the City Council upheld the Planning Commission certification of the Aviation Facilities Plan EIR and adopted Resolution 01-141 making all necessary environmental review findings pursuant to the California Environmental Quality Act and the National Environmental Policy Act and approving the Aviation Facilities Plan and a Local Coastal Program Amendment contingent upon certification by the California Coastal Commission; and

WHEREAS, ON December 10, 2002, the California Coastal Commission certified Amendment SBC-MAJ-1-02 to the City of Santa Barbara Local Coastal Program Airport and Goleta Slough Component with suggested modifications and has forwarded the approved Amendment to the City's Local Coastal Program with the suggested modifications to the City for its acceptance and formal action to implement the approved Amendment as modified by the Commission;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SANTA BARBARA AS FOLLOWS:

1. The City of Santa Barbara acknowledges receipt of and hereby accepts the California Coastal Commission's Resolution of Certification of the Amendment to the Local Coastal Program, including all suggested modifications

as contained in Exhibit 1 (dated as of January 28, 2003) attached hereto and incorporated by this reference as though fully set forth herein.

2. The City of Santa Barbara agrees to issue coastal development permits for the total area included in the certified Local Coastal Program as modified by the Coastal Commission's suggested modifications as described in Exhibit 1.

3. By formal action of the Council of the City of Santa Barbara concurrent with the adoption of this Resolution, the City of Santa Barbara has introduced and will subsequently adopt the necessary ordinance and has taken all others formal actions necessary to fully implement Local Coastal Program Amendment No. SBC-MAJ-1-02 (Airfield Safety Projects, Draft Aviation Facilities Plan).

4. The Community Development Director of the City is hereby directed to transmit a certified copy of this Resolution and a copy of the implementing City Ordinance to the Executive Director of the California Coastal Commission for the Executive Director to report to the Commission the City's acceptance of the Commission's action at the Commission's next regularly scheduled meeting pursuant to Section 13544 of the Commission's Administrative Regulations.

Exhibit 1: Letter from Gary Timm, District Manager, California Coastal Commission dated January 28, 2003

CALIFORNIA COASTAL COMMISSION

SOUTH CENTRAL COAST AREA
199 SOUTH CALIFORNIA ST., SUITE 200
VENTURA, CA 93001
(805) 641-0142



RECEIVED

January 28, 2003

FEB 03 2003

CITY OF SANTA BARBARA
AIRPORT DEPARTMENT

Laurie Owens, A.I.C.P.
City of Santa Barbara
601 Firestone Road
Santa Barbara, CA. 93117

RE: Local Coastal Program Amendment No. SBC-MAJ-1-02 (Airfield Safety Projects, Draft Aviation Facilities Plan).

Dear Ms. Owens:

On December 10, 2002, the Coastal Commission took the following action on Local Coastal Program Amendment No. SBC-MAJ-1-02:

By a unanimous vote, approved Amendment SBC-MAJ-1-02 to the City of Santa Barbara Local Coastal Program with suggested modifications.

The Commission's resolution of certification and suggested modifications are contained within the staff report dated November 21, 2002. The staff report contains findings in support of the Commission's action. The suggested modifications, as approved by the Commission, are attached separately for your convenience.

Section 13544 of the Commission's Administrative Regulations requires that after certification the Executive Director of the Commission shall transmit copies of the resolution of certification and any suggested modifications and findings to the governing authority, and any interested person or agencies. Further, the certification shall not be deemed final and effective until *all* of the following occur:

- (a) The local government with jurisdiction over the area governed by the Local Coastal Program, by action of its governing body: (1) acknowledges receipt of the Commission's resolution of certification, including any terms or modifications suggested for final certification; (2) accepts and agrees to any such terms and modifications and takes whatever formal action is required to satisfy the terms and modifications (e.g. implementation of ordinances); and (3) agrees to issue coastal development permits for the total area included in the certified Local Coastal Program; (Unless the local government takes the action described above the Commission's certification with suggested modifications shall expire six months from the date of the Commission's action.)
- (b) The Executive Director of the Commission determines in writing that the local government's action and the notification procedures for appealable development required pursuant to Article 17, Section 2 are legally adequate to satisfy any specific

requirements set forth in the Commission's certification order;

- (c) The Executive Director reports the determination to the Commission at its next regularly scheduled public meeting and the Commission does not object to the Executive Director's determination. If a majority of the Commissioners present object to the Executive Director's determination and find that the local government action does not conform to the provisions of the Commission's action to certify the Local Coastal Program, the Commission shall review the local government's action and notification procedures pursuant to Articles 9-12 as if it were a resubmittal; and
- (d) Notice of the certification of a Local Coastal Program shall be filed with the Secretary of the Resources Agency for posting and inspection as provided in Public Resources Code Section 21080.5(d)(2)(v).

If there are any questions regarding this matter, please contact Gary Timm in our Ventura office. The Commission and staff greatly appreciate the City's cooperation and assistance.

Authorized on behalf of the California Coastal Commission by:

PETER DOUGLAS
Executive Director



By: Gary Timm
District Manager

City of Santa Barbara LCP Amendment No. SBC-MAJ-1-02 (Corrected)

3.0 SUGGESTED MODIFICATIONS TO THE LUP/CP

Note: The Commission's recommended modifications for changes to the City's LUP/CP as submitted in SBC-MAJ-1-02 are shown in bold underline for added text, and bold ~~strikethrough~~ for deleted text. The City's proposed changes to the LUP/CP as submitted are shown in underline for added text and ~~strikethrough~~ for deleted text.

LUP/CP Suggested Modification #1

Amendment to the LCP Land Use Map

The LCP Land Use Map is amended to reflect land use designation changes necessary to facilitate development of the airfield safety projects and habitat restoration plans, and will include re-designation of approximately 28 acres of airport/slough property from Recreational Open Space to Major Public and Institution to allow for construction of airfield safety projects, and re-designation of approximately 15.8 acres of airport property located at the corner of Los Carneros Road and Hollister Avenue from Major Public and Institutional to Recreational Open Space to facilitate the re-routing of Tecolotito Creek and habitat restoration and mitigation plans. The land use designation change proposed for property just south of the airline terminal from Recreational Open Space to Major Public and Institution is deleted, (Exhibit 3).

LUP/CP Suggested Modification #2

SECTION III: POLICIES

ENVIRONMENTALLY SENSITIVE HABITAT-LOCAL ISSUES AND RESOURCES

Municipal Airport Facilities and Impacts-Future Development:

~~"As passenger traffic at the Santa Barbara Municipal Airport increases, additional terminal space to accommodate frequent crowds will be necessary. Expansion of the existing terminal by approximately 16,000 square feet is proposed. This expansion is predicted to provide sufficient terminal space to accommodate passenger flow through the 1980's.~~

~~Additional plans for development include the lengthening of runway 7/25 400 feet to the west in order to supply jet service to Denver and Chicago under high temperature, full plane load conditions. This extension requires the repositioning of Los Carneros and Tecolotito Creeks as they enter the City property and drain into the Slough. The extension of runway 7/25's safety area to the east is also recommended and would demand the re-routing of the Airport service road, Fairview Avenue and San Pedro Creek.~~

~~An increased taxiway ramp width east and parallel to runway 15L/33R and an additional aircraft parking area in the northeast quadrant are desired developments. These projects would increase the amount of paved surface area at the airport thereby reducing the ground infiltration rate. A reduced infiltration rate will increase airport runoff which may have adverse effects on the Slough due to pollutants contained within the runoff.~~

The *Draft* Aviation Facilities Plan (AFP), dated May 2001, is a comprehensive plan to guide commercial aviation activities and development through the year 2015. ~~and is incorporated by reference as Appendix H.~~ 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 the exception, as it is required-designed to meet under-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. , the Airline Terminal Expansion program which would potentially increase the size of the terminal up to 95,000 square feet in two phases, a new 15,000 square foot air cargo building, 75 new T-hangars and new parking facilities.

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 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.

LUP/CP Suggested Modification #3

ENVIRONMENTALLY SENSITIVE HABITAT- LCP POLICIES

Policy C-4 A buffer strip a minimum of 100 feet in width shall be maintained in a natural condition along the periphery of the ~~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 which ~~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. Existing facilities necessary for Airport operations shall be retained and maintained in normal fashion. 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 ft. 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.

LUP/CP Suggested Modification #4

ENVIRONMENTALLY SENSITIVE HABITAT- LCP POLICIES

Add New Policy C-10 after existing Policy C-9

Policy C-10: 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 ~~will~~ 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 ~~will~~ 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, a 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, and 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, frequency and documentation requirements and submittal schedules for reviewing agencies; and performance criteria consistent with achieving the required levels-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 7 years. Compliance with the plans referenced above shall be a condition of approval of a Coastal Development Permit for the Airfield Safety Projects. Implementation of the recommendations contained in the final wetland mitigation plan shall be made part of the Commission's conditions of approval for the Coastal Development Permit issued 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 ~~this 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 site 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-10 shall be required by the terms and/or conditions of the Coastal Development Permit authorizing the Airfield Safety Projects.

LUP/CP Suggested Modification #5

ENVIRONMENTALLY SENSITIVE HABITAT- LCP POLICIES

(Add New Policies C-11 through C-15 after Proposed New Policy C-10)

Policy C-11: 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-12: 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 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 or 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-13: 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.
- Re-vegetation of disturbed areas shall occur at the completion of grading activities. Re-vegetation plans shall consist of native, non-invasive plants 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-14: Special status plant 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-15: 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.

LUP/CP Suggested Modification #6

CULTURAL RESOURCES-LCP POLICIES

Add New Policy F-3 after existing Policy F-2

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.

LUP/CP Suggested Modification #7

SECTION IV: LAND USE

NEW DEVELOPMENT-COMPONENT 9: AIRPORT AND GOLETA SLOUGH

Existing Plans and Land Uses

Proposed text changes to the Zoning subsection of the LUP are intended to update and correct language to accurately reflect 1) previous certification and adoption of the Airport Approach and Operations Zone (A-A-O) to replace the Airport Approach and Primary Surface Zone [A-A-P (certified pursuant to LCPA 2-97)] and 2) previous certification and adoption of the Goleta Slough Reserve Zone (G-S-R), which was certified in 1991 as part of the City's Phase III Implementation submittal for certification.

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

~~A-A-P Airport Approach and Primary Surface Area of airplane operations (runways, clear zones, etc.) intended for use as open areas; some agricultural uses allowed; heights limited.~~

A-A-O 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.

G-S-R 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.

Land Use The Goleta Slough, ~~greater than 200~~ about 400 acres in size, is located primarily in the south and west portions of the City owned property. According to Sections ~~29.15.105~~ 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 that incidental Airport uses and facilities necessary for existing Airport operations, which is are found to be consistent with PRC Section 30233. The numerous archaeological sites identified adjacent to the Slough are located in this region.

LUP/CP Suggested Modification #8

Potential Development-Aviation Facilities Plan:

~~"As passenger traffic at the Santa Barbara Municipal Airport increases, additional terminal space to accommodate frequent crowds will be necessary. Expansion of the existing terminal by approximately 16,000 square feet is proposed. This expansion is predicted to provide sufficient terminal space to accommodate passenger flow through the 1980's.~~

~~Additional plans for development include the lengthening of runway 7/25 400 feet to the west in order to supply jet service to Denver and Chicago under high temperature, full plane load conditions. This extension requires the repositioning of Los Carneros and Tecolotito Creeks as they enter the City property and drain into the Slough. The extension of runway 7/25's safety area to the east is also recommended and would~~

demand the re-routing of the Airport service road, Fairview Avenue and San Pedro Creek.

An increased taxiway ramp width east and parallel to runway 15L/33R and an additional aircraft parking area in the northeast quadrant are desired developments. These projects would increase the amount of paved surface area at the airport thereby reducing the ground infiltration rate. A reduced infiltration rate will increase airport runoff which may have adverse effects on the Slough due to pollutants contained within the runoff.

The Draft Aviation Facilities Plan (AFP), dated May 2001, is a comprehensive plan to guide commercial aviation activities and development through the year 2015, and is incorporated by reference as Appendix H. 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 the exception, as it is required designed to meet under 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, the Airline Terminal Expansion program which would potentially increase the size of the terminal up to 95,000 square feet in two phases, a new 15,000 square foot air cargo building, 75 new T-hangars and new parking facilities.

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 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.

LUP/CP Suggested Modification #9

NEW DEVELOPMENT- RECOMMENDED LCP LAND USE

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, unless found to be consistent with PRC Section 30233 of the Coastal Act.

Actions:

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

LUP/CP Suggested Modification #10

Delete Proposed New Policy H-3:

~~Policy H-3: All future development within the Aviation Facilities Plan area at the Airport must be consistent with the Aviation Facilities Plan. This Plan is incorporated by reference into the Airport LCP as Appendix H.~~

3.1 SUGGESTED MODIFICATIONS TO THE IP/CZO

Note: The Commission's recommended modifications for changes to the City's IP/CZO as submitted in SBC-MAJ-1-02 are shown in bold underline for added text, and ~~strikethrough~~ for deleted text.

IP/CZO Suggested Modification #1

Amendment to the Coastal Zoning Ordinance Map- Sectional Zone Map 16

The LCP Coastal Zoning Ordinance Map, Sectional Zone Map 16, is amended to reflect zoning designation changes necessary to facilitate development of the airfield safety projects and habitat restoration plans, and will include re-zoning of approximately 28 acres of airport/slough property from Goleta Slough Reserve (G-S-R) to Airport Approach and Operations (A-A-O) to allow for construction of airfield safety projects; re-zoning of approximately 15.8 acres of airport property located at the corner of Los Carneros Road and Hollister Avenue from Specific Plan #6 (S-P-6), Airport Commercial (A-C), and Airport Approach and Operations (A-A-O) to Goleta Slough Reserve (G-S-R); and rezoning a site between Hollister Avenue and Tecolotito Creek from Airport Industrial (A-I-1) to Goleta Slough Reserve (G-S-R) to facilitate the re-routing of Tecolotito Creek and habitat restoration and mitigation plans. ***The zoning change proposed for property just south of the airline terminal from Goleta Slough Reserve (G-S-R) to Airport Facilities (A-F) is deleted,*** (Exhibit 4).

IP/CZO Suggested Modification #2

GOLETA SLOUGH RESERVE ZONE

Ordinance Section 29.25.020 (Requirements and Procedures)

- A. COASTAL DEVELOPMENT PERMIT REQUIRED. In addition to any other permits or approvals required by the City hereafter, a Goleta Slough Coastal Development Permit shall be required prior to commencement of any development within the Goleta Slough Reserve Zone, unless specifically excluded. A Coastal Development Permit under the provisions of Section 28.45.009.6, shall not be required if the proposed project is only in the G-S-R and S-D-3 Zones; however, a Goleta Slough Reserve Coastal Development Permit shall be required, unless specifically excluded. If a development is in another zone in addition to the G-S-R and S-D-3 zones, both a Coastal Development Permit

under this Chapter and under Section 28.45.009.6 shall be required, unless specifically excluded. If a development is excluded from a Goleta Slough Coastal Development Permit, as stated in Section 29.25.040 of this Chapter, it shall also be excluded from a Coastal Development Permit under Section 28.45.009.6 of the Municipal Code.

- B. PERMIT PROCESS. The regulations set forth in Section 28.45.009.6 of the Municipal Code, except as they pertain to the application for a separate Coastal Development Permit, shall apply to the processing of a Goleta Slough Coastal Development Permit application.
- C. SUBMITTAL REQUIREMENTS. In addition to the information required to be submitted with an application for a Coastal Development Permit, or any other application requirements of the Community Development Department, the following information must be submitted with an application for a Goleta Slough Coastal Development Permit:
1. Development Plan: A development plan, clearly and legibly drawn, the scale of which shall be large enough to show clearly all details thereof and shall contain the following information:
 - (a) Contour lines of existing grade with a minimum of two (2) foot intervals;
 - (b) Dimensions of proposed development and location of proposed use with scale, date and north arrow;
 - (c) Finished grade contours after completion of development or use clearly showing the location of all proposed grading, cut and fill;
 - (d) The location of proposed access to the development site during construction and after the project is completed;
 - (e) The location for the stockpiling of any dredged materials or storage of supplies and equipment during or after construction; **and**
 - (f) Habitat mapping and impact assessment by a qualified wetland biologist identifying all upland and wetland habitat locations within at least 100 feet from any development, access way, storage site or disturbed area and discussion of any impacts to the wetland or the 100 foot buffer along the periphery of the wetland. Wetland delineations shall be prepared in accordance with the definitions of Section 13577 (b) of Title 14 of the California Code of Regulations;
 - (g) An identification of habitat area that supports rare, threatened, or endangered species, that are designated or candidates for listing under State or Federal law, "fully protected" species and/or "species of special concern", and plants designated as rare by the California Native Plants Society;
 - (h) Water Quality Mitigation Plan (WQMP) and Stormwater Pollution Prevention Plan (SWPPP) details consistent with the criteria of LUP Policies C-12 and C-13.
 2. Written description of the project including the purpose of the project and an anticipated schedule for construction and completion.
 3. Elevations of the proposed structure from all sides.
 4. Written comment on the proposed use or development from the State of California Department of Fish and Game. Review by the Department of Fish and Game shall be coordinated through the City of Santa Barbara Community Development Department Staff.
 5. An identification and description of rare, threatened, or endangered species, that are designated or candidates for listing under State or Federal law, and identification of "fully protected" species and/or "species of special concern", and plants designated as rare by the California Native Plants Society, and avoidance, mitigation, restoration and monitoring measures/plan details consistent with the criteria of LUP Policies C-14 and C-15; and
 6. Written description and impact assessment of sensitive archaeological or other culturally sensitive resources and details of avoidance, mitigation and

monitoring measures necessary to avoid potential impacts.
5.7. Other information reasonably required by the Community Development Department.

- D. NOTICING. Refer to Section 28.45.009 for noticing requirements. (Ord. 5025, 1997; Ord. 4674, 1991; Ord. 4375, 1986.)

IP/CZO Suggested Modification #3

29.25.030 Uses Permitted with a Goleta Slough Coastal Development Permit.

The following uses are permitted in the Goleta Slough Reserve Zone upon the issuance of a Goleta Slough Coastal Development Permit unless specifically exempted.

- A. Restoration projects in which restoration and enhancement are the sole purposes of the project.
- B. Incidental public service purposes, including but not limited to installation, burying cables and pipes or inspection of piers, and maintenance of existing intake and outfall lines, where the project is necessary to maintain an existing public service and where it has been demonstrated that there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects.
- C. Nature study, bird watching, aquaculture, or other similar resource dependent activities.
- D. Alteration of rivers or streams only for the following purposes:
1. Necessary water supply projects; or
 2. Flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development; or
 3. Developments where the primary function is the improvement of fish and wildlife habitat.
- E. Repair or maintenance activities of existing areas or facilities which do not result in an addition to or enlargement or expansion of the object of such repair or maintenance, unless exempted under Municipal Code Subsection 29.25.040.A.
- F. Other uses deemed consistent with the intent and purposes of this Chapter and allowed under Public Resources Code Section 30233. (Ord.4674, 1991; Ord. 4375, 1986.)

IP/CZO Suggested Modification #4

29.25.040 Uses Permitted Without a Goleta Slough Coastal Development Permit.

A Goleta Slough Coastal Development Permit is not required for the following activities and uses:

- A. Maintenance Activities:
1. Trimming of vegetative growth within the extended Runway Safety Area and flight control area in accordance with FAA regulations, as required.
 2. Mowing of grass and maintenance in accordance with FAA requirements of areas directly adjacent to and parallel to the runways and taxiways within 135 feet of the existing paved surface.
 3. Maintaining the existing approach lighting system and access road, the existing glide slope, the existing Airport Surveillance Radar and access road, the existing Airport patrol road running along the perimeter of the Slough, and safety related facilities and uses ~~existing at the time of the initial adoption of this Section.~~ necessary to

maintain existing airport capacity and operations.

4. On-going mosquito abatement and related maintenance activities such as monitoring of adult and larval mosquito activity including weekly surveillance and collections at likely breeding locations and control measures which consist primarily of hand spraying of larvicidal oil.
 5. Utilities existing at the time of the initial adoption of this Section.
- B. Public access to the Slough for educational purposes or bird watching when the individual or group has complied with the following Slough Public Access procedures. Any person wishing to enter the Goleta Slough who is not an employee of the City of Santa Barbara, the Goleta Valley Mosquito Abatement District, the Santa Barbara Flood Control District or the California Department of Fish and Game shall complete a "Santa Barbara Municipal Airport/Goleta Slough Access Release, Indemnity and Assumption of Risk Agreement" and have said form approved by the Santa Barbara Municipal Airport Director prior to entering the Goleta Slough.
- C. Activities In Areas Designated as SBa-52:
1. Maintenance of the Indian burial site as specified in Agreement #11,256 between the City of Santa Barbara and the Indian Center of Santa Barbara, Inc.; and
 2. Re-interment of Native American human burial remains found during archaeological work or from archaeological sites as specified in Agreement #11,256 between the City of Santa Barbara and the Indian Center of Santa Barbara, Inc.

Additional activities such as the clearing of channels, digging of ditches, desilting, and dredging activities shall require a Goleta Slough Coastal Development Permit. (Ord. 4723, 1991; Ord. 4674, 1991; Ord. 4375, 1986.)

IP/CZO Suggested Modification #5 (Corrected)

29.25.050 Findings.

Prior to the approval of a Goleta Slough Coastal Development Permit by the Planning Commission, or City Council upon appeal, all of the following must be found:

- A. The project is consistent with the City's Coastal Land Use Plan and all applicable provisions of the Code.
- B. The project is consistent with the policies of the California Coastal Act.
- C. The proposed use is dependent upon the resources of the environmentally sensitive area **or the proposed use is found to be consistent with Section 30233 of the Coastal Act.**
- D. Development in areas adjacent to an environmentally sensitive area shall be designed to prevent impacts which would significantly degrade such area and shall be compatible with the continuance of such habitat.
- E. A natural buffer area of 100 feet will be maintained in an undeveloped condition along the periphery of all wetland areas. **Where development of the Airfield Safety Projects renders maintenance of a 100 ft. buffer area between new development and delineated wetlands infeasible, the maximum amount of buffer area is provided and all impacts to wetland habitat will be mitigated to the maximum extent feasible such that no net loss of wetland habitat occurs.**
- F. The proposed use shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific and educational purposes.

G. **The proposed project includes adequate impact avoidance and mitigation measures to ensure protection of rare, threatened, or endangered species, that are designated or candidates for listing under State or Federal law, "fully protected" species and/or "species of special concern", and plants designated as rare by the California Native Plant Society.**

G.H. There is no less environmentally damaging alternative to the proposed development, all feasible mitigation measures have been provided to minimize adverse environmental effects and, if applicable:

1. All dredged spoils shall be removed from the wetland area to avoid significant disruption to wildlife habitat and water circulation.
2. Diking, filling or dredging in the Goleta Slough shall maintain or enhance the functional capacity of the wetland or estuary.

H.I. Channelizations or other substantial alteration of rivers and streams shall incorporate the best mitigation measures feasible.

H.J. Archaeological **or other culturally sensitive** resources within the Goleta Slough are protected from impacts of the proposed development.

J.K. The proposed use shall minimize any adverse effects of waste water discharges, run-off and interference with surface water flow.

K.L. Sedimentation from the proposed development has been reduced to a minimum and is compatible with the maintenance of the wetland area.

L.M. The proposed project enhances public educational or recreational opportunities at the Goleta Slough including, but not limited to:

1. Providing area(s) and facilities on the periphery of the wetland for recreational and educational use of Slough; or,
2. Developing educational tour routes and procedures for such tours in dry land areas of the Slough. Educational/explanatory signs shall be included as part of any walking tour or viewing facilities project. (Ord. 4674, 1991; 4375, 1986.)

RESOLUTION NO. 03-013

STATE OF CALIFORNIA)
)
COUNTY OF SANTA BARBARA) ss.
)
CITY OF SANTA BARBARA)

I HEREBY CERTIFY that the foregoing **Resolution No. 03-013** was adopted by the City Council of the City of Santa Barbara at a meeting held on March 4, 2003, by the following roll call vote:

AYES: Councilmembers H. P. Fairly, Iya G. Falcone, Babatunde Fodayemi, Gregg A. Hart, Roger L. Horton, Dan B. Secord; Mayor Marty Blum

NOES: None

ABSENT: None

ABSTENTIONS: None

IN WITNESS WHEREOF, I have hereto set my hand and affixed the official seal of the City of Santa Barbara on March 5, 2003.


Mabi Covarrubias Plisky

Mabi Covarrubias Plisky, CMC
City Clerk Services Manager

I HEREBY APPROVE the foregoing **Resolution** on March 5, 2003.

Marty Blum

Marty Blum
Mayor

CITY OF SANTA BARBARA

COMMUNITY DEVELOPMENT DEPT.

Planning Division 564-5470
Housing & Redevelopment Division 564-5461
Division of Land Use Controls 564-5485
Director's Office 564-5455
Fax Number 564-5477



630 GARDEN STREET
POST OFFICE BOX 1990
SANTA BARBARA, CA 93102-1990

March 19, 2003

Gary Timm
District Manager
California Coastal Commission
South Central Coast Area
89 South California Street, Suite 200
Ventura, California 93001

RECEIVED

MAR 29 2003

CALIFORNIA
COASTAL COMMISSION
SOUTH CENTRAL COAST DISTRICT

RE: Local Coastal Program Amendment No. SBC-MAJ-1-02 (Airfield Safety Projects, Draft Aviation Facilities Plan)

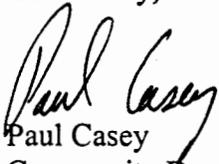
Dear Mr. Timm:

As I mentioned in my letter of March 5, 2003, and as anticipated, the attached City ordinance amending Title 29 of the Santa Barbara Municipal Code was adopted by the Santa Barbara City Council on March 18, 2003. As you know, this amendment formally incorporates the modifications suggested by the Coastal Commission for the above-referenced City Local Coastal Program Amendment No. SBC-MAJ-1-02, as adopted by the Commission on December 10, 2002.

My letter requested that the Commission Executive Director report the City's determination to the Commission at the Commission's April 2003 meeting, its next regularly scheduled meeting in accordance with subsection (c) of Regulation Section 13544. Since the April 2003 Commission meeting is scheduled to be held in Santa Barbara, this scheduling would be particularly helpful to us in having City staff available to attend the Commission meeting and in responding to any questions, should there be any. However, as we understand is typically the case with such unqualified acceptances, it would be our expectation that this item would be placed on the Commission's consent agenda.

Please feel free to call me if you or your staff needs anything further for your agenda requirements; in addition, it would be helpful if you could confirm that this item will be placed on the Commission's April 2003 meeting agenda as soon as you can.

Yours truly,



Paul Casey
Community Development Director
City of Santa Barbara

PAC:alm

Attachment: City Ordinance No. 5267 (certified copy)

Cc: James L. Armstrong
Dan Wallace
Stephen Wiley
Karen Ramsdell
Planning File

CITY OF SANTA BARBARA



OFFICE OF THE CITY CLERK

TELEPHONE (805) 564-5309
FAX (805) 897-2623

CITY HALL
DE LA GUERRA PLAZA
POST OFFICE BOX 1990
SANTA BARBARA, CA 93102-1990

STATE OF CALIFORNIA)
)
COUNTY OF SANTA BARBARA) ss.
)
CITY OF SANTA BARBARA)

I, Susan Tschech, Deputy City Clerk in and for the City of Santa Barbara, California, DO HEREBY CERTIFY that attached is a full, true and correct copy of Ordinance No. 5267, adopted by the City Council of the City of Santa Barbara at their regular meeting held on March 18, 2003.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the official seal of said City to be affixed this 18th day of March, 2003.

(SEAL)



Susan Tschech
Deputy City Clerk

ORDINANCE NO. 5267

AN ORDINANCE OF THE CITY COUNCIL OF
THE CITY OF SANTA BARBARA AMENDING
CHAPTER 29.25 OF TITLE 29 OF THE
SANTA BARBARA MUNICIPAL CODE
RELATING TO THE GOLETA SLOUGH
RESERVE ZONE TO BE CONSISTENT WITH
THE AIRPORT AND GOLETA SLOUGH
COMPONENT OF THE CITY'S CERTIFIED
LOCAL COASTAL PROGRAM.

THE COUNCIL OF THE CITY OF SANTA BARBARA DOES ORDAIN
AS FOLLOWS:

SECTION 1: Chapter 29.25 ("Goleta Slough Reserve Zone") of Title 29 of the Santa Barbara Municipal Code is hereby amended to amend Sections 29.25.020, 29.25.030, 29.25.040, and 29.25.050 to read as follows:

29.25.020 Requirements and Procedures.

A. COASTAL DEVELOPMENT PERMIT REQUIRED. In addition to any other permits or approvals required by the City hereafter, a Goleta Slough Coastal Development Permit shall be required prior to commencement of any development within the Goleta Slough Reserve Zone, unless specifically excluded. A Coastal Development Permit under the provisions of Section 28.45.009.6, shall not be required if the proposed project is only in the G-S-R and S-D-3 Zones; however, a Goleta Slough Re-serve Coastal Development Permit shall be required, unless specifically excluded. If a development is in another zone in addition to the G-S-R and S-D-3 zones, both a Coastal Development Permit under this Chapter and under Section 28.45.009.6 shall be required, unless specifically excluded. If a development is excluded from a Goleta Slough Coastal Development Permit, as stated in Section 29.25.040 of this Chapter, it shall also be excluded from a Coastal Development Permit under Section 28.45.009.6 of the Municipal Code.

B. PERMIT PROCESS. The regulations set forth in Section 28.45.009.6 of the Municipal Code, except as they pertain to the application for a separate Coastal Development Permit, shall apply to the processing of a Goleta Slough Coastal Development Permit application.

C. SUBMITTAL REQUIREMENTS. In addition to the information required to be submitted with an application for a Coastal Development Permit, or any other application requirements of the Community Development Department, the following information must be submitted with an application for a Goleta Slough Coastal Development Permit:

1. Development Plan: A development plan, clearly and legibly drawn, the scale of which shall be large enough to show clearly all details thereof and shall contain the following information:

- a. Contour lines of existing grade with a minimum of two (2) foot intervals;
- b. Dimensions of proposed development and location of proposed use with scale, date and north arrow;
- c. Finished grade contours after completion of development or use clearly showing the location of all proposed grading, cut and fill;
- d. The location of proposed access to the development site during construction and after the project is completed;
- e. The location for the stockpiling of any dredged materials or storage of supplies and equipment during or after construction;
- f. Habitat mapping and impact assessment by a qualified wetland biologist identifying all upland and wetland habitat locations within at least 100 feet from any development, access way, storage site or disturbed area and discussion of any impacts to the wetland or the 100 foot buffer along the periphery of the wetland. Wetland delineations shall be prepared in accordance with the definitions of Section 13577(b) of Title 14 of the California Code of Regulations;
- g. An identification of habitat area that supports rare, threatened, or endangered species that are designated or candidates for listing under State or Federal law, "fully protected" species and/or "species of special concern," and plants designated as rare by the California Native Plant Society;
- h. Water Quality Mitigation Plan (WQMP) and Stormwater Pollution Prevention Plan (SWPPP) details consistent with the criteria of LUP Policies C-12 and C-13.

2. Written description of the project including the purpose of the project and an anticipated schedule for construction and completion.

3. Elevations of the proposed structure from all sides.

4. Written comment on the proposed use or development from the State of California Department of Fish and Game. Review by the Department of Fish and Game shall be coordinated through the City of Santa Barbara Community Development Department Staff.

5. An identification and description of rare, threatened, or endangered species, that are designated or candidates for listing under State or Federal law, and identification of "fully protected" species and/or "species of special concern," and plants designated as rare by the California Native Plants Society, and avoidance, mitigation, restoration and monitoring measures/plan details consistent with the criteria of LUP Policies C-14 and C-15; and

6. Written description and impact assessment of sensitive archaeological or other culturally sensitive resources and details of avoidance, mitigation and monitoring measures necessary to avoid potential impacts.

7. Other information reasonably required by the Community Development Department.

D. NOTICING. Refer to Section 28.45.009 for noticing requirements.

29.25.030 Uses Permitted with a Goleta Slough Coastal Development Permit.

The following uses are permitted in the Goleta Slough Reserve Zone upon the issuance of a Goleta Slough Coastal Development Permit unless specifically exempted.

A. Restoration projects in which restoration and enhancement are the sole purposes of the project.

B. Incidental public service purposes, including but not limited to installation, burying cables and pipes or inspection of piers, and maintenance of existing intake and outfall lines, where the project is necessary to maintain an existing public service and where it has been demonstrated that there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects.

C. Nature study, bird watching, aquaculture, or other similar resource dependent activities.

D. Alteration of rivers or streams only for the following purposes:

1. Necessary water supply projects; or
2. Flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development; or
3. Developments where the primary function is the improvement of fish and wildlife habitat.

E. Repair or maintenance activities of existing areas or facilities which do not result in an addition to or enlargement or expansion of the object of such repair or maintenance, unless exempted under Municipal Code Subsection 29.25.040.A.

F. Other uses deemed consistent with the intent and purposes of this Chapter and allowed under Public Resources Code Section 30233.

29.25.040 Uses Permitted Without a Goleta Slough Coastal Development Permit.

A Goleta Slough Coastal Development Permit is not required for the following activities and uses:

A. Maintenance Activities:

1. Trimming of vegetative growth within the extended runway safety area and flight control area in accordance with FAA regulations, as required.

2. Mowing of grass and maintenance in accordance with FAA requirements of areas directly adjacent to and parallel to the runways and taxiways within 135 feet of the existing paved surface.

3. Maintaining the existing approach lighting system and access road, the existing glide slope, the existing Airport Surveillance Radar and access road, the existing Airport patrol road running along the perimeter of the Slough, and safety related facilities and uses necessary to maintain existing airport capacity and

operations.

4. On-going mosquito abatement and related maintenance activities such as monitoring of adult and larval mosquito activity including weekly surveillance and collections at likely breeding locations and control measures which consist primarily of hand spraying of larvicidal oil.

5. Utilities existing at the time of the initial adoption of this Section.

B. Public access to the Slough for educational purposes or bird watching when the individual or group has complied with the following Slough Public Access procedures. Any person wishing to enter the Goleta Slough who is not an employee of the City of Santa Barbara, the Goleta Valley Mosquito Abatement District, the Santa Barbara Flood Control District or the California Department of Fish and Game shall complete a "Santa Barbara Municipal Airport/Goleta Slough Access Release, Indemnity and Assumption of Risk Agreement" and have said form approved by the Santa Barbara Municipal Airport Director prior to entering the Goleta Slough.

C. Activities In Areas Designated as SBa-52:

1. Maintenance of the Indian burial site as specified in Agreement #11,256 between the City of Santa Barbara and the Indian Center of Santa Barbara, Inc.; and

2. Re-interment of Native American human burial remains found during archaeological work or from archaeological sites as specified in Agreement #11,256 between the City of Santa Barbara and the Indian Center of Santa Barbara, Inc.

Additional activities such as the clearing of channels, digging of ditches, desilting, and dredging activities shall require a Goleta Slough Coastal Development Permit.

29.25.050 Findings.

Prior to the approval of a Goleta Slough Coastal Development Permit by the Planning Commission, or City Council upon appeal, all of the following must be found:

A. The project is consistent with the City's Coastal Land Use Plan and all applicable provisions of the Code.

B. The project is consistent with the policies of the California Coastal Act.

C. The proposed use is dependent upon the resources of the environmentally sensitive area or the proposed use is found to be consistent with Section 30233 of the Coastal Act.

D. Development in areas adjacent to an environmentally sensitive area shall be designed to prevent impacts which would significantly degrade such area and shall be compatible with the continuance of such habitat.

E. A natural buffer area of 100 feet will be maintained in an undeveloped condition along the periphery of all wetland areas. Where development of the Airfield Safety Projects renders maintenance of a 100 foot buffer area between new development and delineated wetlands infeasible, the maximum amount of buffer area is provided and all impacts to wetland habitat will be mitigated to the

maximum extent feasible such that no net loss of wetland habitat occurs.

F. The proposed use shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific and educational purposes.

G. The proposed project includes adequate impact avoidance and mitigation measures to ensure protection of rare, threatened, or endangered species, that are designated or candidates for listing under State or Federal law, "fully protected" species and/or "species of special concern," and plants designated as rare by the California Native Plant Society.

H. There is no less environmentally damaging alternative to the proposed development, all feasible mitigation measures have been provided to minimize adverse environmental effects and, if applicable:

1. All dredged spoils shall be removed from the wetland area to avoid significant disruption to wildlife habitat and water circulation.

2. Diking, filling or dredging in the Goleta Slough shall maintain or enhance the functional capacity of the wetland or estuary.

I. Channelizations or other substantial alteration of rivers and streams shall incorporate the best mitigation measures feasible.

J. Archaeological or other culturally sensitive resources within the Goleta Slough are protected from impacts of the proposed development.

K. The proposed use shall minimize any adverse effects of waste water discharges, run-off and interference with surface water flow.

L. Sedimentation from the proposed development has been reduced to a minimum and is compatible with the maintenance of the wetland area.

M. The proposed project enhances public educational or recreational opportunities at the Goleta Slough including, but not limited to:

1. Providing area(s) and facilities on the periphery of the wetland for recreational and educational use of Slough; or,

2. Developing educational tour routes and procedures for such tours in dry land areas of the Slough.

Educational/explanatory signs shall be included as part of any walking tour or viewing facilities project.

ORDINANCE NO. 5267

STATE OF CALIFORNIA)
)
COUNTY OF SANTA BARBARA) ss.
)
CITY OF SANTA BARBARA)

I HEREBY CERTIFY that the foregoing Ordinance No. 5267 was introduced on March 4, 2003, and was adopted by the City Council of the City of Santa Barbara at a meeting held on March 18, 2003, by the following roll call vote:

AYES: Councilmembers H. P. Fairly, Iya G. Falcone, Babatunde Fodayemi, Gregg A. Hart, Roger L. Horton, Dan B. Secord; Mayor Marty Blum

NOES: None

ABSENT: None

ABSTENTIONS: None

IN WITNESS WHEREOF, I have hereto set my hand and affixed the official seal of the City of Santa Barbara on March 18, 2003.

Mabi Covarrubias Plisky
Mabi Covarrubias Plisky, CMC
City Clerk Services Manager

I HEREBY APPROVE the foregoing Ordinance on March 18, 2003.

Marty Blum
Marty Blum
Mayor

