

CALIFORNIA COASTAL COMMISSION

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

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Hearing Date: August 10, 2005
Commission Action:

**STAFF REPORT: REGULAR CALENDAR****APPLICATION NO.:** 4-05-038**APPLICANT:** City of Santa Barbara Airport**PROJECT LOCATION:** Santa Barbara Airport and Goleta Slough, 500 Fowler Road, Santa Barbara (Santa Barbara County)

PROJECT DESCRIPTION: Drainage improvements and restoration at the Santa Barbara Airport and Goleta Slough that will include: (1) Replacement of existing degraded storm drains; (2) Modification and/or replacement of existing storm drain inlets, outlets and headwalls; (3) Installation of a new storm drain and headwall parallel to an existing storm drain system; (4) Temporary disturbance to 22,081 sq. ft. of undisturbed upland habitat and 4,644 sq. ft. of seasonal wetlands and restoration to pre-construction conditions; (5) Permanent fill of 40 sq. ft. of wetlands; (6) Restoration of 240 sq. ft. of seasonal wetlands as a 6:1 replacement ratio; and (7) 2,530 cu. yds. of grading (1,250 cu. yds. of cut; 1280 cu yds. of fill).

LOCAL APPROVALS RECEIVED: City of Santa Barbara Planning Commission approval (Resolution No. 014-05) of a Coastal Development Permit (MST 2004-00778, CDP2005-00001) for portion of the project within the jurisdiction and recommendation to California Coastal Commission for a Goleta Slough Reserve Coastal Development Permit for the portion of the project located in the Coastal Commission's area of retained jurisdiction.

SUBSTANTIVE FILE DOCUMENTS: City of Santa Barbara Planning Commission Staff Report, Item MST2004-00778, February 24, 2005; "Biological Resources Report Airfield Drainage System Rehabilitation Project, Santa Barbara Airport," URS Corporation, December 2004; "Responses to Comments by the Coastal Commission Staff Regarding the Biological Resource Report for the Airfield Drainage System Rehabilitation Project," URS Corporation, April 16, 2005; "Santa Barbara Airport Airfield Storm Drain Replacement Project Final Drainage Report," Penfield and Smith, June 15, 2005; "Water Quality Management Plan, Airfield Drainage System Rehabilitation Project, Santa Barbara Airport," URS Corporation, October 2004; "Master Drainage Plan, Santa Barbara Airport," URS Corporation, September 2001; "Draft Environmental Assessment, Airfield Drainage Improvements at Santa Barbara Airport," Santa Barbara Airport, April 2005; "Airfield Drainage System Rehabilitation Landscaping Plan, Santa Barbara Airport," URS Corporation, December 16, 2004; "Airfield Drainage System Rehabilitation Stormwater and Erosion Control Plan," URS Corporation, December 16,

2004; "Final Mitigated Negative Declaration – MST2004-00778, CDP2005-00001, Airfield Drainage Project at Santa Barbara Airport," City of Santa Barbara Community Development Department, Planning Division February 16, 2005; City of Santa Barbara Coastal Plan Component 9: Airport and Goleta Slough," City of Santa Barbara, May 2003; and Coastal Development Permit 4-97-134 (S.B. Airport Safety Area Grading Project).

SUMMARY OF STAFF RECOMMENDATION

Staff recommends **approval** of the proposed project with **eight (8) special conditions** regarding (1) Compliance with the City of Santa Barbara conditions of approval; (2) Compliance with mitigation measures; (3) Other required agency permit and approvals; (4) Restoration and monitoring; (5) Water Quality Management Plan; (6) Stormwater and Erosion Control Plan; (7) Special status plant and wildlife protection measures; (8) Herbicide use.

The project is located at the City of Santa Barbara Airport and Goleta Slough. The City of Santa Barbara Airport (applicant) proposes improvements to the airports drainage system that will include (1) Replacement of existing degraded storm drains; (2) Modification and/or replacement of existing storm drain inlets, outlets and headwalls; (3) Installation of a new storm drain and headwall parallel to an existing storm drain system; (4) Temporary disturbance to 22,081 sq. ft. of undisturbed upland habitat and 4,644 sq. ft. of seasonal wetlands and restoration to pre-construction conditions; (5) Permanent fill of 40 sq. ft. of wetlands; (6) Restoration of 240 sq. ft. of seasonal wetlands as a 6:1 replacement ratio; and (7) 2,530 cu. yds. of grading (1,250 cu. yds. of cut; 1280 cu yds. of fill).

The majority of the project, including improvements at the airfield, are located in the area covered by Component 9: Airport and Goleta Slough of the City of Santa Barbara Coastal Plan certified in June 1982 and updated in May 2003. That portion of the project located in Goleta Slough, which includes portions of the new and replacement drain pipes and drain outlets, is within the area of retained permanent permitting jurisdiction of the Coastal Commission. Application 4-05-038 is therefore only for that portion of the project located in the area of retained jurisdiction. The City of Santa Barbara Planning Commission approved, on February 24, 2005 (Resolution No. 014-05) a coastal development permit (CDP 2005-00001) for that portion of the project within their jurisdiction.

The standard of review for the proposed permit application is the Chapter Three policies of the Coastal Act. In addition, the policies of the certified City of Santa Barbara Coastal Plan serve as guidance. As conditioned, the proposed project is consistent with all applicable Chapter Three policies of the Coastal Act.

STAFF RECOMMENDATION:

I. Approval with Conditions

The staff recommends that the Commission adopt the following resolution:

MOTION: *I move that the Commission approve Coastal Development Permit No. 4-05-038 pursuant to the staff recommendation.*

STAFF RECOMMENDATION OF APPROVAL:

Staff recommends a **YES** vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

RESOLUTION TO APPROVE THE PERMIT:

The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

Standard Conditions

- 1. Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
- 2. Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
- 3. Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
- 4. Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.

5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. **Special Conditions**

1. **Compliance with the City of Santa Barbara Conditions of Approval**

All conditions of approval for coastal development permit (CDP 20056-00001) contained in City of Santa Barbara Planning Commission Resolution No. 014-05 applicable to the proposed project are hereby incorporated as special conditions of the subject permit unless specifically modified by any special conditions set forth herein.

2. **Compliance with Mitigation Measures**

All mitigation measures required in the Final Mitigated Negative Declaration for the Airfield Drainage Project at Santa Barbara Airport (MST 2004-00778, CDP2005-00001), as approved by the City of Santa Barbara Planning Commission on February 24, 2005, applicable to the proposed project are hereby incorporated by reference as special conditions of the subject permit unless specifically modified by any special conditions set forth herein.

3. **Other Required Agency Permits and Approvals**

Prior to commencement of development, the applicant shall submit, for the review and approval of the Executive Director, evidence of final required approvals from the Army Corps of Engineers (ACOE), Regional Water Quality Control Board (RWQCB), California Department of Fish and Game, and California State Lands Commission (if required).

4. **Restoration and Monitoring**

A. Prior to issuance of the coastal development permit, the applicant shall submit, for the review and approval of the Executive Director, two (2) sets of final restoration plans and specifications in substantial conformance with the conceptual *Airfield Drainage System Rehabilitation Landscaping Plan* by URS Corporation, dated December 2004 and the recommended mitigation measures outlined in the *Biological Resources Report, Airfield Drainage System Rehabilitation Project* by URS Corporation dated December 2004, unless specifically modified by any special conditions set forth herein. Said plans shall be prepared by a qualified biologist, ecologist, or resource specialist who is experienced in the field of restoration ecology, and who has a background knowledge of the various habitats associated with the project site. The final plans shall include, at a minimum, the following information:

1. Restoration of all wetland and upland areas temporarily impacted by construction activities shall be restored to pre-construction conditions. The mitigation replacement ratio for the estimated 40 sq. ft. of permanent wetland impact associated with the project shall be 6:1 as proposed by the City of Santa Barbara Airport in their application to the Coastal Commission. The Airfield Drainage Improvements Project shall not result in the permanent net loss of wetland or upland habitat.
 2. Sufficient technical detail on the restoration planting design including, at a minimum, a planting program including planting methods, weed control techniques, maintenance, and monitoring, removal of exotic species, a list of all species to be planted, sources of seeds and/or plants, timing of planting, plant locations and elevations on the restoration base map, and maintenance techniques.
 3. Soil engineering specifications including methods for conserving and stockpiling topsoil and preventing soil erosion during construction.
 4. Documentation of the necessary management and maintenance requirements, and provisions for timely remediation, such as for erosion control, should the need arise.
 5. Performance criteria consistent with achieving the identified goals and objectives; 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 five (5) years.
- B. The applicant shall submit, for the review and approval of the Executive Director, on an annual basis, for a period of five (5) years, a written monitoring report, prepared by a monitoring resource specialist indicating the progress and relative success or failure of the restoration on the site. This report shall also include further recommendations and requirements for additional restoration activities in order for the project to meet the criteria and performance standards. This report shall also include photographs taken from predesignated sites (annotated to a copy of the site plans) indicating the progress of recovery at each of the sites. At the end of the five-year period, a final detailed report on the restoration shall be submitted for the review and approval of the Executive Director. If this report indicates that the restoration project has, in part, or in whole, been unsuccessful, based on the performance standards specified in the restoration plan, the applicants shall be required to submit a revised or supplemental program to compensate for those portions of the original program that were not successful. The revised or supplemental program shall be processed as an amendment to this permit. During the five-year monitoring period, all artificial inputs shall be removed except for the purposes of providing mid-course corrections or maintenance to insure the long term survival of the restoration site. If these inputs are required beyond the first two years, then the monitoring program shall be extended for every additional year that such inputs are required, so that the success and sustainability of the restoration is insured. The restoration site shall not be considered successful until it is able to survive without artificial inputs.

- C. Prior to issuance of a coastal Development Permit, the City shall submit evidence of review and approval of the final restoration plan by the California Department of Fish and Game.
- D. Qualified biologists, ecologists, or resource specialists who are experienced in the field of restoration ecology shall implement the restoration plans as soon as practicable after the completion of construction. The monitoring plan shall be implemented immediately following planting.
- E. The permittee shall undertake development in accordance with the final approved plan. Any proposed changes to the approved final plan shall be reported to the Executive Director. No changes to the approved final plan shall occur without a Coastal Commission-approved amendment to the coastal development permit, unless the Executive Director determines that no amendment is required.

5. Water Quality Management Plan

The applicant shall comply with all provision of the Water Quality Management Plan (WQMP) for the Airfield Drainage System Rehabilitation Project dated October 2004 during all construction phases of the Airfield Drainage Project, including restoration. All restoration activities, such as the removal of non-native vegetation, shall use non-chemical strategies where feasible. Where chemical strategies are determined to be necessary, they should be employed in a manner that minimizes or eliminates impacts to water quality and aquatic organisms. Prior to issuance of the Coastal Development Permit, the City shall submit evidence of the review and approval of the WQMP for the Airfield Drainage Project by the Regional Water Quality Control Board (RWQCB). Any substantial changes to the WQMP required by the RWQCB shall require an amendment to the Coastal Development Permit.

6. Stormwater and Erosion Control Plan

The City shall comply with all provisions of the Stormwater and Erosion Control Plan for the Airfield Drainage System Rehabilitation Project dated December 16, 2004 during all construction phases of the Airfield Drainage Project including restoration. Construction activities shall occur during the dry season, between May 1st and November 1st. Prior to issuance of the Coastal Development Permit, the City shall submit evidence of the review and approval of the Stormwater and Erosion Control Plan for the Airfield Drainage Project by the Regional Water Quality Control Board (RWQCB). Any substantial changes to the plan by the RWQCB shall require an amendment to the Coastal Development Permit.

7. Special Status Plant and Wildlife Protection Measures

A. The applicant shall retain the services of a qualified biologist(s) or environmental resource specialist(s) to conduct sensitive species surveys and monitor project operations. At least two (2) weeks prior to commencement of any project operations, the applicants shall submit the name and qualifications of the biologist or specialist, for

the review and approval of the Executive Director. The biologist or specialist shall ensure that all project construction and operations shall be carried out consistent with the following:

1. The environmental resource specialist shall conduct a survey of the project site, to determine presence and behavior of sensitive species, prior to any project operations including construction, grading, excavation, vegetation eradication and removal, hauling, and maintenance activities.
2. In the event that any sensitive wildlife species exhibit reproductive or nesting behavior, the environmental specialist shall require the applicant to cease work, and shall immediately notify the Executive Director and local resource agencies. Project activities shall resume only upon written approval of the Executive Director.
3. In the event that any sensitive wildlife species are present in the project area, which do not exhibit reproductive behavior and are not within the estimated breeding/reproductive cycle of the subject species, the environmental resource specialist shall either: (1) initiate a salvage and relocation program prior to any excavation/maintenance activities to move sensitive species by hand to safe locations elsewhere along the project reach or (2) as appropriate, implement a resource avoidance program with sufficient buffer areas to ensure adverse impacts to such resources are avoided. The applicants shall also immediately notify the Executive Director of the presence of such species and which of the above actions are being taken. If the presence of any such sensitive species requires review by the United States Fish and Wildlife Service and/or the California Department of Fish and Game, then no development activities shall be allowed or continue until any such review and authorizations to proceed are received, subject to the approval of the Executive Director.
4. The environmental resource specialist shall be present during all construction, grading, excavation, vegetation eradication and removal, hauling, and maintenance activities. The environmental resource specialist shall require the applicant to cease work should any breach in permit compliance occur, or if any unforeseen sensitive habitat issues arise. The environmental resource specialist(s) shall immediately notify the Executive Director if activities outside of the scope of Coastal Development Permit 4-05-038 occur. If significant impacts or damage occur to sensitive habitats or to wildlife species, the applicants shall be required to submit a revised, or supplemental program to adequately mitigate such impacts. Any native vegetation which is inadvertently contacted with herbicide or otherwise destroyed or damaged during implementation of the project shall be replaced in kind at a 3:1 or greater ratio. The revised, or supplemental, program shall be processed as an amendment to this coastal development permit.

B. Construction shall occur during the dry season between May 1st and November 1st. Construction activities in or near wetland habitat shall occur after August 1st in order to prevent direct or indirect disturbance to the endangered Beldings savannah sparrow.

8. Herbicide

Herbicides shall not be used within any portion of the slough channel. Herbicide use shall be limited to upland areas only. Herbicide use shall be restricted to the use of Glyphosate Aquamaster™ (previously Rodeo™) for the elimination of non-native and invasive vegetation for purposes of habitat restoration only. The applicants shall remove non-native or invasive vegetation by hand and the stumps may be painted with Glyphosate Aquamaster™ herbicide. No use of any herbicide shall occur during the rainy season (November 1 – March 31) unless otherwise allowed by the Executive Director for good cause. In no instance shall herbicide application occur if wind speeds on site are greater than 5 mph or 48 hours prior to predicted rain. In the event that rain does occur, herbicide application shall not resume again until 72 hours after rain.

IV. Findings and Declarations

The Commission hereby finds and declares:

A. Purpose and Need

The Santa Barbara Airport was constructed in Goleta Slough on fill material during the 1940's. Currently, the airport is approximately 950 acres in extent, with approximately 400 of those acres encompassing the remaining slough area (**Exhibits 1 and 2**). The elevation of the airport is very low, with an average ground elevation of about 8 to 10 feet. Almost the entire airport property is contained within the 100-year floodplain boundary. Two creeks traverse the airfield: Tecolotito and Carneros creeks. Four other creeks are located on or near the eastern boundary of the airport and influence surface water elevation in Goleta Slough including Las Vegas, San Pedro, San Jose, and Atascadero Creeks. A significant portion of Goleta Slough and the lower ends of the creeks at the airport are tidally influenced. The slough is, therefore, home to various salt marsh, seasonal fresh water, and upland habitats.

The airport contains a system of storm drain facilities that collect storm water from the airfield and developed portion of the airport property. The system includes storm drain inlets; buried storm drain pipes, drain outlets and associated headwalls, manholes, and surface channels and swales. Storm drains discharge directly to Tecolotito, Carneros, and San Pedro creeks; tidal channels and basins in Goleta Slough; and, in one instance, to a non-tidal basin in Goleta Slough. The system is divided into nine separate networks with nine discharge points.

Drainage at the airport is generally adequate during small storms (less than a 10-year event). However, drainage is poor during larger storms, particularly during times of high tides, due to the following constraints: (1) The airport is located at a very low elevation relative to the receiving tidal waters in Goleta Slough, San Pedro Creek, and Tecolotito Creek; and (2) The airport is relatively flat with very little slope, limiting hydraulic capacity. Several areas of the airfield flood during storms that exceed 10 to 25-year

events. Portions of the airfield adjacent to Network 5 flood during storms that exceed 2 to 5 year events.

In September 2001, the airport completed an assessment of the existing storm drain system that identified hydraulically inefficient elements of the storm drain system, such as areas with undersized pipes, elevated inlets, and/or low pipe gradients. The Airfield Drainage System Rehabilitation Project is a result of this assessment. The purpose of the project is to increase the capacity of the airfield storm drain system from 20 cubic feet per second (cfs) to 48 cfs.

B. Project Description

The Airport is located in Component 9 of the City of Santa Barbara Local Coastal Program. The Component 9: Airport and Goleta Slough City of Santa Barbara Coastal Plan was certified in June 1982 and updated in May 2003. The majority of the proposed project is located within the appealable jurisdiction of the City of Santa Barbara's coastal zone (**Exhibit 3**). The portion of the project located in the wetland areas of Goleta Slough (headwalls and small portions of drain pipe) are within the areas of retained Coastal Commission permit jurisdiction. The City of Santa Barbara Planning Commission, on February 24, 2005, approved a Coastal Development Permit (Resolution No. 014-05; CDP2005-00001) for the portion of the project within their permit jurisdiction (**Exhibit 8**). In the same resolution, the City's Planning Commission also recommended to the California Coastal Commission that a Goleta Slough Reserve Coastal Development Permit be issued for development within the Goleta Slough Reserve Zone portion of the project. The subject application is, therefore, for the portion of the project within the Coastal Commissions area of permanent jurisdiction.

The proposed project will involve the following types of storm drain improvements: (1) replacement of existing storm drains with drains of the same inside diameter in the same location; (2) installation of a new storm drain parallel to existing drains; (3) modification of existing drain inlets to achieve desired pipe gradients; and (4) modification and/or replacement of storm drain outlets and associated headwalls (**Exhibits 4, 5, and 7**).

The City has prepared a Stormwater and Erosion Control Plan (**Exhibit 6**) and Water Quality Management Plan to be implemented during all phases of construction. The airport has previously conducted archaeological and cultural surveys of the project area and determined that the project area has no cultural or archaeological sensitivity. Additionally, the Airport has proposed visual screening of the new headwalls to reduce any potential visual impacts from the project.

A short description of the proposed improvement at each storm drain network is provided below.

Network 1 Improvements

- Replacement of a 122-foot long portion of an existing 24-inch diameter buried corrugated metal pipe (CMP) storm drain with a 24-inch high density plastic (HDPE) pipe.
- Modification of an existing drain inlet.
- Replacement of an existing concrete headwall in the same location with the same dimensions.

Network 3 Improvements

- Replacement of a 614-foot long portion of an existing 24-inch diameter buried CMP storm drain pipe with a 24-inch HDPE pipe.
- Modification of an existing drain inlet.
- Replacement of existing concrete headwall in the same location with the same dimensions.

Network 6 Improvements

- Replacement of 2,100 feet of an existing 12- and 18-inch diameter buried CMP storm drain pipe with an 18-inch diameter HDPE pipe.
- Replacement of existing concrete headwall in the same location with the same dimensions.

Network 5 Improvements

- Construction of approximately 3,250 linear feet of new 24 to 42 inch diameter HDPE pipe.
- Connection of new pipe to an existing drain inlet.
- Construction of seven new manholes.
- Installation of new outlet with a concrete headwall, 10 feet wide and 5 feet high, with wing walls and a one-way rubber nozzle to prevent tidal inflow.
- Placement of stormwater catch basin and filter at inlet.

Storm Drains

Construction activities will include pipe removal and installation, storm drain outlet work, and dewatering. The existing storm drains are located about 24 to 60 inches below ground. The replacement pipes will be located at similar depths. The typical trench dimensions for removal of an existing pipe and replacement, or for installation of a new pipe, would be about 3 to 5 feet wide and 3 to 6 feet deep. The trench will first be backfilled with sand, then filled with 18 inches of compacted soil. The trench will be excavated with a backhoe operating in line with the pipe corridor. Excavated material will be sidecast in a 10-foot wide temporary stockpile adjacent to the trench. A small portion of the excavated material will be relocated from the stockpile into dump trucks using a front end loader to be hauled off site for disposal in an approved upland landfill. The pipe trench will be filled and compacted to match existing grade, or slightly high in order to provide drainage. The disturbed areas will then be allowed to revegetate through natural colonization or reseeding/planting, depending on the location of disturbance.

Outlets and Headwalls

Construction activities to replace, modify, or install outlets and headwalls will involve dewatering of the area in front of each headwall. This will be accomplished with sandbag cofferdams. Silt fencing will be placed downstream of the headwall between the outlet and the cofferdam. Silt fencing will also be placed around any soil excavated temporarily to conduct work on the headwall. The applicant has proposed that construction on the headwalls occur after August 1st in order to avoid disturbance to the state endangered Belding's Savannah Sparrow which nests and forages in the pickleweed marsh adjacent to the headwalls.

Restoration

The Airfield Drainage System Rehabilitation Project will temporarily disturb 139,705 sq. ft. of airfield property, 22,0891 sq. of which is undisturbed upland habitat, 4,644 sq. ft. of which is considered seasonal wetlands by the Coastal Commission. Approximately 40 sq. ft. of tidal wetlands (Coastal Act and Army Corps) will be permanently removed due to the installation of the new headwall and pipe in Network 5 (**Exhibit 7**).

The Airport proposes to restore all disturbed upland and wetland areas to pre-project conditions. Additionally the applicant has reduced the width of trench and equipment corridors to the minimum practical corridor width and will prohibit side casting of excavated materials in wetland areas. The temporarily disturbed upland areas will be allowed to revegetate through natural reseeding or planting where necessary. In the wetland areas, the Airport will seed the disturbed areas with native plant species, unless more than 60 percent of the existing plants in the area are still viable. Weeding of non-native plants will occur in the restoration areas. Additionally, the Airport proposes to restore 240 sq. ft. of seasonal wetlands downstream of the new outlet. This would equate to a 6:1 wetland replacement ratio. In these areas, the Airport will remove non-native plants, such as myoporurm trees, and plant native species where necessary. The Airport has proposed a 3-year monitoring period for all of the restoration areas.

C. Permitting/History

Several projects in the Goleta Slough and City of Santa Barbara Airport have been brought before the Coastal Commission in the past. In December 1997 the Commission approved Coastal Development Permit 4-97-134 for re-grading and compacting existing runways and taxiway safety areas. This project also included wetland creation, restoration, and enhancement in Goleta Slough to mitigate the impacts of this grading. Restoration for this project was completed in 2000. Monitoring of the wetlands as required by the coastal development permit will continue until 2007. The subject application includes temporary disturbance to a portion of the wetlands restored as part of the Airfield Grading Project.

The Commission has also approved CDP 4-03-082 (Wetland Restoration Plan) and 4-03-109 (Tidal Restoration Experiment), both of which are wetland restoration projects designed to mitigate the impacts of permanent wetland fill associated with the Airfield Safety Projects. The Airfield Safety Projects are located within the appealable jurisdiction of the City of Santa Barbara LCP and are the subject of City of Santa Barbara Local Coastal Plan Amendment SBC-MAJ-1-02 approved by the Commission in December 2002. Both the Wetland Restoration and Tidal Restoration Experiment Projects are expected to begin construction this year. The subject drainage improvement project will not impact areas associated with these projects.

In addition to compliance with the Coastal Act, the Airfield Drainage System Rehabilitation Project will require approvals by several other agencies, including: Army Corps of Engineers (404 certification), Regional Water Quality Control Board (401 certification), California Department of Fish and Game (1601 Streambed Alteration Agreement), City of Santa Barbara (Negative Declaration/CEQA), and the Federal Aviation Administration (Record of Decision/NEP). In addition, the City of Santa Barbara is in the process of conferring with the California State Lands Commission (CSLC) about the jurisdictional boundary of the CSLC in Goleta Slough. The subject project is partially located in the area that is under review. Commission staff have received a letter from the CSLC dated June 3, 2005 that states:

Given the City's commitment to resolve the title and boundary issues, CSLC staff does not object to Coastal Commission staff's processing of the City's Coastal Development Permit (CDP) application prior to finalization of a title settlement between the CSLC and the City.

D. Diking, Filling, and Dredging of Coastal Waters

Goleta Slough is comprised of salt marsh, seasonal freshwater, mudflat and upland habitats. A portion of the proposed project is located within a wetland area in the slough. Wetlands are defined in **Section 30121** of the Coastal Act as follows:

'Wetland' means lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens.

The Commission regulations provide a more explicit definition of wetlands. **Section 13577(b)** of Title 14 of the California Code of Regulations defines wetlands as follows:

Wetlands are lands where the water table is at, near or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes, and shall also include those types of wetlands where vegetation is lacking and soil is poorly developed or absent as a result of frequent or drastic fluctuations of surface

water levels, wave action, water flow, turbidity or high concentrations of salt or other substances in the substrate. Such wetlands can be recognized by the presence of surface water or saturated substrate at some time during each year and their location within, or adjacent to, vegetated wetlands or deep water habitats.

The above definition requires the presence of one of three common wetland attributes of hydrology, hydrophytic vegetation, or hydric soils. It should be noted that this definition is more inclusive than those of other agencies, such as Army Corps of Engineers, which requires a site to exhibit all three of those attributes to be considered a wetland.

The applicant has submitted a Biological Resources Report prepared by URS Corporation in December 2004, as well as a follow up report entitled "Responses to comment by the Coastal Commission Staff Regarding the Biological Resource Report for the Airfield Drainage System Rehabilitation," prepared by URS in April 2005. The report identifies wetland areas within the project area, as defined by the Coastal Act (**Exhibit 4**). According to this report, 3,744 sq. ft. of seasonal wetlands will be temporarily disturbed due to the installation and replacement of storm drains. The 3,744 sq. ft. of seasonal wetlands includes a mixture of grasses and herbs with scattered shrubs. Species including Italian ryegrass (*Lolium multiflorum*), Mediterranean barley (*Hordeum brachyantherum*), saltgrass (*Distichlis spicata*), and pickleweed (*Salicornia virginica*), quail bush (*Atriplex lentiformis ssp breweri*), and coyote bush (*Baccharis pilularis*) are present. In addition to this area, 900 sq. ft. of wetlands will be temporarily impacted by the replacement and installation of outlets and headwalls in Goleta Slough. These 900 sq. ft. of wetlands are also considered to be wetlands by the Army Corps of Engineers. These wetlands are dominated by pickleweed, but also contain small areas saltgrass, bulrush (*Scirpus sp.*), cattails (*Typha latifolia*), and mudflats. In total, 4,644 sq. ft. of Coastal Act wetlands will be temporarily impacted by the project. The proposed project will also result in the permanent loss of 40 sq. ft. of pickleweed wetlands (both Coastal Act and Army Corps) due to the installation of the new drain outlet and headwall at Network 5.

Section 30233 of the Coastal Act specifically addresses the allowable uses for dredging and placement of fill in wetlands. **Section 30233** states, in relevant part:

(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

(1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial facilities.

- (2) **Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.**
 - (3) **In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland. The size of the wetland area used for boating facilities, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, shall not exceed 25 percent of the degraded wetland.**
 - (4) **In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.**
 - (5) **Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.**
 - (6) **Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.**
 - (7) **Restoration purposes.**
 - (8) **Nature study, aquaculture, or similar resource dependent activities.**
- (b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.**
- (c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the 19 coastal wetlands identified in its report entitled, "Acquisition Priorities for the Coastal Wetlands of California", shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial**

fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division.

(d) Erosion control and flood control facilities constructed on water courses can impede the movement of sediment and nutrients which would otherwise be carried by storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before issuing a coastal development permit for such purposes are the method of placement, time of year of placement, and sensitivity of the placement area.

Section 30236 of the Coastal Act states:

Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the floodplain 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.

As previously described, the proposed development includes temporary disturbance to 4,644 sq. ft. of Coastal Act wetlands, permanent fill of 40 sq. ft. of wetlands, and restoration of 240 sq. ft. of seasonal wetlands as mitigation. Section 30236 of the Coastal Act allows for alterations to rivers and streams when required for flood control projects where no other less damaging alternative is feasible and when necessary to protect public safety or existing development. Section 30233 of the Coastal Act also sets forth a number of limitations on which projects may be allowed in wetland areas. For analysis purposes, the limitations can be categorized into three tests:

1. The purpose of the project is limited to one of eight allowable uses
2. The project has no feasible less environmentally damaging alternative;
and
3. Adequate mitigation measures to minimize the adverse impacts of the proposed project on habitat values have been provided.

Allowable Uses

The Airfield Drainage System Rehabilitation Project can be considered both a flood control project, as discussed in Section 30236, as well as an incidental public use as

defined by Section 30233(a)(5) of the Coastal Act. The purpose of the project is to increase the capacity of the airfield storm drain system in order to reduce flooding of the airfield during storm events. The proposed improvements are proposed by a public agency for the purpose of providing reliable and safe transportation services to the public. The project will not increase the existing capacity of runway and airport operations, and does not include an expansion of any roadways or runways. The Project also entails burying of new pipe and replacement and maintenance of existing intake and outfall lines. The Commission therefore concludes that, as an incidental public service under Section 30233(a)(5), the Airfield Drainage System Rehabilitation Project constitutes an allowable use for the fill of wetlands and meets the first test mentioned above.

Alternatives

Section 30233 allows fill in a wetland only where there is no feasible less environmentally damaging alternative to the proposed project. The City has explored site design alternatives that evaluate the feasibility of conducting only portions of the proposed Airfield Drainage Project. In this analysis, the City looked at the flood capacity of the drainage systems with or without one or more of the four networks being replaced and installed. It was found in this analysis that unless all networks were replaced or constructed, there would not be a sufficient increase in flood capacity of the airfield drainage system to justify the project.

All of the improvements, with the exception of Network 5, involve modification or replacement of existing pipes, inlets, and outfalls at their current location. In September 2001, the City of Santa Barbara Airport finished an evaluation of the drainage system of the Airport. This Airport Master Drainage Plan Report rated five of the nine mainline pipes that comprise Network 5 as poor. These conditions result in flooding of the Airport Terminal and surrounding areas during minor storm events as small as 2-year storms. The Airport explored the alternative of modifying and/or replacing portions of the existing drainage system in Network 5 to increase the drainage capacity of Network 5. This alternative, though, according to the Final Drainage Report prepared by Penfield and Smith in June 15, 2005, would not significantly reduce storm runoff volume without significant impact to airport operations at the terminal due to the location of the existing system next to the terminal ramp. Therefore, the airport proposes a new drain at Network 5. This new pipe and outlet will be sited directly adjacent to existing pipes and the existing outfall for Network 5, thereby minimizing impacts to undisturbed upland and wetland habitat during construction and maintenance activities.

Based on the analysis of the above mentioned alternatives, the Commission finds that the proposed project will avoid significant wetland impacts to the maximum extent feasible. Therefore, the Airfield Drainage System Rehabilitation Project represents the least environmentally damaging feasible alternative and is, therefore consistent with the alternatives test of Section 30233(a) of the Coastal Act.

Adequate Mitigation

The third limitation imposed on projects proposing the diking, filling, and dredging of wetlands set forth by Section 30233 requires that adequate mitigation measures shall be provided to minimize adverse impacts of the proposed project on habitat values. It is critical that proposed development projects in a wetland, where allowable, include a mitigation plan, which will result in no net loss of wetland area or function.

The City has delineated wetlands based on the definitions outlined in the Coastal Act. The overall project will involve temporary disturbance to 4,644 sq. ft. of seasonal wetlands and permanent fill of 40 sq. ft. of pickleweed wetlands. In order to mitigate these impacts to wetland habitat, the Airport has proposed to restore all temporarily disturbed wetland areas to pre-project conditions. According to the restoration plan for the project, the Airport will seed any disturbed areas with native plant species, unless more than 60 percent of the existing plants in the area are still viable. Additionally, the Airport proposes to restore 240 sq. ft. of seasonal wetland located downstream of the new outlet at Network 5. Due to requirements of the Federal Aviation Administration, the applicant is currently unable to replace the 40 sq. ft. of pickleweed wetlands to be filled with in kind tidally influenced wetlands. The applicant has, therefore, proposed restoration of seasonal wetlands adjacent to the pickleweed wetlands at a larger 6:1 replacement ratio. In this area, the applicant will remove non-native plants, such as myoporurm trees, and plant native species where necessary. Weeding of non-native plants will occur in all restoration areas (**Exhibit 7**).

Special Condition Four (4) requires the applicant to submit final restoration plans, ensuring the completion of the successful completion of the above mentioned restoration immediately following construction activities. **Special Condition Four (4)** also requires monitoring of all restoration areas for five years, or until successful restoration of all areas. **Special Condition Four (4)** and **Special Condition Three (3)** require the applicant to submit approvals from agencies, such as the Army Corps of Engineers, Regional Water Quality Control Board, and California Department of Fish and Game, for the proposed project, including all restoration activities.

The City of Santa Barbara, in their approval of the final mitigated negative declaration for the project and a coastal development permit for the portion of the project in their jurisdiction, required several conditions and mitigation measures related to wetlands and coastal waters (**Exhibits 8 and 9**). Included in these are conditions that the project be constructed in the dry season from May 1st to November 1st and that all work conducted in the vicinity of pickleweed marshes be conducted after August 1st in order to avoid or prevent direct or indirect disturbance to the endangered Belding savannah sparrow, which nests and forages in these marshes. Both the Conditions of Approval outlined in City of Santa Barbara Planning Commission Resolution 014-05 and the mitigation measures outlined in the approved Final Mitigated Negative Declaration for the project (MST2004-00778, CDP2005-00001) have been incorporated by reference into **Special Conditions One (1)** and **Special Condition Two (2)**.

In order to ensure that the project will not adversely impact the habitat values and water quality of the wetland area of Goleta Slough, **Special Condition Five (5)** and **Special Condition Six (6)** require the implementation of a Water Quality Management Plan and Construction Phase Erosion Control and Polluted Runoff Control Plan (**Exhibit 6**) prepared by the applicant for the Airfield Drainage Improvements Project. These plans are to be implemented during all construction activities to reduce and avoid impacts of erosion, sedimentation, and polluted runoff on coastal waters and wetlands.

The commission finds that, as conditioned, the project will provide adequate mitigation measures to minimize adverse impacts on habitat values and no net loss of wetland area or function will occur as a result as required by the third test of Section 30233 of the Coastal Act. Due to the reasons discussed above, the commission finds that the proposed project, as conditioned, is consistent with Sections 30233 and 30236 of the Coastal Act.

C. Environmentally Sensitive Habitat and Water Quality

Section 30230 of the Coastal Act states:

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment 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.

Section 30231 of the Coastal Act states:

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 waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, minimizing alteration of natural streams.

Section 30240 of the Coastal Act states:

(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 designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

Section 30230 and 30231 of the Coastal Act mandate that marine resources and coastal water quality shall be maintained and, where feasible, restored; protection shall be given to areas and species of special significance; and that uses of the marine environment shall be carried out in a manner that will sustain biological productivity of coastal waters. Section 30240 of the Coastal Act states that environmentally sensitive habitat areas shall be protected and that development within or adjacent to such areas must be designed to prevent impacts that could degrade those resources. Environmentally Sensitive Habitat Areas (ESHA) are defined as areas 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 be easily disturbed or degraded by human activities and developments.

The Goleta Slough is composed of salt marsh, seasonal freshwater habitat, and upland habitats. Several streams and creeks flow through and into the slough including Tecolotito, Carneros, Las Vegas, San Pedro, San Jose, and Atascadero creeks. Portions of the slough are tidally influenced, while others are non-tidal and/or freshwater ecosystems. The slough, therefore, meets the definition of ESHA under the Coastal Act.

Upland and Wetland Habitat

According to the Biological Report prepared for the Airfield Drainage System Rehabilitation Project (URS, December 2005), the project area includes maintained infield areas, undisturbed upland habitats, seasonal wetlands, and small portions of marsh and mudflat habitat. The infield areas are designed to allow aircraft to travel across them in the event of an accident, plane malfunction, runway overshoot, or short landing and are regularly graded and mowed. The undisturbed upland areas in the project area lie primarily between the infield areas and seasonal wetlands of the slough. These areas are dominated by Italian ryegrass and Mediterranean barley, with small patches of coyote bush, pickleweed, alkali weed (*Cressa truxillensis var. truxillensis*), and alkali heath (*Frankenia salina*). The seasonal wetlands in the project area are dominated primarily by pickleweed, salt grass, quail bush, coyote bush, and ragweed (*Ambrosia psilostachya var. californica*). The area by the existing and proposed outlets and headwalls are comprised of wetlands dominated by pickleweed, with small areas of cattails, bulrush, and mudflats.

A variety of sensitive and rare plant and wildlife species and their habitats occur in Goleta Slough, and portions of the airport. These species include ones designated as threatened or endangered by the state or federal government, or Species of Special Concern as designated by the California Department of Fish and Game. Sensitive

species known to reside, breed, or regularly forage in Goleta Slough include the brown pelican, peregrine falcon, and Belding savannah sparrow. The southwestern willow flycatcher and the bank swallow may occur as rare migrants in portions of the Slough. The brown pelican, peregrine falcon, and willow flycatcher are not present in the tidal channels, the non-tidal basin, and San Pedro Creek downstream of the storm drain outlets to be modified or replaced. These species are not likely to occur at the storm drain outlets in the future due to the absence of suitable habitat.

The Belding's savannah sparrow (*Passerculus sandwichensis beldingi*) was listed as endangered by the California Department of Fish and Game in 1974 and favor Salicornia marshes such as the Goleta Slough. In Goleta Slough, where basins are non-tidal, the sparrows establish territories above the water line created by freshwater impoundments from precipitation. The species utilize pickleweed for nesting, perching, and singing. Bird Surveys in the Slough in May 2001 and May 2003 have found Belding's savannah sparrows in the slough with territories in the general vicinity of the proposed headwalls and outlets.

Steelhead trout, which are listed as endangered by the federal government, have the potential to occur in Goleta Slough, although no individuals have been found in the slough. The storm drain outlets affected by the project are not located in creeks or streams. Additionally the outlets are not located on drainages where steelhead would find suitable flows or attractants. Tidewater goby, while present in estuaries in the vicinity of Goleta Slough, has not been found in the slough during repeated surveys in the last five years. These endangered fish species are unlikely to occur in the project area.

The Airfield Drainage System Rehabilitation Project will impact upland and wetland habitat in the Goleta Slough. The installation of new or replacement storm drains will result in the temporary disturbance of a corridor 23 feet wide, which includes a 10-foot wide work area for equipment, a 3-foot wide trench, and a 10-foot wide temporary stockpile area. In wetland areas, the applicant has proposed decreasing this corridor to 15 feet. The pipe trench will be filled and compacted to match existing grade. The project will also involve the replacement of three existing headwalls and storm drain outlets, and the construction of one new headwall and outlet. Earthwork will be conducted from the top of the bank in the pipe construction corridor zone. Excavators and backhoes would reach out from the bank and pull material landward away from the tidal channel. Upon completion of a new or replacement outlet and headwall, the banks of the channels will be graded as necessary to conform to the adjacent banks. In total, the project will temporarily disturb 112,861 sq. ft. of maintained infield areas, 22,081 sq. ft. of upland habitat, 3,744 sq. ft. of seasonal wetlands, and 900 sq. ft. of wetlands and mudflats. Approximately 40 sq. ft. of wetlands will be permanently filled as a result of the installation of the new outlet and headwall at Network 5.

As discussed in Section IV.D. Filling, Diking, and Dredging of Coastal Waters, the Airfield Drainage System Rehabilitation Project is both a flood control and incidental public service project. Sections 30236 and 30233 of the Coastal Act allow for the

permanent fill of wetlands for flood control activities and incidental public services, as long as no alternatives exist that would be less environmentally damaging and the project incorporates the best mitigation measures feasible. As discussed in the previous Section IV.D, no feasible alternatives exist to accomplish the purpose and need of the project in a way that would reduce impacts to upland and wetland habitats.

The applicant has proposed several mitigation measures to avoid or minimize impacts to biological resources and water quality. In wetland habitat, the applicant will limit construction to a reduced 15-foot corridor. The applicant has also proposed restoration of all temporarily disturbed upland and wetland habitats to pre project conditions. In areas where vegetation has been trampled by workers, vehicle tires, and/or temporary side casting, revegetation will occur naturally if the areas are more than 60 percent vegetated with native plants or planted/seeded with native plants in areas with less vegetation. Areas where the vegetation will be removed and bare dirt remains will be planted and seeded with native plants. Noxious weeds will be removed on a regular basis in and around all restoration areas. In order to compensate for the permanent loss of 40 sq. ft. of pickleweed due to the installation of a new storm drain outlet for Network 5, the applicant will remove non-native weeds and ornamental plants from the margin of the tidal pickleweed marsh located downstream of the new outlet. This area will be planted/seeded, monitored, and weeded. The area to be treated will encompass 240 sq. ft., equating to a wetland replacement ratio of 6:1. **Special Condition Four (4)** requires the applicant to submit final restoration plans in conformance with the abovementioned measures. The special condition also requires the applicant to monitor the restoration sites for at least five years, or until the success and sustainability of the restoration is insured.

The City of Santa Barbara, in their approval of the final mitigated negative declaration for the project and a coastal development permit for the portion of the project in their jurisdiction, required several conditions and mitigation measures related to biological resources, erosion control, and protection of aquatic habitat. Included in these are conditions that the project be constructed in the dry season from May 1st to November 1st and that all work conducted in the vicinity of pickleweed marshes be conducted after August 1st in order to avoid to prevent direct or indirect disturbance to the endangered Belding savannah sparrow, which nests and forages in these marshes. Both the Conditions of Approval outlined in City of Santa Barbara Planning Commission Resolution 014-05 (**Exhibit 8**) and the mitigation measures outlined in the approved Final Mitigated Negative Declaration for the project (MST2004-00778, CDP2005-00001) (**Exhibit 9**) have been incorporated by reference into **Special Conditions One (1)** and **Special Condition Two (2)**. **Special Condition Seven (7)** further requires the applicant to retain the services of a qualified biologist or environmental resource specialist to conduct sensitive species surveys and monitor project operations.

The Commission notes that the applicant may use herbicides to conduct weeding operations in the restoration areas proposed by the project. Staff notes that there is a certain amount of overspray that will result from the application of the herbicide that cannot be avoided even with the property application. There is a potential for the

herbicide to be introduced to the aquatic environment and there is a potential for other non-targeted vegetation to receive overspray. Given that this is designated environmentally sensitive wetland habitat and that other methods of removal may be implemented, the Commission requires Special Condition Eight (8) to minimize adverse effect to habitats from the implementation of weeding in the restoration areas. Herbicide use shall be restricted to the use of Glyphosate (Roundup™). Herbicides shall not be sprayed in the vicinity of pickleweed, cattail, bulrush, or mudflat wetlands or tidal or freshwater areas. Native vegetation shall be clearly delineated at the project site with fencing or survey flags and protected.

Aquatic Habitat and Water Quality

Construction activities could affect non-tidal and tidal aquatic habitats due to dewatering operations and during construction work at the storm drain outlets. Construction would occur after runoff from rain events has ended. However, there is a potential for water to be encountered in the trenches due to seepage and high groundwater. Additionally, water may be present in the storm drain system to be repaired and replaced due to infiltration and prolonged discharge from the watershed. During replacements, water will be captured in the trench and discharged at the nearest storm drain outlet using a pump and hose. The discharge of water to Goleta Slough is not expected to cause a significant impact because the sediment and pollutant levels in the water are expected to be low. However, there is a potential for sediment levels to be high if construction activities occur in proximity of the water collection area. In addition, there is a remote possibility that water encountered in the trench could contain high mineral contents, low oxygen content, or possible hydrocarbon contamination from historic sources. The applicant has proposed sand bag cofferdams around each outlet and headwall to be repaired that will be high enough to prevent tidal waters from reaching construction areas. The cofferdams will also enclose any water encountered during construction. The applicant will also use silt fencing around the construction sites and soil stockpile areas to prevent sediment laden runoff into Goleta Slough. These and other erosion control and pollution prevention mitigation measures have been required by the City of Santa Barbara in their approvals of the project and have been included by reference into **Special Condition One (1) and Special Condition Two (2)**.

The applicant has prepared a Water Quality Management Plan for the Airfield Drainage Improvements Project dated October 2004 that outlines mitigation including drainage plans, water quality monitoring, and compliance with Regional Water Quality Control Board requirements. **Special Condition Five (5)** requires the applicant to comply the provisions of this plan for the duration of the project. The applicant has also prepared a Construction Phase Erosion Control and Polluted Runoff Control Plan for the project dated December 2004 that outlined several best management practices to avoid or minimize impacts of erosion and polluted runoff from the project. **Special Condition Six (6)** requires the applicant to comply with the provisions of this plan for the duration of the project.

In addition to construction related impacts, the operation of the proposed project also has a potential to affect coastal waters. Stormwater running through the drainage system potentially could carry sediment and pollutants from the airfield to Goleta Slough. Past water quality tests of the stormwater has shown, though, low levels of pollutants. Additionally, the drainage systems will have catch basins and filters at the pipe inlets to reduce the amount of debris and sediment in the runoff. Further **Special Condition Three (3)** and **Special Condition Five (5)** require the applicant to comply with testing and permitting required by the Regional Water Quality Control Board for stormwater runoff.

While the proposed project will not change the nature or amount of stormwater runoff to Goleta Slough, it will change the way in which the stormwater is delivered to the Slough. A Final Drainage Report has been prepared by Pernfield and Smith for the Project (dated June 2005) that analyzes these changes. In Network 5, the addition of a new parallel drain pipe will not increase the overall discharge velocity of stormwater leaving the Network. In Networks 1, 3, and 6, the new HDPE pipes to be installed will be the same inside diameter as the old corrugated metal pipes. Water in these systems, though, will be more likely to be able to reach maximum velocity in the new pipes as the existing metal pipes are currently degraded. According to the applicants' consultant, stormwater runoff from Network 1, 3, 5, and 6 following implementation of the project "should have little or no impact on erosion sedimentation, and water quality within the Goleta Slough," as the maximum possible velocities out of these systems are relatively low, the gradient of the pipes is very gradual, and tidal influence in the slough reduces discharge velocities and erosive forces. It is unlikely, therefore, that the project will substantially increase erosion to surface waters.

As such, the Commission finds that, as conditioned, the proposed project is consistent with Sections 30230, 30231, and 30240 of the Coastal Act.

D. California Environmental Quality Act

Section 13096(a) of the Commission's administrative regulations requires Commission approval of a Coastal Development Permit application to be supported by a finding showing the application, as approved or approved with conditions, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect that the activity may have on the environment.

The Commission finds that the proposed projects, as conditioned, will not have significant adverse effects on the environment within the meaning of the California Environmental Quality Act of 1970. Therefore, the proposed project, as conditioned, has been adequately mitigated and is determined to be consistent with CEQA and the policies of the Coastal Act.

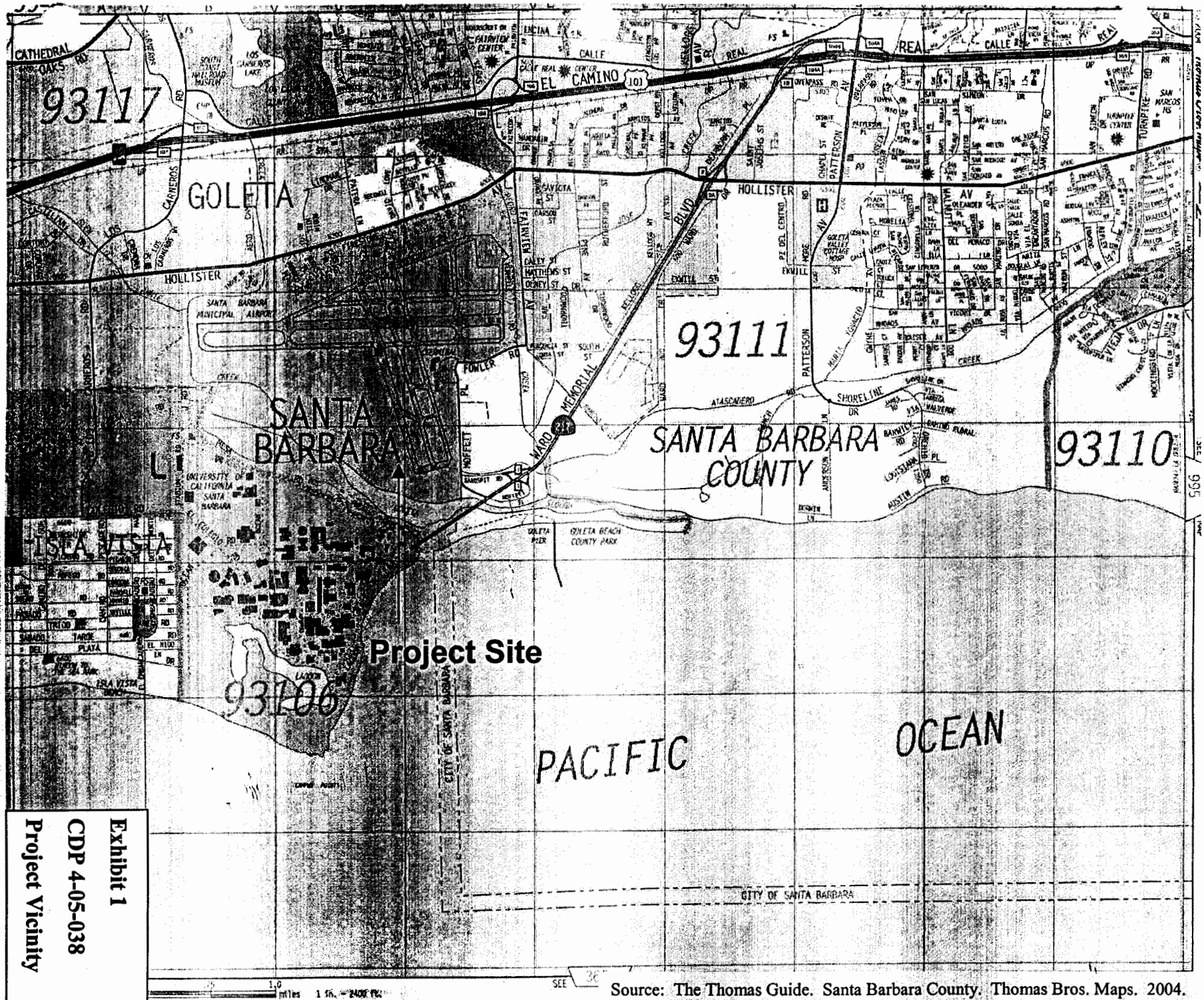


Exhibit 1
 CDP 4-05-038
 Project Vicinity

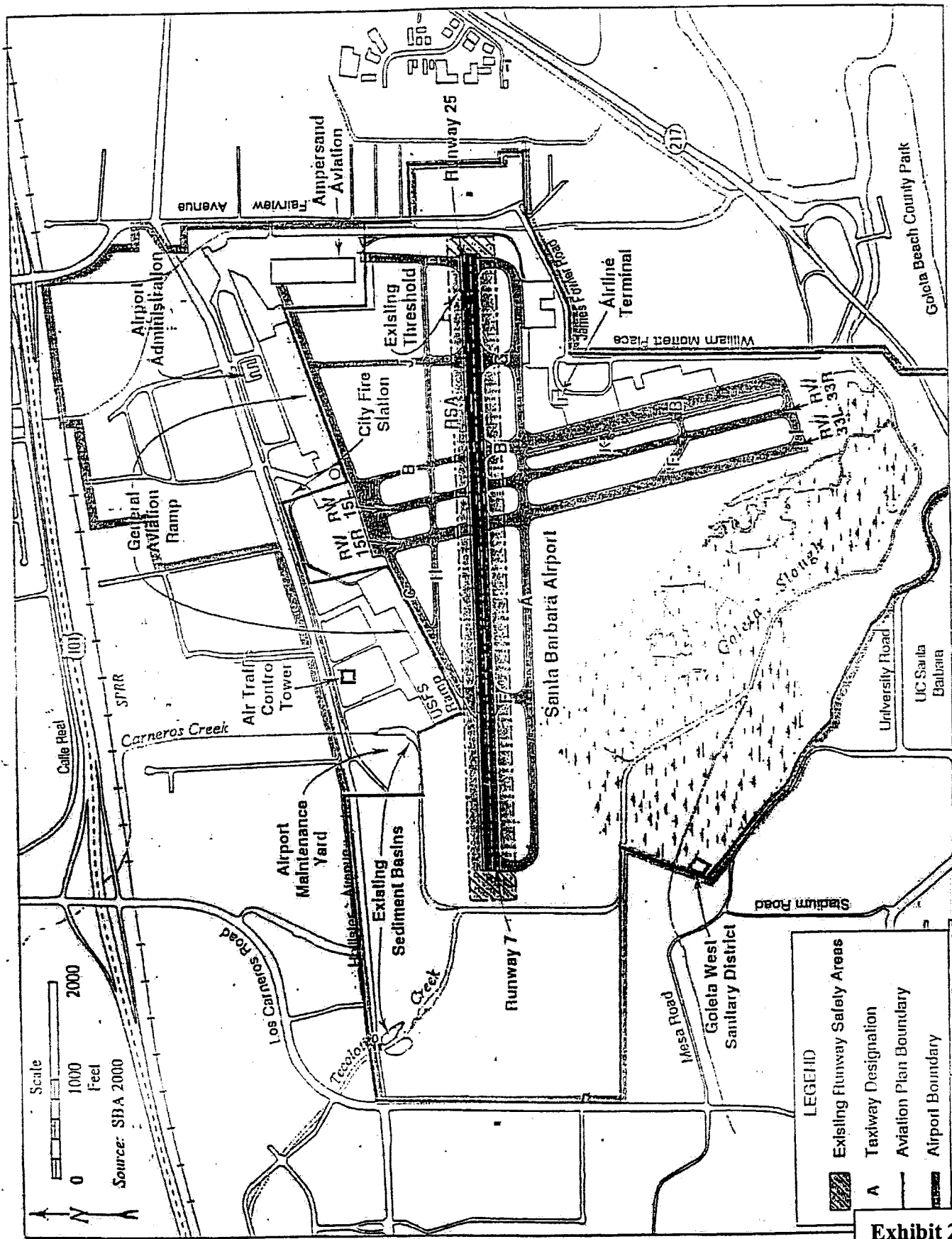





Exhibit 2
CDP 4-05-038
Airport and
Goleta Slough

BD 21-97
Santa Barbara Airport

-  Permit Jurisdiction
-  Appeal Jurisdiction
-  30613 Appeal Jurisdiction

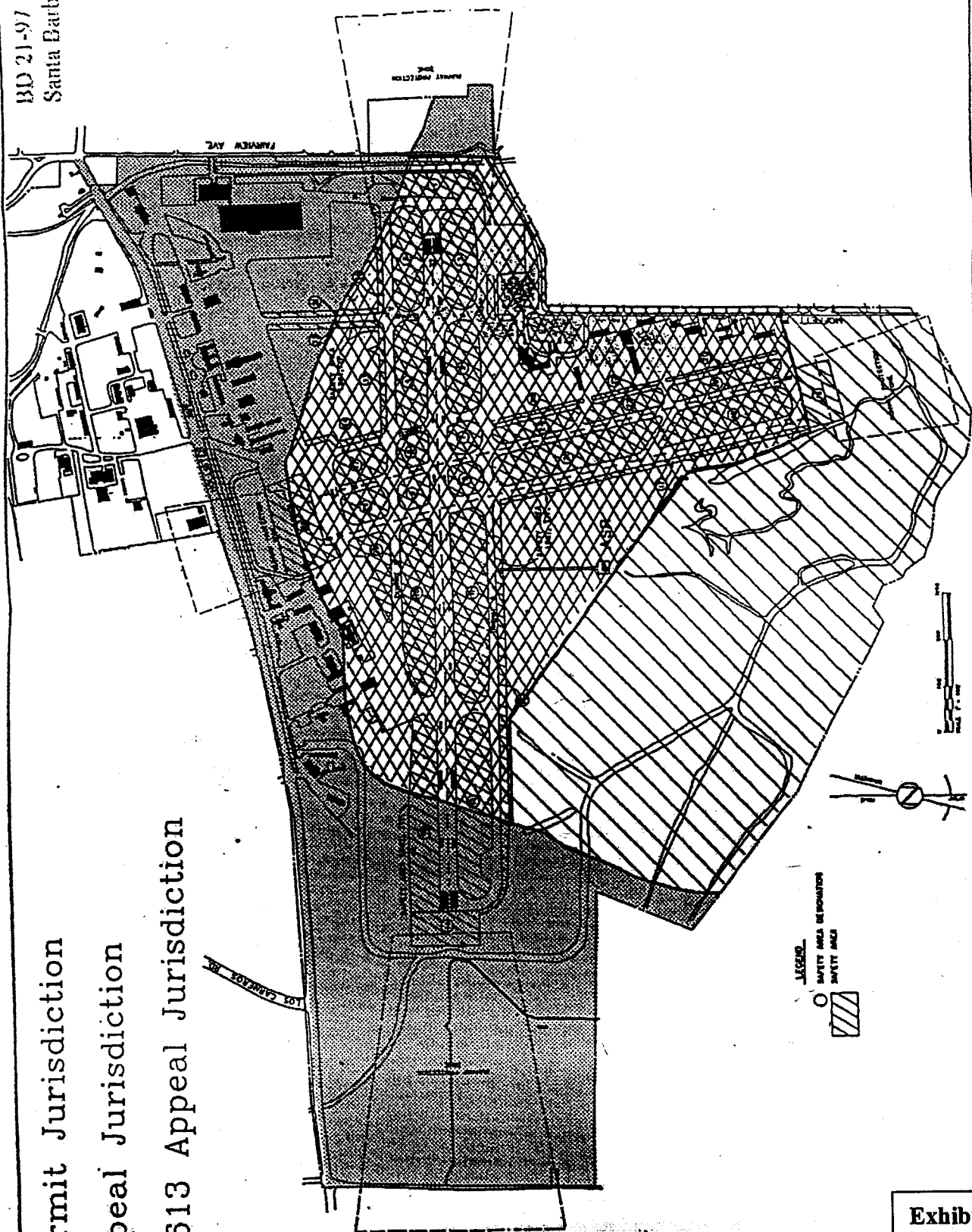


Exhibit 3
CDP 4-05-038
Jurisdictional
Boundaries



Downstream of existing headwall for Network 5. New headwall will be sited adjacent to existing headwall.



Existing headwall/outlet for Network 5 that will remain in use. New outlet will be adjacent to existing outlet.



Seasonal wetland area to be temporarily disturbed for replacement/installation of drain pipes.



Area proposed for 240 sq. ft. of restoration.

Exhibit 4
 CDP 4-05-038
 Project Photos

AIRFIELD DRAINAGE SYSTEM REHABILITATION

SANTA BARBARA AIRPORT

Bid No. XXXX

PROJECT LOCATION



VICINITY MAP
NOT TO SCALE

PROJECT DATA

PROJECT ADDRESS: 801 FIRESTONE ROAD
 A/E: 673-45-03
 LAND USE ZONE: AIA
 GENERAL PLAN LAND USE DESIGNATION: MAJOR PUBLIC AND INSTITUTION
 PROPERTY OWNER: CITY OF SANTA BARBARA



ADMINISTRATIVE BUILDING IMPROVEMENTS
 CONSTRUCT NEW 6" HOPE STORM DRAIN SYSTEM
 AND CONCRETE SIDEWALK IMPROVEMENTS

NETWORK 1 IMPROVEMENTS
 REPLACE 122 L.F. OF 24" CIP
 WITH 122 L.F. OF 24" HOPE
 STORM DRAIN PIPE. CONSTRUCT
 NEW OUTLET HEADWALL.

NETWORK 2 IMPROVEMENTS
 REPLACE 814 L.F. OF 24" CIP
 WITH 814 L.F. OF 24" HOPE STORM
 DRAIN PIPE. CONSTRUCT NEW
 OUTLET HEADWALL.

NETWORK 3 IMPROVEMENTS
 REPLACE 2,100 L.F. OF 12" & 18"
 CIP WITH 2,100 L.F. OF 18" HOPE
 STORM DRAIN PIPE. CONSTRUCT
 NEW OUTLET HEADWALL.

CONSTRUCT 500.00 L.F. OF
 24" SHAWNEE HOPE STORM DRAIN

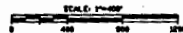
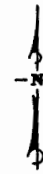
CONSTRUCT 2,040 L.F. OF
 24" SHAWNEE HOPE STORM DRAIN

CONSTRUCT 500.00 L.F. OF
 24" SHAWNEE HOPE STORM DRAIN

CONSTRUCT 500.00 L.F. OF
 24" SHAWNEE HOPE STORM DRAIN

CONSTRUCT 500.00 L.F. OF 18" SHAWNEE
 HOPE STORM DRAIN. CONSTRUCT NEW
 HEADWALL.

NETWORK 5 IMPROVEMENTS
 CONSTRUCT NEW 24"-48"
 HOPE STORM DRAIN SYSTEM.
 CONSTRUCT NEW OUTLET HEADWALL.



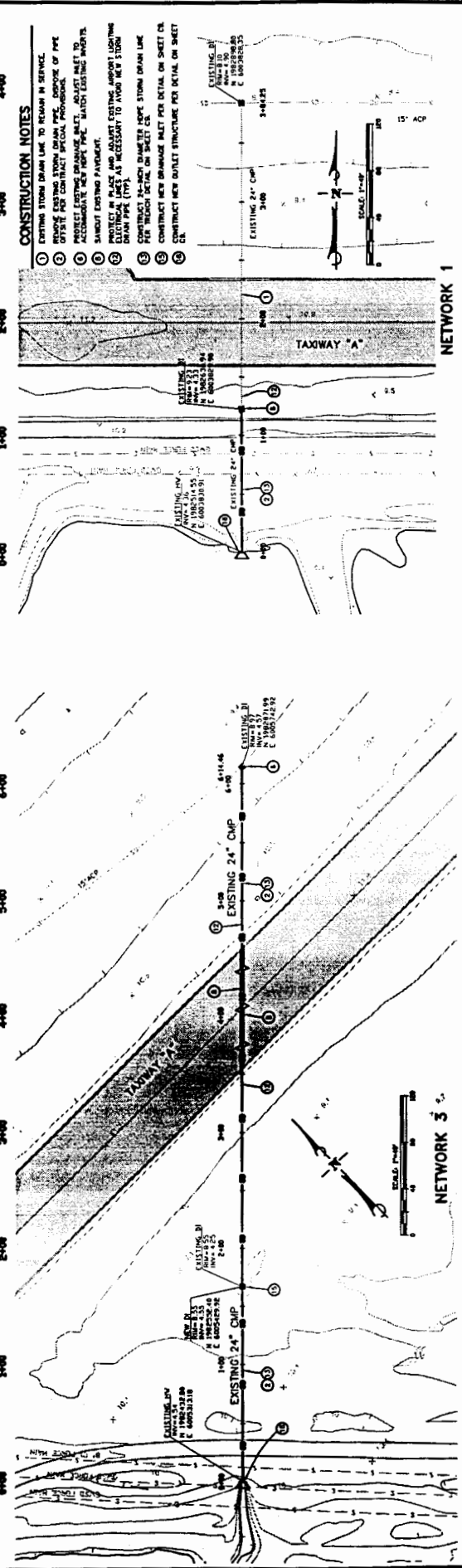
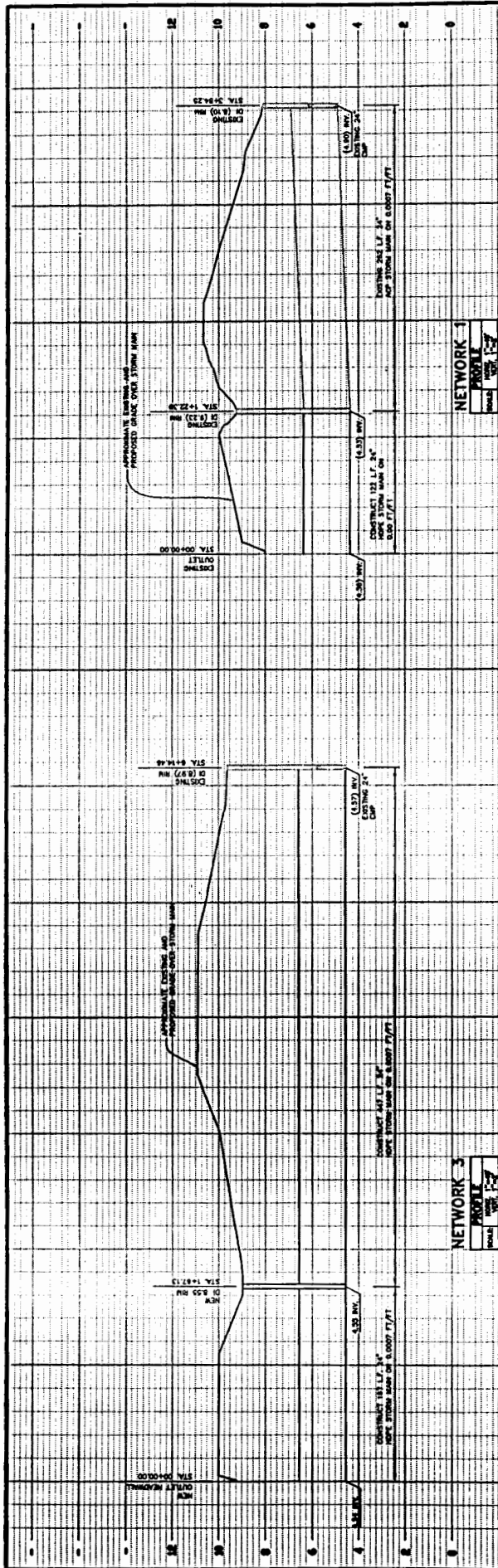
IMPROVEMENT AREAS

SCALE: 1" = 400'

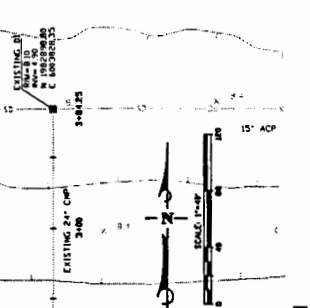
Exhibit 5
CDP 4-05-038
Project Plans

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SCALE	AS SHOWN	EXP.	6-30-05																																														
ISSUED FOR	_____	DATE	_____																																														
SCALE	VERT. 1" = 400'																																																
	HOR. 1" = 400'																																																
PROJ. NO.	_____																																																
SHEET	CI OF 18 SHEETS																																																
DATE	_____																																																

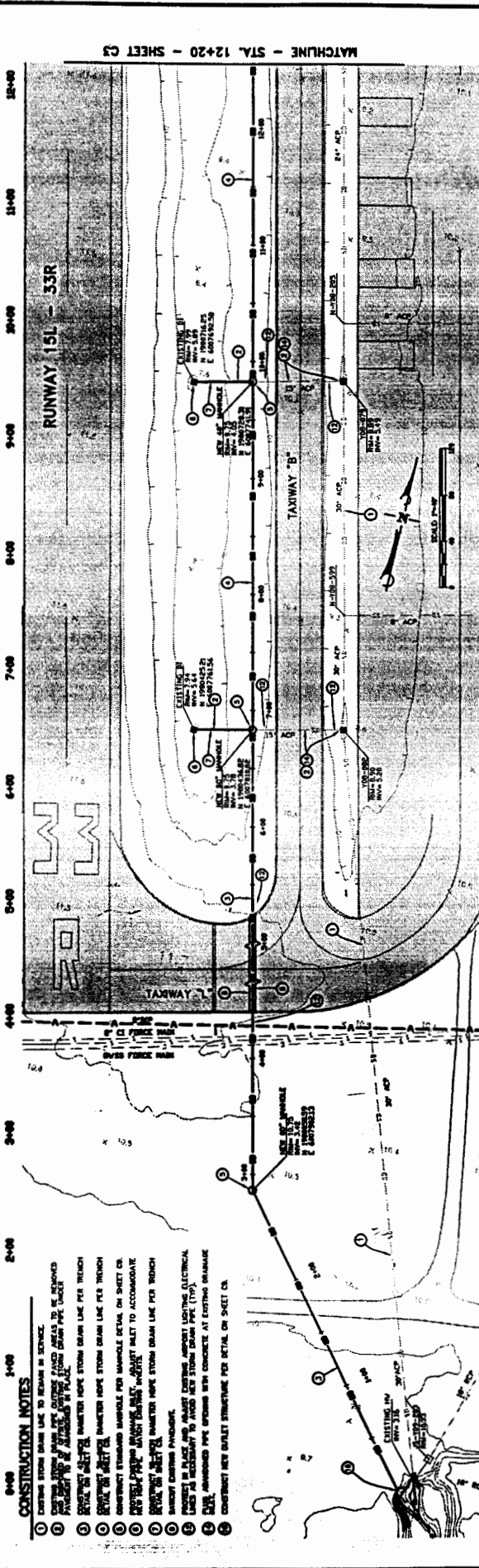
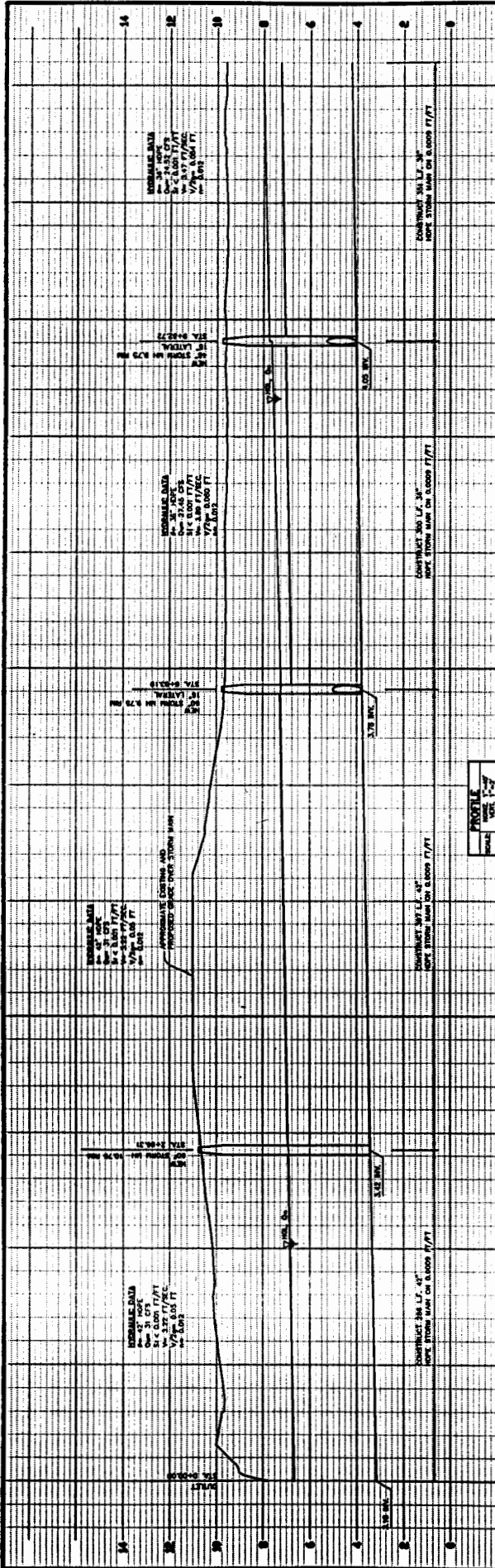
PLG. NO. C-5-1000



- CONSTRUCTION NOTES**
- EXISTING STORM DRAIN LINE TO REMAIN IN SERVICE.
 - REMOVE EXISTING STORM DRAIN PIPE, DEPOSE OF PIPE OFFSITE PER CONTRACT SPECIAL PROVISIONS.
 - INSTALL NEW 24" DIA. HOPE STORM DRAIN PIPE TO ACCURATELY REPRESENT EXISTING CONDITIONS.
 - SAW-CUT EXISTING PAVEMENT.
 - PROTECT IN PLACE AND ADJUST EXISTING AIRPORT LIGHTING ELECTRICAL LINES AS NECESSARY TO AVOID NEW STORM DRAIN LINE.
 - CONSTRUCT 12-INCH DIAMETER HOPE STORM DRAIN LINE PER DETAIL ON SHEET CE.
 - CONSTRUCT NEW DRAINAGE INLET PER DETAIL ON SHEET CE.
 - CONSTRUCT NEW OUTLET STRUCTURE PER DETAIL ON SHEET CE.



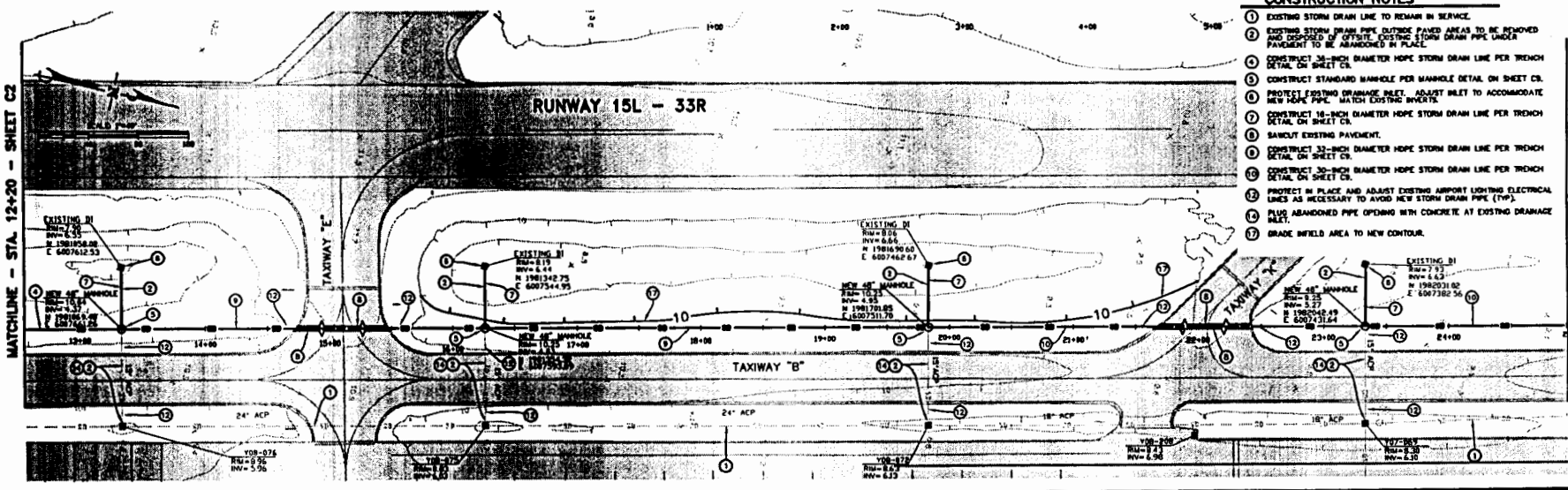
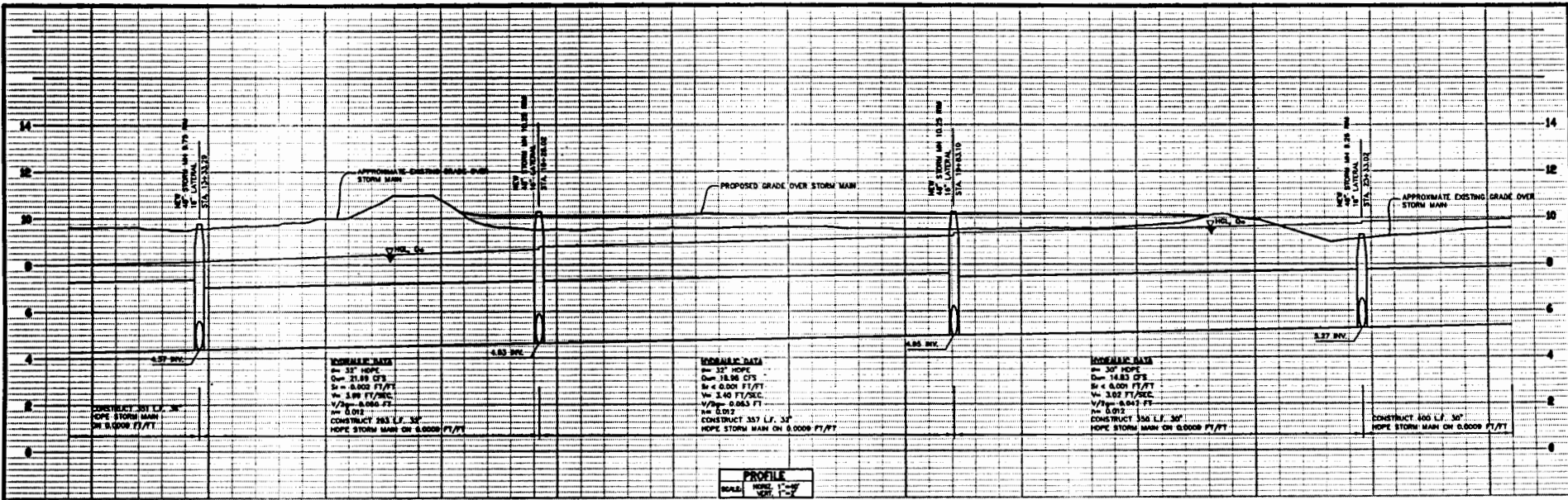
CITY OF SANTA BARBARA PUBLIC WORKS DEPARTMENT - ENGINEERING DIVISION PROJECT:		PROJECT NO. _____ SHEET NO. OF 10 SHEETS SHEET NO. 0-5-10001	
SANTA BARBARA AIRPORT NETWORK 1 & 3 STORM DRAIN IMPROVEMENTS		DATE: _____ BY: _____ CITY ENGINEER: _____	
DESIGN: _____ CHECKED: _____ DATE: _____	ESTIM. INVOICE: _____ ON INVOICE: _____ DATE: _____ BY: _____ CHECKED: _____ DATE: _____	SCALE: _____ DATE: _____ BY: _____ CHECKED: _____ DATE: _____	PROJECT NO. _____ SHEET NO. OF 10 SHEETS SHEET NO. 0-5-10001



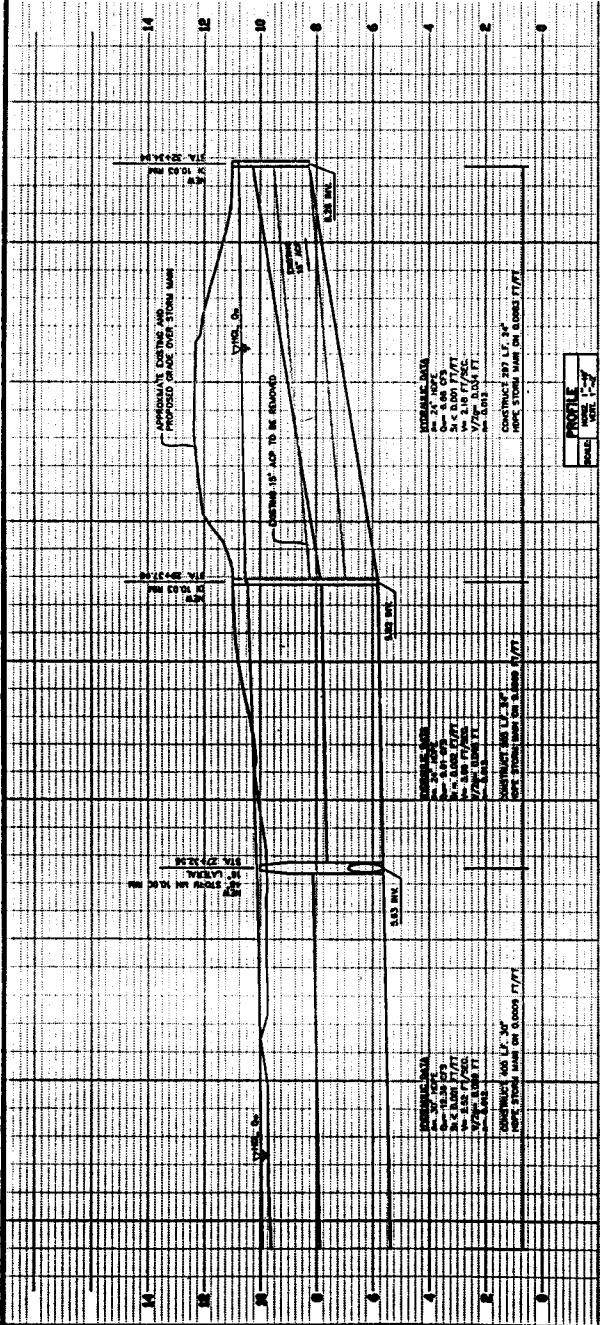
- CONSTRUCTION NOTES**
1. EXISTING STORM DRAIN LIKE TO REMAIN IN SERVICE.
 2. EXISTING STORM DRAIN LIKE TO BE REMOVED AND REPLACED WITH NEW STORM DRAIN LIKE PER TRENCH PLAN AND NOTES.
 3. EXISTING STORM DRAIN LIKE TO BE REMOVED AND REPLACED WITH NEW STORM DRAIN LIKE PER TRENCH PLAN AND NOTES.
 4. EXISTING STORM DRAIN LIKE TO BE REMOVED AND REPLACED WITH NEW STORM DRAIN LIKE PER TRENCH PLAN AND NOTES.
 5. EXISTING STORM DRAIN LIKE TO BE REMOVED AND REPLACED WITH NEW STORM DRAIN LIKE PER TRENCH PLAN AND NOTES.
 6. EXISTING STORM DRAIN LIKE TO BE REMOVED AND REPLACED WITH NEW STORM DRAIN LIKE PER TRENCH PLAN AND NOTES.
 7. EXISTING STORM DRAIN LIKE TO BE REMOVED AND REPLACED WITH NEW STORM DRAIN LIKE PER TRENCH PLAN AND NOTES.
 8. EXISTING STORM DRAIN LIKE TO BE REMOVED AND REPLACED WITH NEW STORM DRAIN LIKE PER TRENCH PLAN AND NOTES.
 9. EXISTING STORM DRAIN LIKE TO BE REMOVED AND REPLACED WITH NEW STORM DRAIN LIKE PER TRENCH PLAN AND NOTES.
 10. EXISTING STORM DRAIN LIKE TO BE REMOVED AND REPLACED WITH NEW STORM DRAIN LIKE PER TRENCH PLAN AND NOTES.

Penfield & Smith ENGINEERS & ARCHITECTS 101 S. W. 15th St., Suite 100 Fort Lauderdale, Florida 33304 Phone: (305) 463-1111 Fax: (305) 463-1112		SCALE VERT. 1" = 2' HOR. 1" = 40' DATE: 12-18-88 DRAWN BY: J.B. BITE	
REGION: _____ CHECKED: _____ DESIGNED: _____ DATE: 12-18-88 DRAWING NO.: 15L-33R-01		CITY CHECKED: _____ DATE: _____ CITY CHECKER: _____	
SECTION: _____ DRAWN: _____ CHECKED: _____ DATE: 12-18-88 DRAWING NO.: 15L-33R-01		CITY OF SANTA BARBARA PUBLIC WORKS DEPARTMENT - ENGINEERING DIVISION APPROVED: _____ DATE: _____	
PROJECT: _____ SHEET: _____ TOTAL SHEETS: _____		SANTA BARBARA AIRPORT NETWORK 2 STORM DRAIN IMPROVEMENTS	

MATCHLINE - STA. 12+20 - SHEET C3



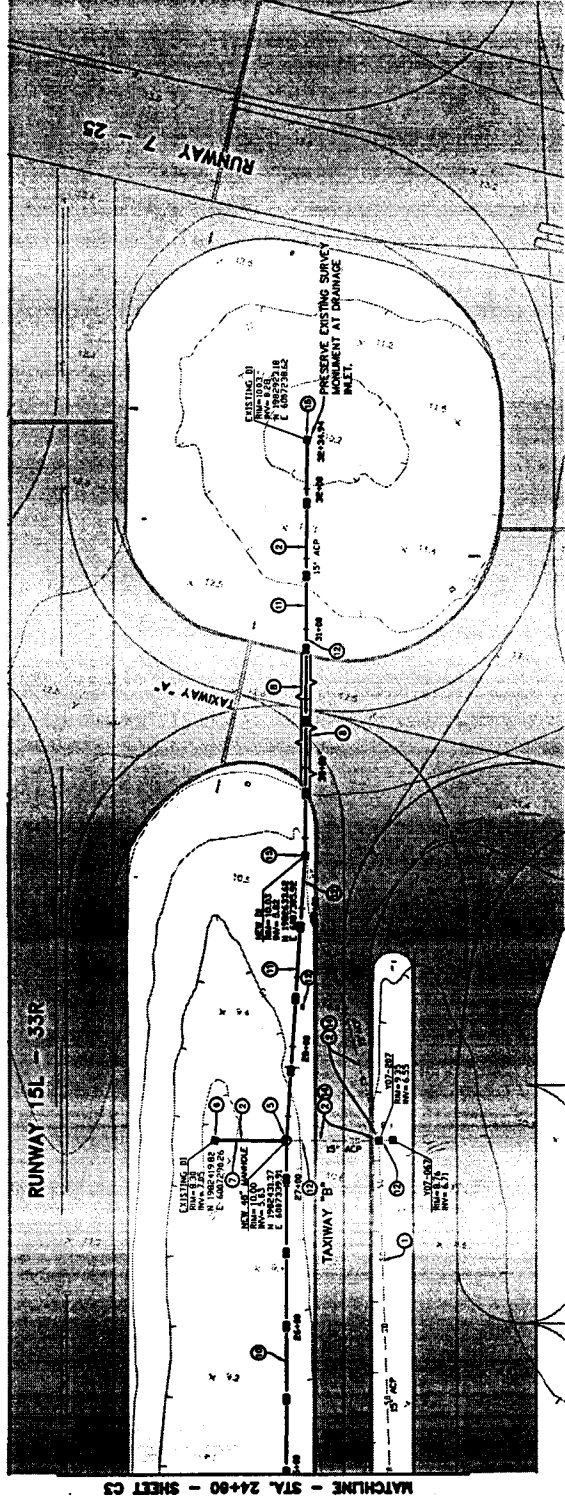
DESIGN: _____ DRAWN: _____ CHECKED: _____ FLD.B.K.M.L. PAGE: _____ ATLAS: _____		Penfield & Smith ENGINEERS & SURVEYORS 100 E. VICTORIA ST. SANTA BARBARA, CALIF. 93101 TEL: (805) 963-0000 FAX: (805) 964-0000 P.O. BOX 10000 SANTA BARBARA, CA 93100		DESIGN: SAC _____ CHECKED: J.M.L./G.C. DATE: 1-2-01 PROJECT CHECKER: _____ DATE: 01/06/01 DRAWING FILE: NETWORK 5 STAB09		SANTA BARBARA AIRPORT NETWORK 5 STORM DRAIN IMPROVEMENTS APPROVER: _____ DATE: _____ CITY ENGINEER		CITY OF SANTA BARBARA PUBLIC WORKS DEPARTMENT - ENGINEERING DIVISION APPROVER: _____ DATE: _____		SCALE: VERT. 1" = 4' HOR. 1" = 40' PROJ. NO. _____ SHEET C3 OF 18 SHEETS DWG. NO. C-5-XXXX	
--	--	---	--	---	--	---	--	---	--	---	--



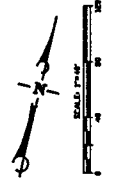
CONSTRUCTION NOTES

- 1 EXISTING STORM DRAIN LINE TO REMAIN IN SERVICE.
- 2 ALL EXISTING STORM DRAIN LINES TO BE REMOVED AND REPAIRED TO MEET THE EXISTING STANDARDS FOR PIPE INSTALLATION TO BE APPROVED IN PLACE.
- 3 CONSTRUCT STORM DRAIN PIPE PER MANHOLE DETAIL ON SHEET C3.
- 4 PROVIDE EXISTING DRAINAGE SLOPE. ADJUST INLET TO ACCOMMODATE EXISTING SLOPE.
- 5 CONSTRUCT 18" DIA. 15' DEPTH 15' SPAN STORM DRAIN LINE PER TRENCH DETAIL ON SHEET C3.
- 6 SMOOTH EXISTING PAVEMENT.
- 7 CONSTRUCT 20" DIA. 15' DEPTH 15' SPAN STORM DRAIN LINE PER TRENCH DETAIL ON SHEET C3.
- 8 CONSTRUCT 24" DIA. 15' DEPTH 15' SPAN STORM DRAIN LINE PER TRENCH DETAIL ON SHEET C3.
- 9 PROJECT IN PLACE AND ADJUST EXISTING AIRPORT LIGHTING ELECTRICAL LINES AS NECESSARY TO AVOID NEW STORM DRAIN PIPE (TYP).
- 10 ALL NEW STORM DRAIN PIPE TO BE CONCRETE AT EXISTING DRAINAGE INLET.
- 11 CONSTRUCT NEW DRAINAGE INLET PER DETAIL ON SHEET C3.

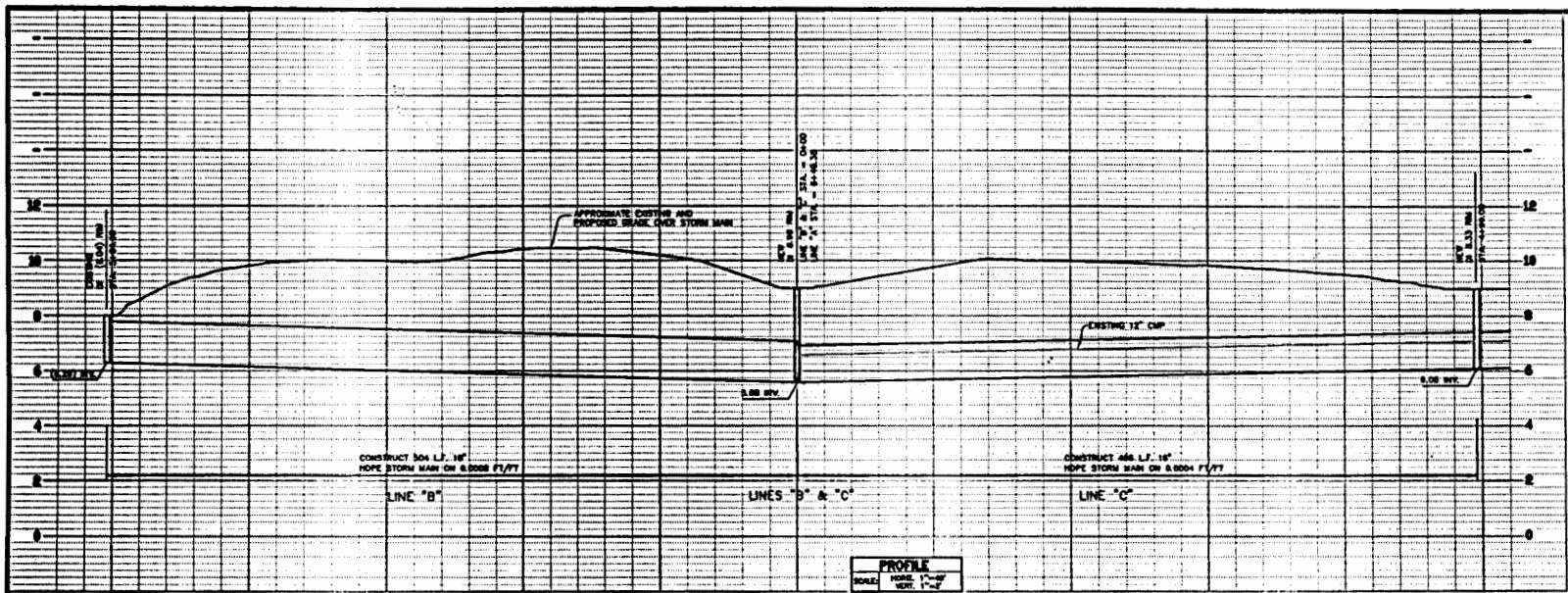
PROFILE
 HORIZ. SCALE: 1" = 40'
 VERT. SCALE: 1" = 4'



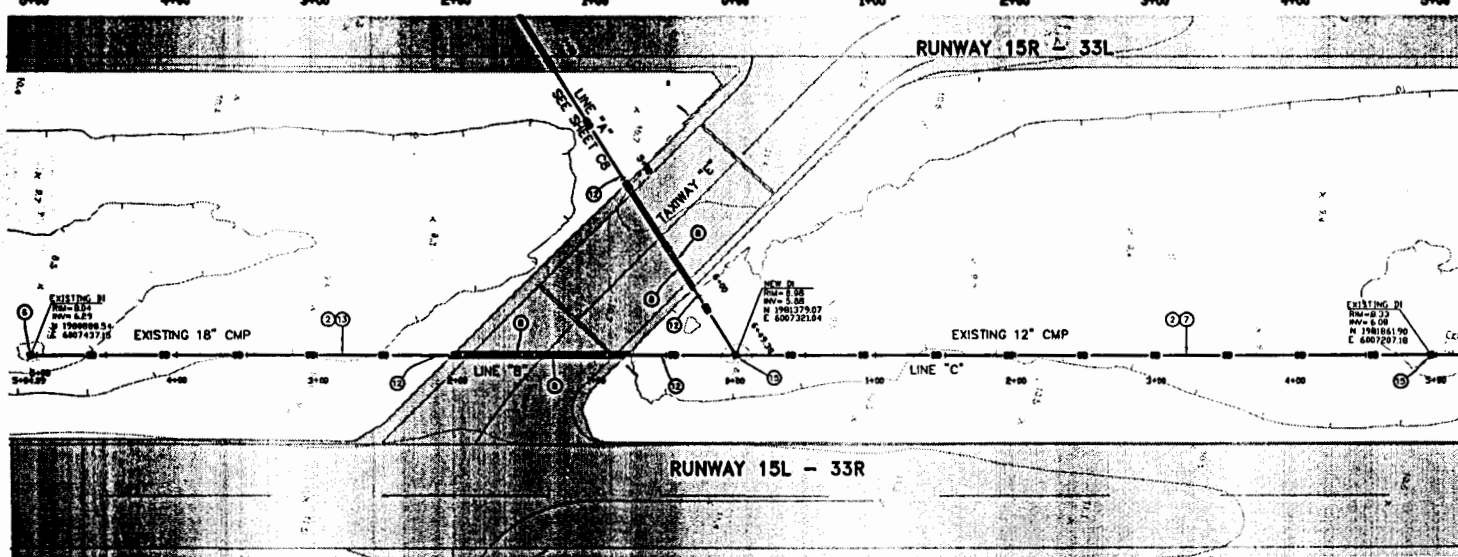
MATCHLINE - STA. 24+00 - SHEET C3



SECTION CHECKED P.L.B./M.A.L. DATE DRAWN DATE APPROVED DATE		PENNELL & SMITH ENGINEERS & ARCHITECTS 1000 W. 10TH ST. SANTA ANA, CALIF. 92701 TEL. (714) 241-1111 FAX (714) 241-1112		CITY ENGINEER DATE CITY OF SANTA BARBARA PUBLIC WORKS DEPARTMENT - ENGINEERING DIVISION APPROVED		SCALE VERT. 1" = 4' HOR. 1" = 40' SHEET NO. 18 OF 18 PROJECT NO. C-8-2000
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PROFILE
SCALE: HORIZ. 1" = 100'
VERT. 1" = 4'



CONSTRUCTION NOTES

- ① REMOVE EXISTING STORM DRAIN PIPE. DISPOSE OF PIPE OFF-SITE PER CONTRACT SPECIAL PROVISIONS.
- ② PROTECT EXISTING DRAINAGE INLET. ADJUST INLET TO ACCOMMODATE NEW HDPE PIPE. MATCH EXISTING INVERTS.
- ③ CONSTRUCT 18-INCH DIAMETER HDPE STORM DRAIN LINE PER TRENCH DETAIL ON SHEET C8.
- ④ SAWCUT EXISTING PAVEMENT.
- ⑤ PROTECT IN PLACE AND ADJUST EXISTING AIRPORT LIGHTING ELECTRICAL LINES AS NECESSARY TO AVOID NEW STORM DRAIN PIPE (TYP).
- ⑥ CONSTRUCT 18-INCH DIAMETER HDPE STORM DRAIN LINE PER TRENCH DETAIL ON SHEET C8.
- ⑦ CONSTRUCT NEW DRAINAGE INLET PER DETAIL ON SHEET C8.



MATCHLINE - STA. 5+20 SHEET C7

NO.	DESCRIPTION	DATE	APPROVED

Penfield & Smith
ENGINEERS & SURVEYORS
200 E. VICTORIA ST. SANTA BARBARA, CALIF. 93101
TEL: 805-963-7000 FAX: 805-963-7000
P.O. BOX 560-7000 SANTA BARBARA, CALIF. 93101

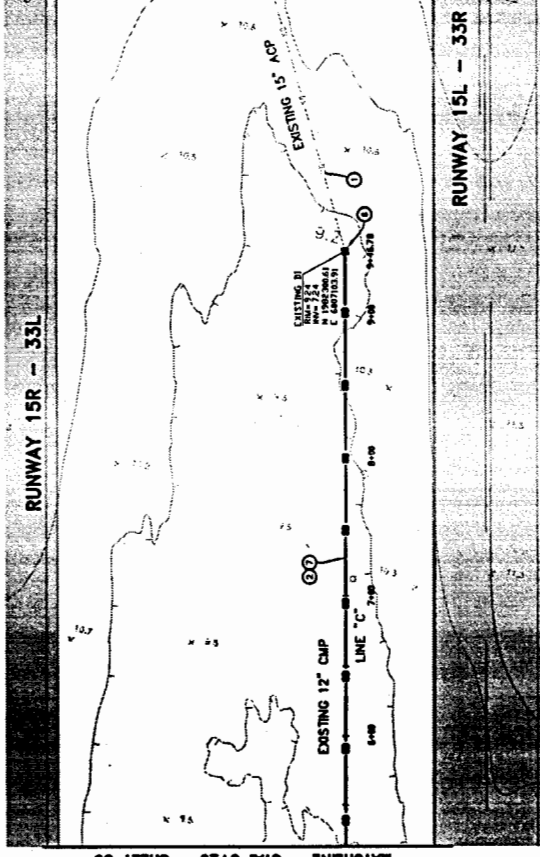
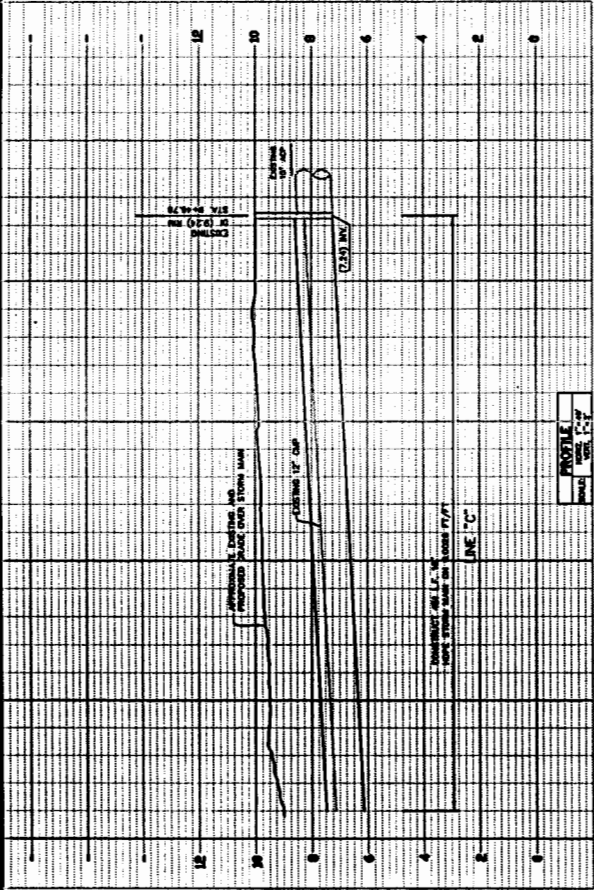
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DRAWN: _____
CHECKED: _____
FLD.BKND: _____
PAGE: _____
ATLAS: _____

SECTION: _____
DATE: _____
CHECKED: _____
DATE: _____
SCALE: AS SHOWN
DRAWING FILE NETWORK & CD

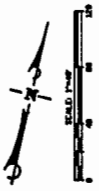
SANTA BARBARA AIRPORT
NETWORK OF LINE "B" & LINE "C"
STORM DRAIN IMPROVEMENTS

CITY OF SANTA BARBARA
PUBLIC WORKS DEPARTMENT - ENGINEERING DIVISION
APPROVED: _____ DATE: _____
CITY ENGINEER

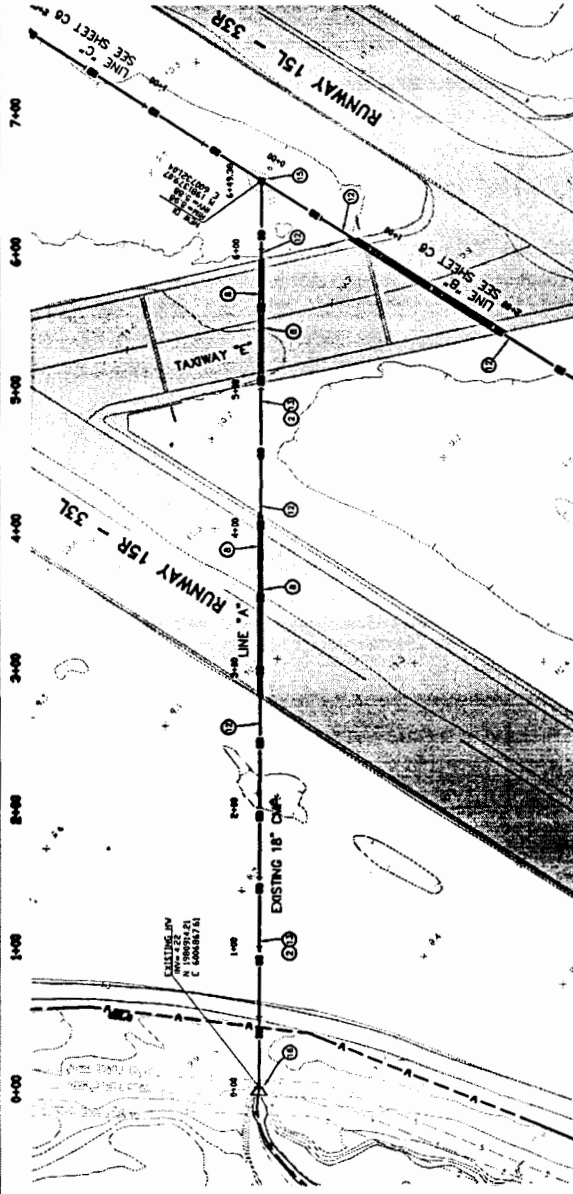
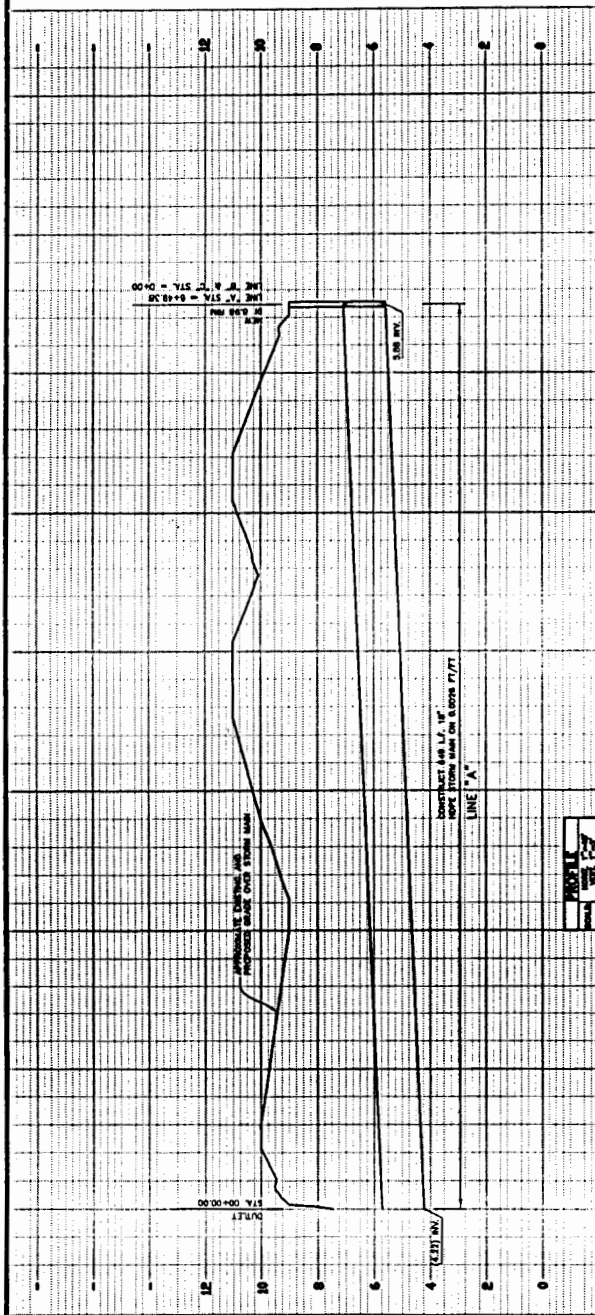
SCALE VERT. 1" = 4' HOR. 1" = 60'	PROJECT NO. _____ SHEET NO. C-8 OF 18 SHEETS DRAWING NO. C-8-XXXX
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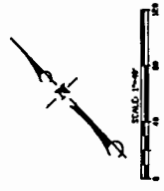
- CONSTRUCTION NOTES**
- EXISTING STORM DRAIN LINE TO REMAIN IN SERVICE.
 - REMOVE EXISTING STORM DRAIN PIPE, EXPOSE OF PIPE OFFICE FOR CONTRACT SPECIAL PROGRAM.
 - REPLACE EXISTING STORM DRAIN PIPE WITH 12\"/>
 - CONSTRUCT 12\"/>
 - FOR THROUGH DETAIL ON SHEET 02.



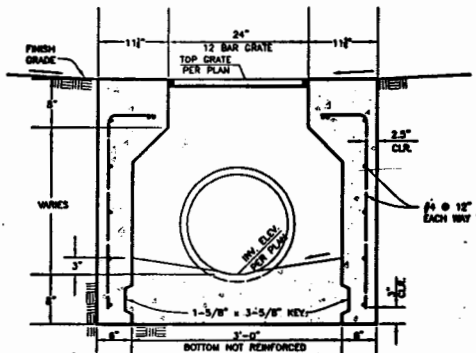
DESIGN	DATE	BY	CHK	APP
DRAWN				
CHECKED				
IN CHARGE				
PROJECT				
SHEET				
TOTAL SHEETS				
DATE				
SCALE	VERT. 1" = 2' HORIZ. 1" = 40'			
PROJECT NO.	107-17-18-INT.			
DATE	10-1-80			
PROJECT NAME	CITY OF SANTA BARBARA			
DEPARTMENT	PUBLIC WORKS DEPARTMENT - ENGINEERING DIVISION			
APPROVED	CITY ENGINEER			
PROJECT LOCATION	SANTA BARBARA AIRPORT NETWORK & LINE "C" STORM DRAIN IMPROVEMENTS			
PROJECT NO.	107-17-18-INT.			
SHEET NO.	107-17-18-INT.			
TOTAL SHEETS	107-17-18-INT.			
DATE	10-1-80			
SCALE	VERT. 1" = 2' HORIZ. 1" = 40'			
PROJECT NO.	107-17-18-INT.			
DATE	10-1-80			
PROJECT NAME	CITY OF SANTA BARBARA			
DEPARTMENT	PUBLIC WORKS DEPARTMENT - ENGINEERING DIVISION			
APPROVED	CITY ENGINEER			
PROJECT LOCATION	SANTA BARBARA AIRPORT NETWORK & LINE "C" STORM DRAIN IMPROVEMENTS			
PROJECT NO.	107-17-18-INT.			
SHEET NO.	107-17-18-INT.			
TOTAL SHEETS	107-17-18-INT.			
DATE	10-1-80			



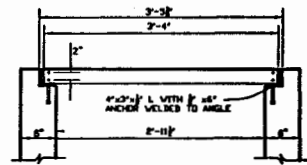
- CONSTRUCTION NOTES**
- 1 REMOVE EXISTING STORM DRAIN PIPE. DEPOSE OF PIPE OFFSITE PER CONTRACT SPECIAL PROVISIONS.
 - 2 SANDSET EXISTING PAVEMENT.
 - 3 PROTECT IN PLACE AND ADJUST EXISTING AIRPORT LIGHTING ELECTRICAL LINES AS NECESSARY TO AVOID NEW STORM DRAIN PIPE (18").
 - 4 CONSTRUCT NEW 18" DRAINAGE MULET PER DETAIL ON SHEET C3.
 - 5 CONSTRUCT NEW OUTLET STRUCTURE PER DETAIL ON SHEET C3.



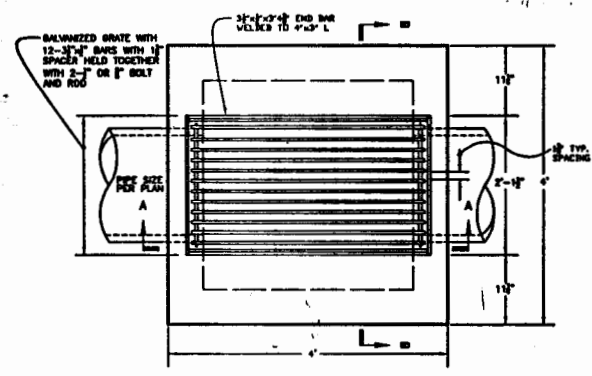
CITY OF SANTA BARBARA PUBLIC WORKS DEPARTMENT - ENGINEERING DIVISION APPROVED: _____ DATE: _____		SCALE VERT. 1" = 2' 0" HOR. 1" = 50'		SHEET NO. 18 OF 18 PROJECT NO. C-8-1000X
SANTA BARBARA AIRPORT NETWORK & LINE "A" STORM DRAIN IMPROVEMENTS		PENNIE & SMITH ENGINEERS - ARCHITECTS 1000 W. STATE ST. SANTA BARBARA, CALIF. 93101 PHONE: (805) 964-1111 FAX: (805) 964-1112 WWW.PENNIEANDSMITH.COM		DESIGN: _____ CHECKED: _____ DRAWN: _____ DATE: _____
REVISIONS NO. DESCRIPTION DATE APPROVED BY				



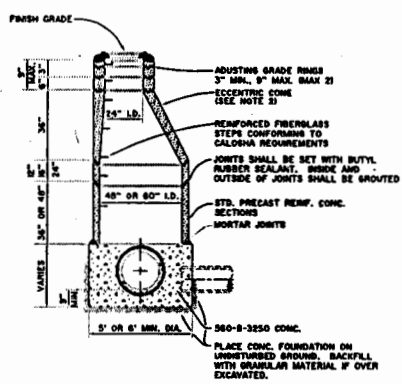
SECTION B-B



SECTION A-A

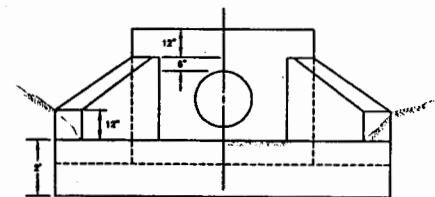


PLAN VIEW
DRAINAGE INLET
N.T.S.

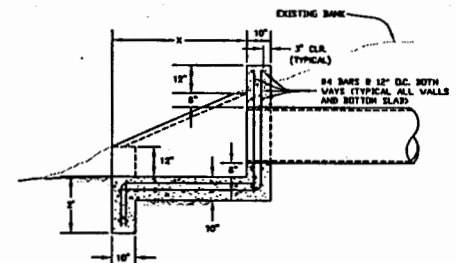


- NOTES:
1. CONCENTRIC CONES SHALL BE USED WHEN MANHOLES ARE LESS THAN 4' IN DEPTH.
 2. PRE-CAST CONCRETE BM BASES MAY BE PERMITTED WITH APPROVAL FROM THE AIRPORT ENGINEER.

STANDARD MANHOLE
N.T.S.

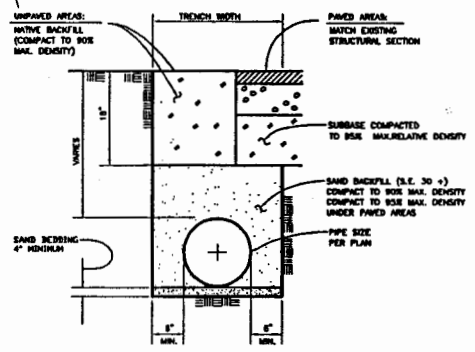


FRONT VIEW

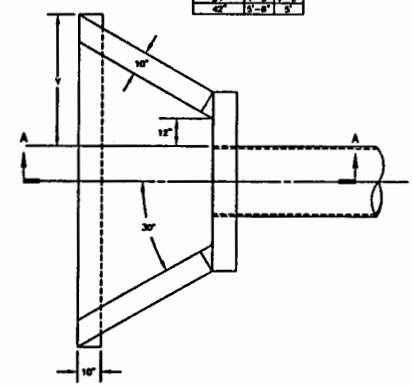


SECTION

PIPE SIZE	W	H
18"	4'-0"	4'-0"
24"	4'-6"	4'-6"
30"	5'-0"	5'-0"



TYPICAL TRENCH SECTION
N.T.S.



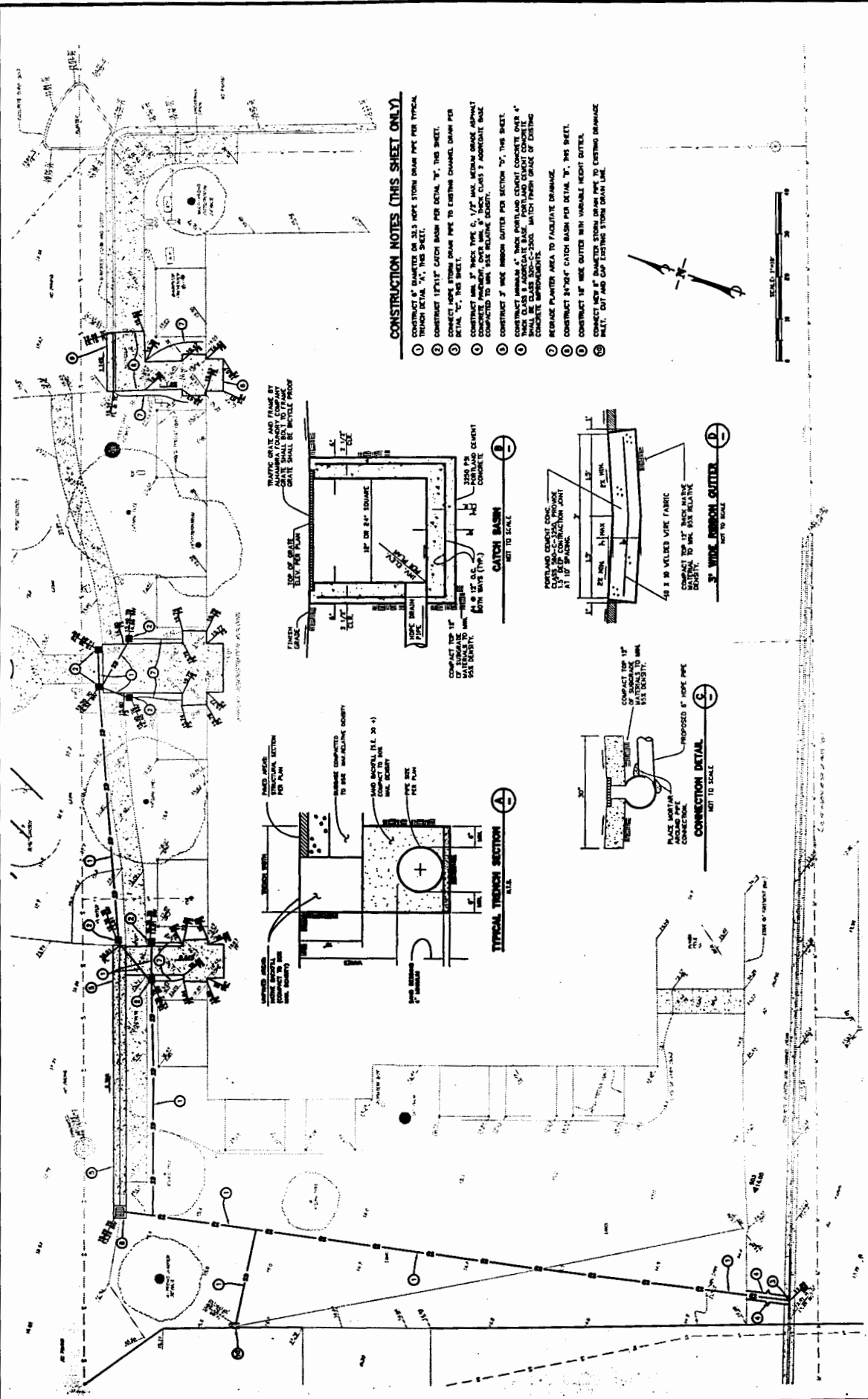
PLAN VIEW
OUTLET STRUCTURE
N.T.S.

DESIGN	DATE	DESIGNER	CHECKED
DRAWN		DWG. NO. 2025/045	
CHECKED		PROJECT ENGINEER	DATE
FL.BK. NO.		DATE	
PAGE		REV. 04/88	REV. 6-28-85
NO.	DESCRIPTION	DATE APPROVED	ATLAK
	REVISIONS		

SANTA BARBARA AIRPORT
AIRFIELD DRAINAGE SYSTEM REMEDIATION
STORM DRAIN DETAILS

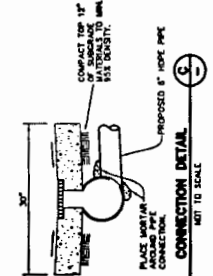
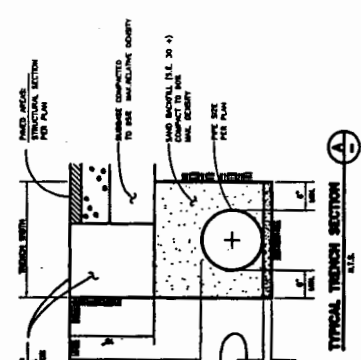
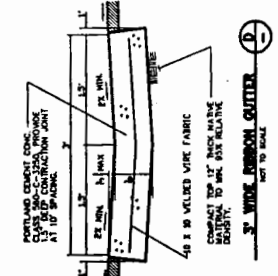
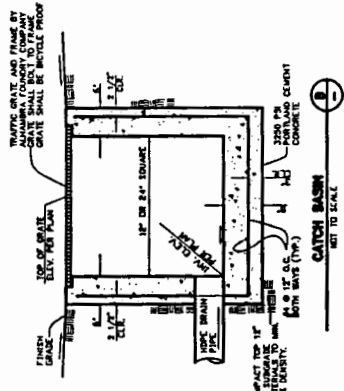
CITY OF SANTA BARBARA
PUBLIC WORKS DEPARTMENT - ENGINEERING DIVISION
APPROVED

SCALE	VERT. 1" = 40'	PREL. NO.
	HOR. 1" = 400'	SHT. 09 OF 10 SHEETS
		DWG. NO. C-6-XXXX

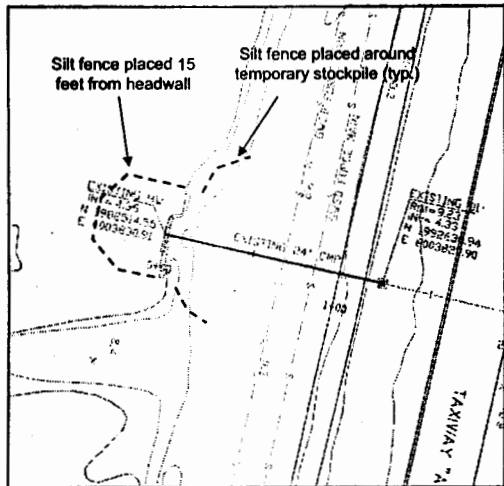


CONSTRUCTION NOTES (THIS SHEET ONLY)

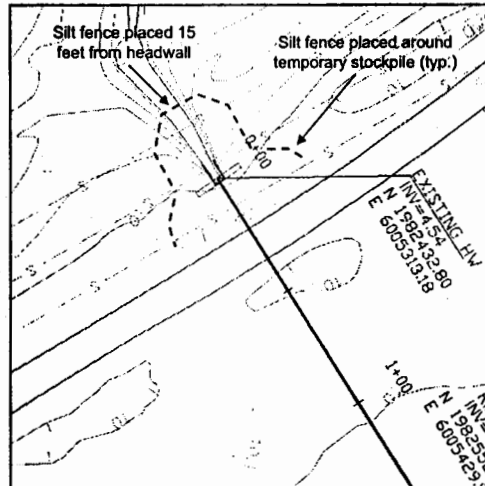
- 1. CONSTRUCT 6" DIAMETER OR 3/8" HOPE STORM DRAIN PIPE PER TYPICAL TRENCH DETAIL "A", THIS SHEET.
- 2. CONSTRUCT 18"X18" CATCH BASIN PER DETAIL "B", THIS SHEET.
- 3. CONNECT HOPE STORM DRAIN PIPE TO EXISTING CHANNEL DRAIN PER DETAIL "C", THIS SHEET.
- 4. CONSTRUCT 18" X 18" MANHOLE FRAME ASHAWT MATCH TO EXISTING MANHOLE FRAME. MATCH FINISH GRADE OF EXISTING CONCRETE APPROXIMATELY.
- 5. CONSTRUCT 3" WIDE MANHOLE CUTTER PER DETAIL "D", THIS SHEET.
- 6. CONSTRUCT 24"X24" CATCH BASIN PER DETAIL "E", THIS SHEET.
- 7. CONSTRUCT 18" WIDE CUTTER WITH VARIABLE HEIGHT CUTTER.
- 8. CONNECT NEW 6" DIAMETER STORM DRAIN PIPE TO EXISTING DRAINAGE S.W.E.T. CUT AND CAP EXISTING STORM DRAIN LINE.



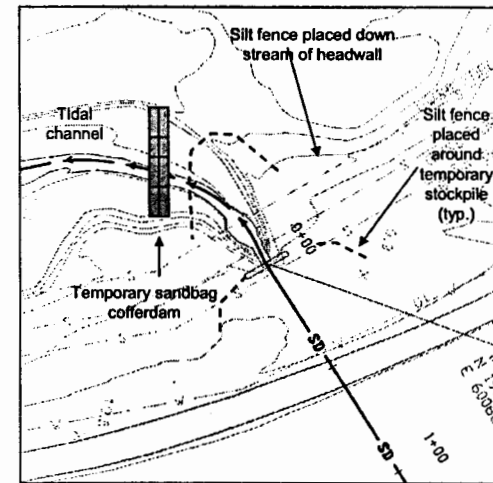
CITY OF SANTA BARBARA PUBLIC WORKS DEPARTMENT - ENGINEERING DIVISION AT RITE		SCALE VERT. 1" = 16' HOR. 1" = 16' NO. 17-19	PROJ. NO. SHEET NO. 19 OF 19 SHEETS DATE 8-5-1933
SANTA BARBARA AIRPORT ADMINISTRATION BUILDING DRAINAGE IMPROVEMENTS		CITY ENGINEER _____ DATE _____	
DESIGN CHECKED F.I.B. HEAD PAGE TITLE	PENNIE & SMITH ENGINEERS 111 E. ANTONIO ST. SANTA BARBARA CALIF.	REVIEWER DATE CHECKED DATE APPROVED DATE	REVISIONS NO. DESCRIPTION DATE



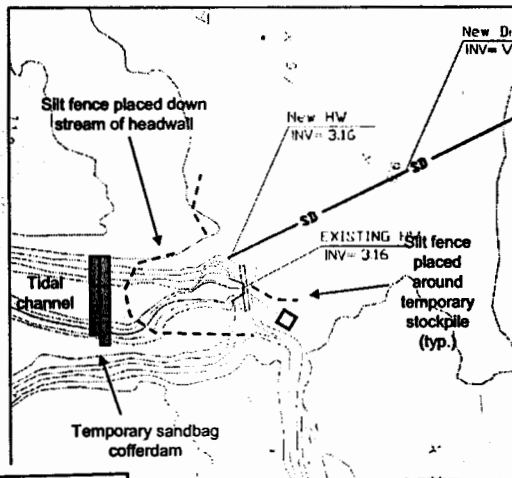
NETWORK 1



NETWORK 3



NETWORK 6



NETWORK 5

STORMWATER AND EROSION CONTROL

Contractor to implement the following Best Management Practices (BMPs) shown on these plans and described in the Stormwater Pollution Prevention Plan (SWPPP) and Specifications.

1. Silt fences shall be placed at 4 foot height around the work area at each outlet prior to any construction work. The silt fences shall remain in place until all work is completed. The fences shall be maintained to prevent construction waste and sediment from entering Goleta Slough.
2. Silt fences shall be placed around temporary stockpiles associated with pipe trenches if the stockpiles are within 10 feet of the banks of Goleta Slough.
3. Sandbag cofferdams shall be installed at the outlets to Networks 5 and 6 which are subject to tidal influence. Contractor shall install sand or gravel bags per the SWPPP and Specifications to prevent inflow of tidal water into the work area. At least two rows of sandbags shall be used with an impervious geotextile or plastic sheeting to prevent infiltration. Sandbags shall be placed and removed in a manner which minimizes damage to existing vegetation in the channel or on the banks.
4. If dewatering is required during the installation of the new storm drains in the infield, groundwater may be discharged to the infield areas for percolation provided all drain inlets are blocked to prevent the inflow of groundwater. Inlets shall be blocked by the use of a gravel bags barrier, or another method approved by the Project Engineer.
5. Contractor shall implement all other BMPs and observe all restrictions in the SWPPP.

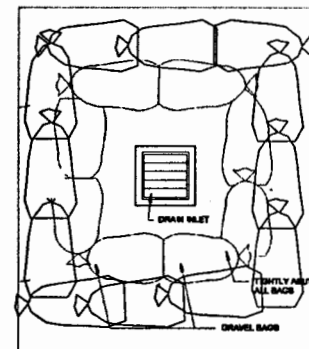
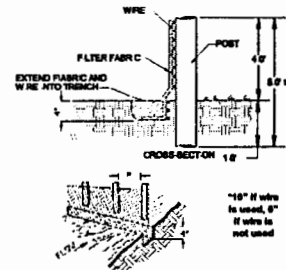
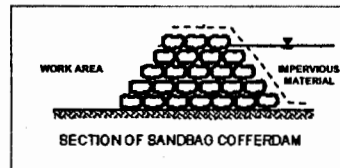


Exhibit 6
CDP 4-05-038
Stormwater and Erosion Control Plans

 130 HOBBS HILL ROAD, SUITE 100 SANTA BARBARA, CA 93117 PHONE: (805) 964-6010 FAX: (805) 964-0258	DESIGN: J. Gray CHECKED: _____ DATE: _____	CITY OF SANTA BARBARA SANTA BARBARA AIRPORT AIRFIELD DRAINAGE SYSTEM REHABILITATION STORMWATER AND EROSION CONTROL PLAN	SCALE: VERT. _____ HOR. _____	SHEET S-1 OF 1 SHEETS
	PROJECT ENGINEER: J. Gray DATE: 12-16-04 DRAWING FILE: _____	CITY OF SANTA BARBARA PUBLIC WORKS DEPARTMENT-ENGINEERING DIVISION APPROVED: _____ DATE: _____	CITY ENGINEER: _____ DATE: _____	AIRPORT DWG NO. _____ DWG NO. _____

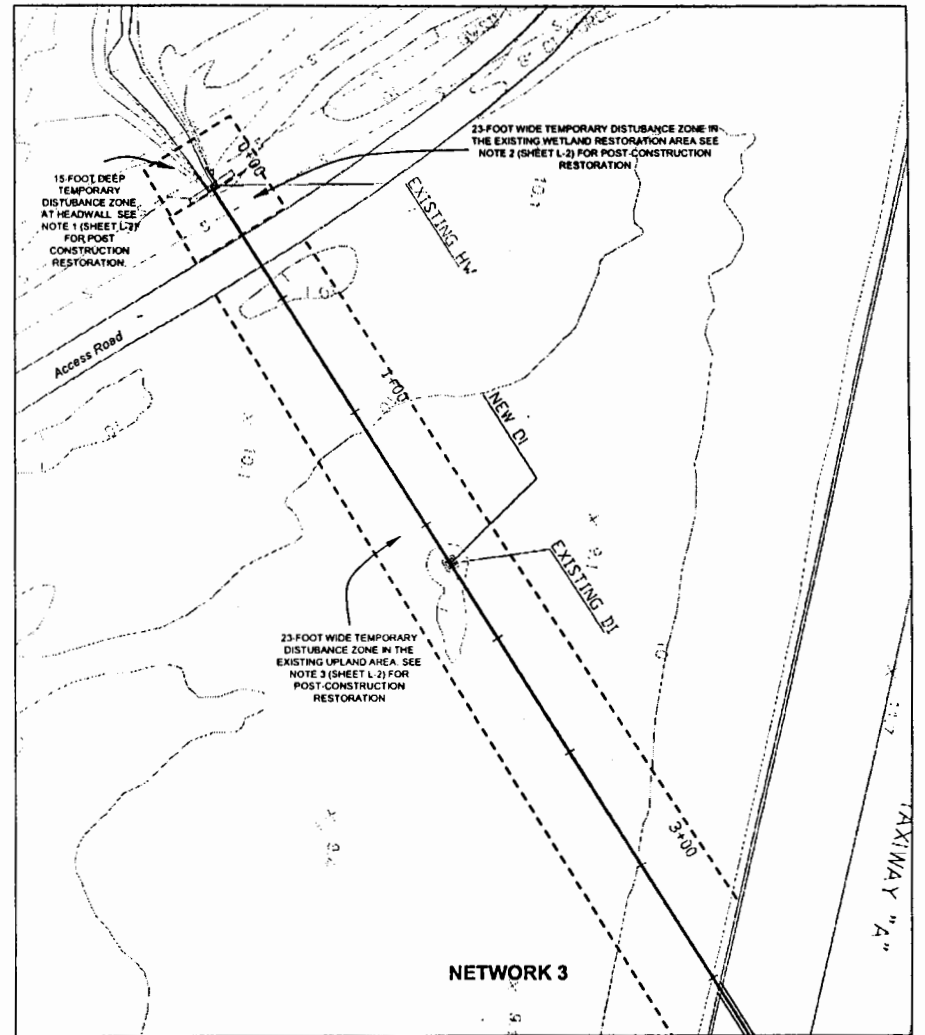
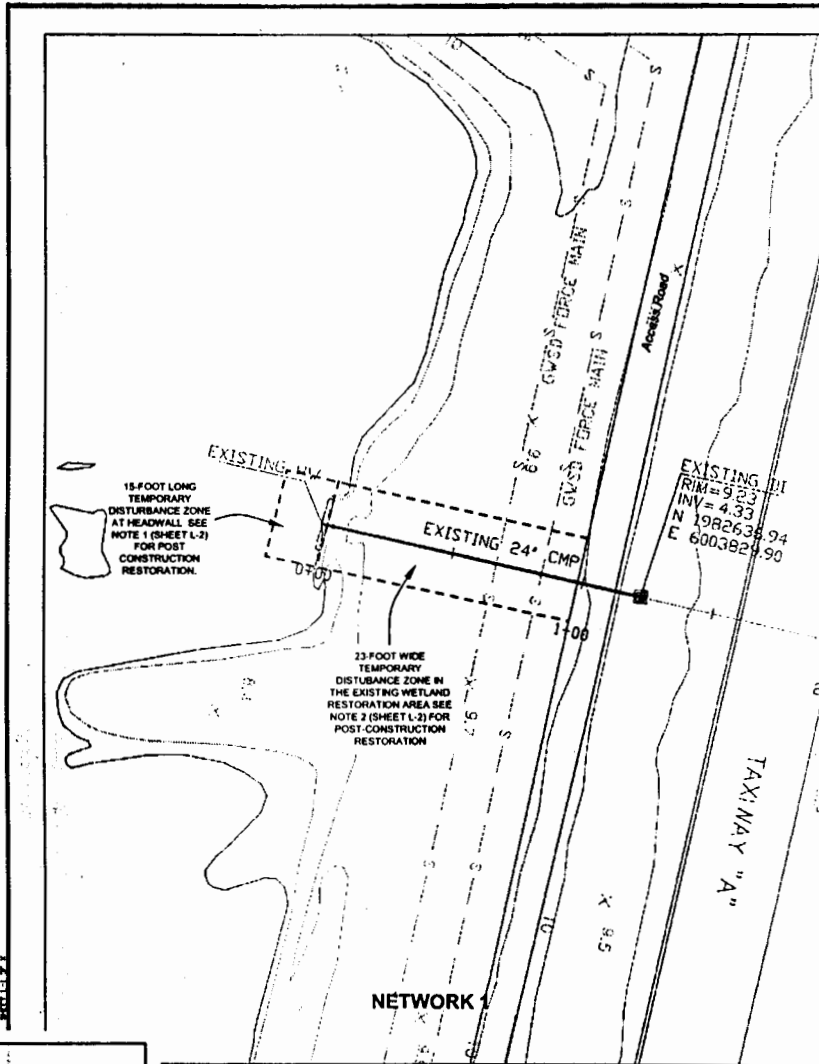
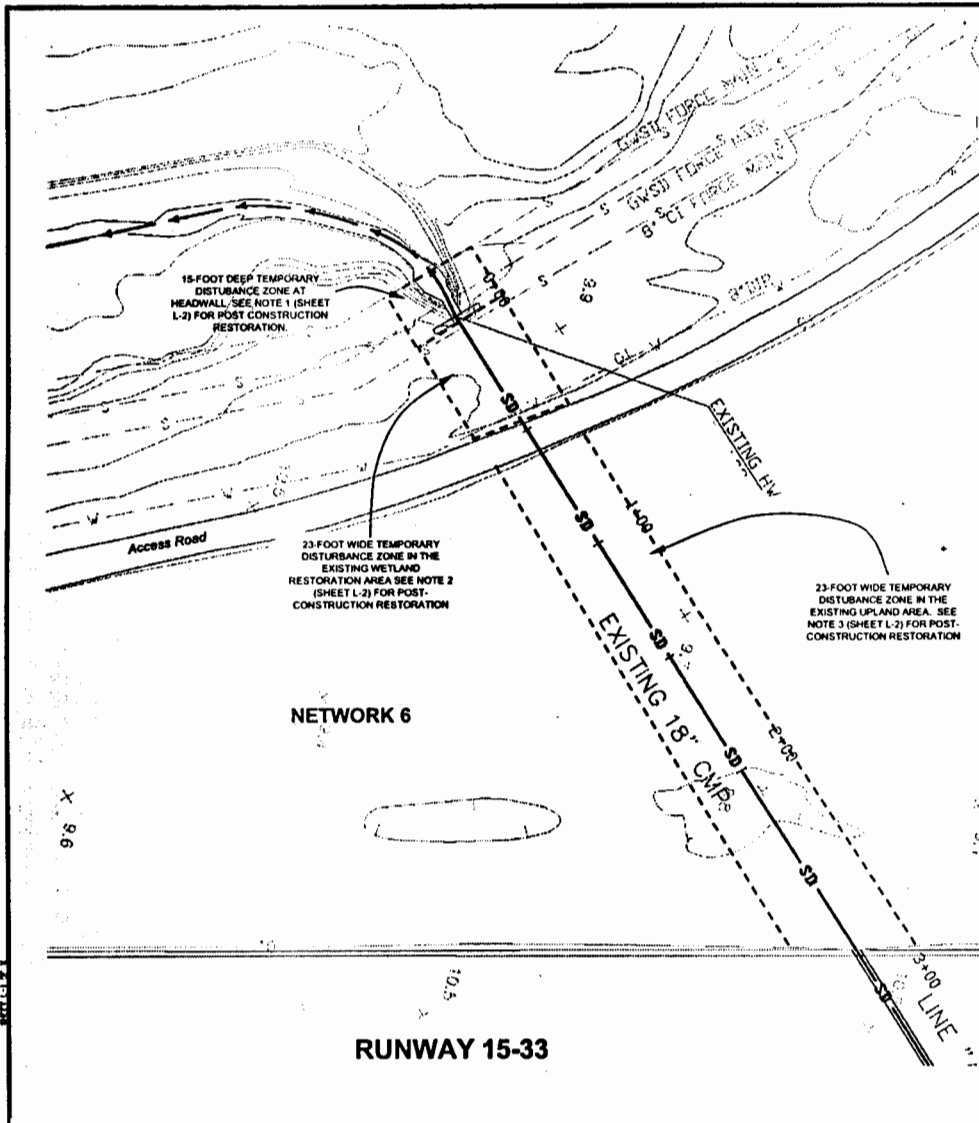


Exhibit 7
CDP 4-05-038
Landscape Plans

	URS 130 ROBIN HILL ROAD, SUITE 100 SANTA BARBARA, CA 93117 PHONE: (805) 964-8010 FAX: (805) 964-0738	DESIGN: J. Gray CHECKED: J. Corman DATE: 6-30-05 PROJECT ENGINEER DRAWING FILE:	CITY OF SANTA BARBARA SANTA BARBARA AIRPORT AIRFIELD DRAINAGE SYSTEM REHABILITATION LANDSCAPING PLAN - SHEET 1 OF 3	CITY OF SANTA BARBARA PUBLIC WORKS DEPARTMENT-ENGINEERING DIVISION APPROVED: _____ DATE: _____ CITY ENGINEER	SCALE: VERT: _____ HOR: _____ AIRPORT DWM NO: _____ DATE: _____	SHEET L-1 OF 3 SHEETS
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LANDSCAPING NOTES

NOTE 1. The channels located below the storm drain outlets shall be restored to pre-project dimensions if they are disturbed during installation of the new storm drain outlets and headwalls. Banks adjacent to the new headwalls shall be restored to a stable condition by grading and compacting. The banks shall also be protected from erosion due to precipitation, runoff from upland areas, or high tides using temporary erosion control mats. Contractor shall provide a submittal describing bank stabilization methods to the Project Engineer for review and approval.

Native plants shall be installed on the portions of the banks disturbed and stabilized with erosion control mats. One-gallon container of the following native plants shall be installed at 24-inch foot spacing: pickleweed on the lower slope, alkali heath on the middle slopes, and quail bush on the upper slope. Plants shall be derived from the Goleta Valley. Contractor shall provide a submittal describing installation methods and layout to the Project Engineer for review and approval.

Plants shall be maintained by hand-watering and the planted area shall be weeded for 30 days following completion of construction. Plants shall be maintained in good health with no mortality during the 30-day maintenance period.

NOTE 2. The areas within the restored seasonal wetlands at Networks 1, 3 and 6 that are disturbed during construction shall be restored to pre-construction soil and plant conditions. The method of restoration shall be based on the extent of disturbance, as described below.

(a) **Areas Where Vegetation Has Been Trampled By Workers, Vehicle Tires, and/or Temporary Side Casting.** If more than 60 percent of the existing plants in these areas are still viable after construction, then these areas shall not be seeded. Instead, the Contractor shall remove any weeds that emerge during the 30-day plant maintenance period following completion of construction.

(b) **Areas Where the Vegetation was Removed and Bare Dirt Remains after Construction.** In these areas, the Contractor shall seed the disturbed areas with native plant species within 30 days following the completion of construction. Weeds shall first be removed from the disturbed areas (if present), and then the soil shall be scarified to a depth of 3 inches. Seeds shall be broadcast on the roughened soil, and then raked below the surface. Plants to be used for seeding include pickleweed, alkali heath, alkali mallow, ragweed, quail bush, and alkali weed. Seeds shall be derived from native plant nursery or other commercial source, and shall be derived from stock from the Goleta Valley. Contractor shall provide a submittal describing seed source to the Project Engineer for review and approval.

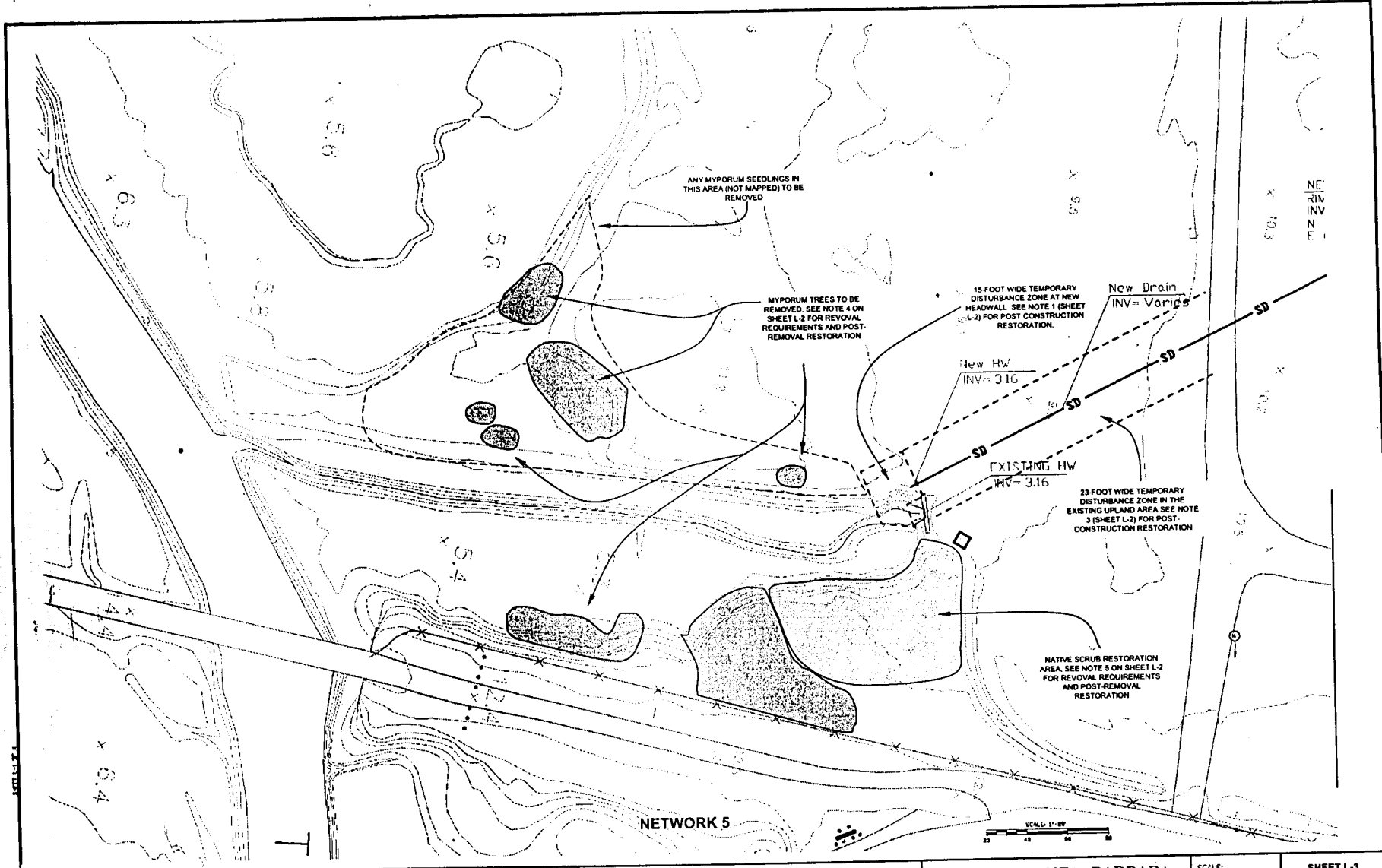
NOTE 3. The Contractor shall remove any weeds that emerge during the 30 day period following completion of construction in the upland areas that are temporarily disturbed during installation of new or replacement storm drains associated with Networks 3, 5, and 6. Weeding shall be accomplished by herbicide spraying and/or weed whacking, and/or seeding with native plants. Contractor shall provide a submittal describing weeding methods and any herbicides to the Project Engineer for review and approval. Contractor shall observe all herbicide application precautions in the City's Integrated Pest Management Plan.

NOTE 4. The Contractor shall remove the myoporum trees shown on the plans by cutting the aboveground stems and trunks, cutting the trunks to ground level, and applying an herbicide to the cut stems to kill the roots. Contractor shall provide a submittal describing herbicide to the Project Engineer for review and approval. Contractor shall observe all herbicide application precautions in the City's Integrated Pest Management Plan.

NOTE 5. The Contractor shall remove mustard plants, and any other invasive weeds, from the areas shown on the plans by weed whacking or herbicide application. Live weeds shall be removed at the beginning of construction. Two additional weeding events shall occur during construction, and during the 30-days following completion of construction. Only non-native weeds shall be removed from the restoration area; naturally established native plants shall be protected. At the end of the 30 days following completion of construction, the Contractor shall roughen barren soil in this area and broadcast seed with the following native plants: quail bush, coyote bush, creeping rye-grass, ragweed, and coastal goldenbush. Seeds shall be derived from native plant nursery or other commercial source, and shall be derived from stock from the Goleta Valley. Contractor shall provide a submittal describing seed source to the Project Engineer for review and approval.



<p>130 ROBIN HILL ROAD, SUITE 100 SANTA BARBARA, CA 93117 PHONE: (805) 964-4010 FAX: (805) 964-0736</p>		<p>DESIGN: J. Gray / CHECKED: J. Corman DATE: 8-30-05</p> <p>J. Gray PROJECT ENGINEER</p> <p>DRAWING FILE:</p>	<p>CITY OF SANTA BARBARA SANTA BARBARA AIRPORT</p> <p>AIRFIELD DRAINAGE SYSTEM REHABILITATION LANDSCAPING PLAN - SHEET 2 OF 3</p>	<p>CITY OF SANTA BARBARA PUBLIC WORKS DEPARTMENT-ENGINEERING DIVISION</p> <p>APPROVED: _____ DATE: _____ CITY ENGINEER</p>	<p>SCALE: VERT. _____ HOR. _____</p> <p>APPROVE SHEET NO. _____ DATE: _____</p>	<p>SHEET L-2 SHEET 2 OF 3 SHEETS</p>								
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NO.	DESCRIPTION	DATE	APPROVED
REVISIONS			

URS
 130 ROBIN HILL ROAD, SUITE 100
 SANTA BARBARA, CA 93117
 PHONE: (805) 884-8010
 FAX: (805) 884-0758

DESIGN: J. Gray CHECKED: J. Curran
 DATE: 6.30.05
 PROJECT: CDR/ELR
 DRAWING FILE:

CITY OF SANTA BARBARA
 SANTA BARBARA AIRPORT
 AIRFIELD DRAINAGE SYSTEM REHABILITATION
 LANDSCAPING PLAN - SHEET 3 OF 3

CITY OF SANTA BARBARA
 PUBLIC WORKS DEPARTMENT-ENGINEERING DIVISION
 APPROVED: _____ DATE: _____
 CITY ENGINEER

SCALE:
 VERT: _____
 HOR: _____
 APPROPRIATE DWG NO:

SHEET L-3
 SHEET 3 OF 3 SHEETS
 DWG NO:



**City of Santa Barbara
California**

RECEIVED

MAR 10 2005

CALIFORNIA
COASTAL COMMISSION
SOUTH CENTRAL COAST DISTRICT
DRAFT

CITY OF SANTA BARBARA PLANNING COMMISSION

**RESOLUTION NO. 014-05
601 FIRESTONE ROAD
AIRFIELD DRAINAGE IMPROVEMENTS
COASTAL DEVELOPMENT PERMIT
FEBRUARY 24, 2004**

APPLICATION OF LEIF REYNOLDS, AGENT FOR CITY OF SANTA BARBARA, 601 FIRESTONE ROAD, 073-045-003, A-F, A-A-O, S-D-3, G-S-R AIRPORT FACILITIES, AIRPORT APPROACH AND OPERATIONS, COASTAL OVERLAY ZONE, AND GOLETA SLOUGH RESERVE ZONES GENERAL PLAN DESIGNATION: MAJOR PUBLIC AND INSTITUTIONAL (MST 2004-00778, CDP2005-00001)

The proposed project would improve drainage capacity on the Santa Barbara Airport airfield through the improvements: (1) replacement of existing undersized storm drains with larger drains in the same location; (2) installation of new storm drain parallel to existing drains; (3) modification of existing drain inlets to achieve desired elevation; and (4) modification or replacement of storm drain outlets and associated headwalls.

The project would be constructed during the period of May 1, 2005 to September 1, 2005. Construction activities would include pipe removal and installation, storm drain outlet work, dewatering, and temporary disturbance to approximately 139,705 square feet of Airport Property – of which 4,644 square feet would be Coastal Act wetlands and 900 square feet would be U.S. Army Corps of Engineers wetlands. The project would involve continued maintenance practices for the storm drain inlets, pipes, and outlets. Inlets are periodically inspected and obstructions (typically vegetation) are manually removed. If obstructive vegetation develops at the mouth of the outlet that could impede flow, the Airport manually removes the vegetation using hand crews. The Airport maintains a 15-foot long open area below each outlet.

The discretionary applications required for this project are:

A Coastal Development Permit to complete drainage improvements in the Appealable Jurisdiction of the Coastal Zone (SBMC § 28.45.009); and

A recommendation to the California Coastal Commission for a Goleta Slough Reserve (G-S-R) Coastal Development Permit for development within the Goleta Slough Reserve Zone for the portion of the project located in the Coastal Commission's Permanent Jurisdiction (SBMC§ 29.25.020(A)).

The Planning Commission will consider approval of the Negative Declaration prepared pursuant to the California Environmental Quality Act Guidelines Section 15074.

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

**Exhibit 8
CDP 4-05-038
City of Santa
Barbara
Resolution No.
015-05**

WHEREAS, 0 people appeared to speak in favor of the application, and 0 people appeared to speak in opposition thereto, and the following exhibits were presented for the record:

1. Staff Report with Attachments, February 16, 2005.
2. Site Plans

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

- I. Approved the subject application making the following findings and determinations:

Findings for the Mitigated Negative Declaration:

1. The Planning Commission has read and considered the Final Mitigated Negative Declaration together with comments received during the public review process. The Final Mitigated Negative Declaration reflects the Planning Commission's independent judgment and analysis. On the basis of the whole record (including the initial study and the comments received), the Planning Commission finds that there is no substantial evidence that the project will have a significant effect on the environment.
2. Pursuant to Section §15074 of the California Environmental Quality Act Guidelines, the Planning Commission adopts the Final Mitigated Negative Declaration MST2004-00778.
3. The Planning Commission approves the Mitigation Monitoring and Reporting Program, which will monitor compliance with the mitigation measures agreed to by the applicant and conditions imposed on the project in order to mitigate or avoid significant effects on the environment.
4. The Planning Commission finds that the revised mitigation measure BIO-4 in the Final Mitigated Negative Declaration is equivalent in mitigating or avoiding potential significant effects and the mitigation measure will not cause any potentially significant effect on the environment.
5. The custodian of the environmental documents and record of the proceedings upon which this decision is based is the Environmental Analyst for the City of Santa Barbara Planning Division located at 630 Garden Street, Santa Barbara and the Airport Department at 601 Firestone Road.

Findings for the Coastal Development Permit and Goleta Slough Coastal Development Permit:

1. The project is consistent with the policies of the California Coastal Act because:

There is no feasible less environmentally damaging alternative and feasible mitigation measures have been provided including the restoration of coastal wetland and riparian areas at a 6:1 ratio (Coastal Act Policy 30233).

The project design is acceptable to the ABR and the scenic and visual qualities of coastal areas have been considered as part of this project and riparian areas shall be restored at a 6:1 ratio with native plants (Coastal Act Policy 30251).

The project would minimize risks to life and property in an area of high flood hazard by improving the flow capacity the Santa Barbara Airport airfield, reducing flood hazards. The project would be consistent with requirements imposed by the Santa Barbara County Air Pollution Control District as standard dust control mitigation measures will be applied (Coastal Act Policy 30253).

The project will increase the flood carrying capacity of the Santa Barbara airfield and will incorporate the best mitigation measures feasible. (Coastal Act Policy 30236).

The project protects environmentally sensitive habitats against any significant disruption of habitat values as the wetland and riparian areas along the project area and areas adjacent to the project will be enhanced and restored (Coastal Act Policy 30240).

2. In addition, the project is consistent with all applicable policies of the City's Coastal plan, all applicable implementing guidelines, and all applicable provisions of the Municipal Code because:
 - a. The project would reduce flood hazards by increasing drainage capacity from 20 cfs to 48 cfs (City Local Coastal Plan "Flooding", Part 1).
 - b. The project is in a wetland area and is consistent with Coastal Act Sections 30233, 30230, and 30231 because it has a restoration component, a flood control benefit, and the effects of waste water discharge during construction have been addressed by a Storm Water Pollution Prevention Plan (Airport and Goleta Slough Local Coastal Plan Policy C-9).
 - c. The project is designed to protect water quality and minimize impacts to coastal waters by incorporating measures designed to ensure that areas that provide important water quality benefits are protected (Airport and Goleta Slough Local Coastal Plan Policy C-12).
 - d. The project has incorporated a Water Quality Management Plan, and a Storm Water Pollution Prevention Plan (SWPPP), which incorporates Best Management Practices to protect water quality, during construction. (Airport and Goleta Slough Local Coastal Plan Policy C-13).
 - e. The project has incorporated a Construction Phase Erosion Control and Polluted Runoff Control Plan, which is incorporated into the SWPPP, and is designed to minimize erosion and sedimentation (Airport and Goleta Slough Local Coastal Plan Policy C-14).
 - f. The project is consistent with the visual character of the surrounding area and the

Santa Barbara Airport as the project area will be restored with native riparian and wetland plants and will not obstruct important public views (SBMC Chapter 29.87, and Airport and Goleta Slough Local Coastal Plan Policy E-1).

- f. The project is consistent with the uses in the Airport Facilities (A-F), Airport Approach Operations (A-A-O), Goleta Slough Reserve (G-S-R), and Coastal Overlay (S-D-3) zones (SBMC Chapter 29.15, SBMC Chapter 29.04, SBMC Chapter 29.25, and SBMC Chapter 28.45).
3. Lastly, the project is consistent with all applicable policies and findings required by SBMC 29.25.050, Goleta Slough Reserve Zone Coastal Development Permit because:
 - a. The project is consistent with the City's Local Coastal Plan and all applicable provisions of the Municipal Code.
 - b. The project is consistent with the policies of the California Coastal Act because the project includes a restoration component, it is a flood control project, and is an incidental public use.
 - c. The proposed use is dependent on the resources of the environmentally sensitive area because the Goleta Slough is a major drainage system for the Goleta Valley and the Airport. The proposed project would facilitate and improve this hydrologic connection.
 - d. The project has been designed to prevent impacts which would significantly degrade the environmentally sensitive areas of the Goleta Slough. The project is compatible with the continuance of such habitat because a Storm Water Pollution Prevention Plan and Water Quality Management plan have been prepared and would be implemented. In addition, a restoration plan with a 6:1 ratio has been developed, which would reduce the effects of permanent impacts to less than significant levels.
 - e. A natural buffer area of 100 feet will be maintained in an undeveloped condition along the periphery of all wetland areas.
 - f. The proposed use will 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. Cofferdams will be installed during construction to protect such resources.
 - 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 and Federal law 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 affects and:

- i. All dredged spoils will be removed from the wetland area to avoid significant disruption to wildlife habitat and water circulation and the Storm Water Pollution Prevention Plan and Water Quality Management Plan will be implemented; and
 - ii. Diking, filling or dredging in the Goleta Slough will maintain or enhance the functional capacity of the estuary as the project will enhance drainage.
- i. The project will not channelize or substantially alter rivers or streams.
 - j. No archaeological resources are anticipated in the project area. However, a condition of approval requires the implementation of procedures to protect any resources that are discovered.
 - k. The proposed project will minimize any adverse effects of waste water discharges, run-off and interference with surface water flow as the Water Quality Management Plan would be implemented and a construction phase NPDES permit from the Regional Water Quality Control Board would apply to the project.
 - l. Sedimentation from the proposed project has been reduced to a minimum and is compatible with the maintenance of the wetland, as a Storm Water Pollution Prevention Plan and Water Quality Management Plan have been prepared and will be implemented.
 - m. The proposed project enhances public educational or recreational opportunities at the Goleta Slough because the Airport will provide funds to the Goleta Slough Management Committee to create a website that will provide valuable information to the public on the ecological resources and continuing research in the Goleta Slough.

II. Said approval is subject to the following conditions:

- a. **Uninterrupted Water Flow.** The Owner shall provide for the uninterrupted flow of water through the Real Property including, but not limited to, swales, natural water courses, conduits and any access road, as appropriate. The Owner is responsible for the adequacy of any drainage facilities and for the continued maintenance thereof in a manner that will preclude any hazard to life, health or damage to the Real Property or any adjoining property.
- b. **Landscape Plan Compliance.** The Airport shall comply with the Landscape Plan as approved by the Architectural Board of Review (ABR). Such plan shall not be modified unless prior written approval is obtained from the ABR. The

landscaping on the Real Property shall be provided and maintained in accordance with said landscape plan.

- c. **Allowed Development.** The development of the Real Property approved by the Planning Commission on February 24, 2005 is limited to the drainage improvements and restoration shown on the plans signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.
- d. **Pesticide and Fertilizer Usage Near Creeks.** The use of pesticides and fertilizer shall be prohibited within the area draining directly into the Goleta Slough.
- e. **Storm Water Pollution Control Systems Maintenance.** The Owner(s) shall maintain drainage system, storm drain water interceptor and other storm water pollution control devices in accordance with the Operations and Maintenance Procedure Plan approved by the City Land Development Engineer.
- f. **California Department of Fish and Game Fees Required.** Pursuant to Section 21089(b) of the California Public Resources Code and Section 711.4 et. seq. of the California Fish and Game Code, the approval of this permit/project shall not be considered final unless the specified Department of Fish and Game fees are paid and filed with the California Department of Fish and Game within five days of the project approval. The fee required is \$1,250 for projects with Negative Declarations. Without the appropriate fee, the Notice of Determination (which the City is required to file within five days of project approval) cannot be filed and the project approval is not operative, vested or final. The fee shall be delivered to the Planning Division immediately upon project approval in the form of a check payable to the California Department of Fish and Game.
- g. **Public Works Submittal Prior to Building Permit Issuance.** The Owner shall submit the following or evidence of completion of the following to the Public Works Department prior to the issuance of a Building Permit for the project:
 - i. **Provide for Uninterrupted Flow of Water.** The Airport shall provide for the uninterrupted flow of water through the Real Property including, but not limited to, swales, natural watercourses, conduits

and any access road, as appropriate. The Airport is responsible for the adequacy of any drainage facilities and for the continued maintenance thereof in a manner, which will preclude any hazard of life, health or damage to the Real Property or any adjoining property.

- ii. **Implement Best Management Practices.** The Airport shall apply storm water quality control guidelines to the project per the Public Works Department Construction Project Best Management Practices.
- iii. **Designate a Project Environmental Coordinator.** A representative from the City Public Works or Airport Department, approved by the City Planning Division, shall be designated as the Project Environmental Coordinator (PEC). The PEC shall be responsible for assuring full compliance with the provisions of the mitigation monitoring and reporting program to the City. The PEC shall have authority over all other monitors/specialists, the contractor, and all construction personnel for those actions that relate to the items listed in the Mitigation Monitoring Reporting Program.
- iv. **Construction Conference Required.** The General Contractor shall schedule a construction conference prior to the initiation of construction. The Conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, Building Division, Planning Division, the Property Owner, Biologist, Project Engineer, Project Environmental Coordinator, and Contractor.
- v. **Storm Drain Operation and Maintenance Plan Required.** The Owner shall provide an Operations and Maintenance Procedure Plan (describing replacement schedules for pollution absorbing filters, etc.) for the operation and use of the storm drain surface pollutant interceptor. The Plan shall be reviewed and approved by the Land Development Engineer.
- vi. **Mitigation Monitoring and Reporting Requirement.** The owner shall submit to the City's Environmental Analyst a monitoring program for the project's mitigation measures, as stated in the Mitigated Negative Declaration for the project. A Project

Environmental Coordinator (PEC) responsible for permit compliance monitoring must be hired and paid for by the applicant. The mitigation monitoring program shall include, but not be limited to:

1. A list of the project's mitigation measures.
2. An indication of the frequency of the monitoring of these mitigation measures.
3. A schedule of the monitoring of the mitigation measures.
4. A list of reporting procedures.
5. A list of the mitigation monitors to be hired.

h. Required Prior to Building Permit Issuance. The following requirements shall be incorporated into the construction plans submitted to the Building and Safety Division with applications for building permits. All of these construction requirements shall be carried out in the field and completed prior to the issuance of a Notice of Completion:

vii. Regular Water Sprinkling During Grading. During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available. During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust. Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency will be required whenever the wind speed exceeds 15 mph (*Mitigation Measure AQ-1*).

viii. Contractor and Subcontractor Notification. All contractors and

subcontractors shall be notified in writing of site rules, restrictions and Conditions of Approval.

- ix. **Design Review Requirements Included on Plans.** Plan submitted for building permits shall show all design elements, as approved by the Architectural Board of Review.
- x. **Trucks Shall be Covered.** Trucks transporting fill material to and from the site shall be covered from the point of origin (*Mitigation Measure AQ-2*).
- xi. **Haul Routes Shall be Approved.** The haul route(s) for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Transportation Engineer (*Mitigation Measure AQ-3*).
- xii. **Treat Exposed and Graded Soil.** After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind pickup of soil. This may be accomplished by:
 6. Sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind Seeding and watering until grass cover is grown;
 7. Planting of native vegetation per plan;
 8. Hydroseeding with native seed mixture (*Mitigation Measure AQ-4*).
- xiii. **Maintain Construction Equipment.** Construction equipment shall be maintained in tune per the manufacturer's specifications (*Mitigation Measure AQ-5*).
- xiv. **Diesel Engines Should be Used if Feasible.** Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) should be utilized wherever feasible (*Mitigation Measure AQ-6*).

- xv. **Minimize Engine Sizes.** The engine size of construction equipment shall be the minimum practical size (*Mitigation Measure AQ-7*).
- xvi. **Minimize Number of Construction Equipment Operating Simultaneously.** The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time (*Mitigation Measure AQ-8*).
- xvii. **Catalytic Converters.** Catalytic converters shall be installed on gasoline-powered equipment, if feasible (*Mitigation Measure AQ-9*).
- xviii. **Diesel catalytic converters shall be installed, if available** (*Mitigation Measure AQ-10*).
- xix. **Implement Emission Control Technologies.** Diesel particulate emissions shall be reduced using EPA or California certified and or verified control technologies like particulate traps (*Mitigation Measure AQ-11*).
- xx. **Use Diesel Equipment, if Feasible.** Diesel powered equipment should be replaced by electric equipment whenever feasible (*Mitigation Measure AQ-12*).
- xxi. **Construction at Outlets Restricted to Begin After August 1st.** Construction at the storm drain outlets south of the airfield access road at Networks 1, 3, and 6 shall occur after August 1st or when Belding's Savannah Sparrow breeding behavior has finished, whichever is later. This determination shall be made by a qualified biologist. (*Mitigation Measure BIO-1*).
- xxii. **Weed Management Required.** The Airport shall manage weeds in the upland areas (located outside the safety area and the restored seasonal wetlands) that are temporarily disturbed by installation of new or replacement storm drains associate with Networks 1, 3, and 6. Noxious weed cover in the disturbed areas along the pipe corridor shall be maintained at less than 20 percent cover for three years

following construction. Weeding shall be accomplished by herbicide spraying, strategic mowing, weed whacking, and/or seeding with native plants. Noxious weed cover shall be measured quarterly during the 3-year maintenance and monitoring period to assess progress, and to allow for adjustment of weeding techniques, as necessary. *(Mitigation Measure BIO-2).*

- xxiii. **Work Restricted to Dry Season.** All construction activity shall be restricted to the period of May 1 to November 1 in order to protect aquatic habitats and natural communities from the impacts of dewatering activities. *(Mitigation Measure BIO-3).*
- xxiv. **Discharge Requirements.** Turbid or sediment laden water, if present, shall be directed to a temporary settling pond prior to being discharged into the Goleta Slough. All groundwater collected in the pipe trench shall be directed to a temporary settling pond prior to being discharged to Goleta Slough. In lieu of a temporary settling pond, the Airport may discharge groundwater to grassy upland areas for percolation. The Airport shall collect grab samples from the water in the trench and from the water discharges to the slough (after settling) to measure key constituents: total dissolved solids, total suspended solids, Cu, Zn, Pb, turbidity, and total petroleum hydrocarbons. Samples shall be acquired on a daily basis for the first 3 days of discharge, and then weekly thereafter, if groundwater is continuing to discharge to the pipe trench and this groundwater is discharged to the slough. Discharged water shall not contain sediment or pollutants that exceed water quality objectives in the RWQCB's Central Coast Basin Plan, or that are at levels that could adversely affect aquatic habitat in Goleta Slough as evidenced by precipitation of minerals, build up of algae, or mortality to aquatic organisms. The Airport shall acquire an NPDES dewatering permit from the Central Coast Regional Water Quality Control Board (RWQCB) if groundwater is collected in the pipe trenches and discharged into Goleta Slough *(Mitigation Measure BIO-4).*

- xxv. **Cofferdams Required.** Cofferdams shall be used to protect the work areas at the storm drains from high tides. Cofferdams shall be constructed of inert materials (e.g. sand bags, clean fill) and placed in such a manner as to minimize physical disturbance to the channel substrate and any vegetation present on the channel bottom. For example, sandbags shall be manually placed around the storm drain outlet on top of the existing channel substrate and vegetation without excavation or use of heavy equipment. (*Mitigation Measure BIO-5*).
- xxvi. **Reduce Area of Impact to Protect Restored Seasonal Wetlands.** In restored seasonal wetland areas, reduce the width of the trench and the equipment corridor to a range of 15 to 18 feet for the short lengths of the pipe to minimize impacts to seasonal wetlands. (*Mitigation Measure BIO-6*).
- xxvii. **Restoration of Seasonal Wetlands.** The areas within the restored seasonal wetlands at Networks 1, 3 and 6 that are disturbed during construction shall be restored to pre-construction soil and plant conditions at a 1:1 ratio. The method of restoration shall be based on the extent of disturbance, as indicated below (*Mitigation Measure BIO-7*).
- a. **Areas Where Vegetation Has Been Trampled By Workers, Vehicle Tires, and/or Temporary Side Casting.** If more than 60 percent of the existing plants in these areas are still viable, then these areas shall not be seeded. Instead, they shall be monitored on a regular basis for 3 years to observe natural recovery of the plants and to determine if weeding is required to prevent colonization by noxious weedy species, such as sow thistle, cheeseweed, bur clover or other undesirable weeds. Noxious weeds shall be removed from the disturbed areas on a regular basis (see below) to prevent their establishment and maturation to seed; the maximum noxious weed cover shall not exceed that of the adjacent

undisturbed areas (estimated to be less than 10 percent in 2004). If, after three years, the overall native plant cover has not reached 75 percent of the pre-project conditions (estimated to be 90 percent in 2004), then these areas shall be seeded and monitored as described below in Item (b). Recolonization of the trampled areas shall be monitored on a bi-monthly basis during Year 1 of the 3-year monitoring period, and on a quarterly basis during the remaining two years. Vegetative cover by native plants, naturalized non-noxious weeds (such as Italian ryegrass), and noxious invasive weeds shall be estimated separately using line transects placed across the disturbed areas to acquire a representative sample. Cover data shall be collected during each monitoring survey. These results shall be used to determine the timing and extent of weed removal to facilitate natural restoration. Weeding shall occur on an as-needed basis throughout the 3-year monitoring period in order to achieve the desired native plant cover.

- b. Areas Where the Vegetation was Removed and Bare Dirt Remains after Construction. In these areas, the Airport shall seed the disturbed areas with native plant species immediately prior to November 1. Weeds shall first be removed from the disturbed areas, and then the soil shall be scarified to a depth of 3 inches. Seeds shall be broadcast on the roughened soil, and then raked below the surface. Plants to be considered for seeding include pickleweed, alkali heath, alkali mallow, ragweed, quail bush, and alkali weed. Seeding shall occur in the first November following construction. Germination and plant establishment shall occur based on natural rainfall and temperature conditions, if feasible. However, the Airport may consider supplemental watering during the first

winter if it appears that rainfall is insufficient to support emerging seedlings. The newly established seedlings shall be nurtured and protected during a 3-year monitoring and maintenance period that follows the seeding event. Noxious weeds shall be removed from the disturbed areas on an as-needed basis during the 3-year monitoring and maintenance period to prevent their establishment and maturation to seed; the maximum noxious weed cover shall not exceed that of the adjacent undisturbed areas (estimated to be less than 10 percent in 2004). If, after three years, the overall native plant cover has not reach 75 percent of the pre-project conditions (estimated to be 90 percent in 2004), then these areas shall be seeded one more time and monitored for another 3-year period.

xxviii. **Habitat Restoration Required.** The channels located below the storm drain outlets shall be restored to pre-project dimensions if they are disturbed during installation of the new storm drain outlets (Networks 1, 2, and 6) or during installation of the new outlet (at Network 5). Banks adjacent to the new headwalls installed at Networks 3, 5, and 6 that are disturbed during construction shall be restored to a stable condition. The banks shall be protected from erosion due to precipitation, runoff from upland areas, or high tides. Native plants shall be restored to these disturbed areas such as pickleweed (lower slope), alkali heath (mid-slope), and quail bush (upper slope). Upon completion of the final grading and construction plans for each new outlet, a restoration plan shall be prepared for each location describing the bank stabilization, plant restoration methods and species, and a 3-year maintenance and monitoring program. The minimum performance criteria over the 3-year period shall be 75 percent native plant cover with no more than 10 percent weed cover. (*Mitigation Measure BIO-8*).

xxix. **Wetland Mitigation Requirements.** To compensate for the

permanent loss of 40 square feet of pickleweed due to the installation of a new storm drain outlet for Network 5, the Airport shall remove non-native weeds and ornamental plants from the margins of the tidal pickleweed marsh located downstream of the new outlet. The area to be treated would encompass 240 square feet, using the Coastal Commission's typical wetland replacement ratio of 6:1. Areas to be restored include patches of mustard that are rooted on the margins of the pickleweed marsh, and large myoporum trees that have displaced native coyote bush and quail bush plants. Prior to construction, a restoration plan shall be prepared that identifies the specific location for weed removal, and includes a description of the weed removal method, a 3-year maintenance and monitoring program, and a contingency plan. The weeded areas shall be managed to encourage natural recolonization by adjacent native plants during the 3-year maintenance and monitoring program. At the end of this period, native plant cover shall be 75 percent or more, and non-native invasive plant cover shall not exceed 10 percent. (*Mitigation Measure BIO-9*).

- xxx. **Herbicide Use Restriction.** Herbicides shall be mixed away from the vicinity of the channel and any other water way in case of a spill following all state requirements and manufacturer's directions for applications. (*Mitigation Measure HAZ-1*).
- xxxi. **Compliance with City IPM Program.** The applicant must demonstrate to the City Integrated Pest Management Committee that herbicides will be used only if they are found to be the least toxic viable alternative for weed control (*Mitigation Measure HAZ-2*).
- xxxii. **Construction Trip Scheduling Required.** Construction-related truck trips shall not be scheduled during peak hours (7:30 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) to help reduce truck traffic on adjacent streets and roadways (*Mitigation Measure TC-1*).
- xxxiii. **Establish Construction Routes.** The route of construction-related traffic shall be established to minimize trips through surrounding

residential neighborhoods, subject to approval by the Transportation Manager (*Mitigation Measure TC-2*)

xxxiv. **Provide Location of Construction Parking.** The location of construction parking and storage shall be provided in locations subject to the approval of the Transportation Manager. During construction, free parking spaces for construction workers shall be provided on-site or off-site (*Mitigation Measure TC-4*).

xxxv. **Maintain Construction Equipment.** All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturer's muffler and silencing devices. (*Mitigation Measure NOI-1*)

xxxvi. **Construction Hours.** Construction (including preparation for construction work) is prohibited Monday through Friday before 8:00 a.m. and after 5:00 p.m., and all day on Saturdays, Sundays and holidays observed by the City of Santa Barbara as shown below:

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

*When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday, respectively, shall be observed as a legal holiday. When, based on required construction type or other appropriate reasons, it is necessary to do work at night, contractor shall contact the Chief of Building and Safety to request a waiver

from the above construction hours, using the procedure outlined in SBMC § 9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out night construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number (*Mitigation Measure NOI-2*)

xxxvii. **Applicant Required to Provide Notice.** The applicant shall provide written notice to all property owners, businesses and residents within 300 feet of the project and the City Planning and Building Divisions at least 48 hours prior to commencement of any noise generating construction activity before 7:00 a.m. or after 4:00 p.m. Monday through Friday. (*Mitigation Measure NOI-3*).

xxxviii. **Storm Water Pollution Prevention Plan Required.** The applicant shall prepare and implement a Storm Water Pollution Prevention Plan to maintain all sediment on site and out of San Pedro Creek. The plan shall be reviewed and approved by the City Environmental Analyst and the City Building Official. The plan shall include, at a minimum, the following erosion control measures identified below (*Mitigation Measure WE-1*):

- c. Install silt fence, sand bag, hay bale or silt devices where necessary around the project site to prevent offsite transport of sediment.
- d. Bare soils shall be protected from erosion by applying heavy seeding, within five days of clearing or inactivity in construction.
- e. Construction entrances shall be stabilized immediately after grading and frequently maintained to prevent erosion and control dust.
- f. Establish fuel and vehicle maintenance staging areas on impervious surfaces located away from all drainage

courses, and design these areas to control runoff.

- g. Maintain and wash equipment and machinery in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems. Washout from concrete trucks should be disposed of at a location not subject to runoff and more than 50 feet away from a storm drain, open ditch or surface water.
- h. Minimize the area of bare soil exposed at one time.
- i. The construction contract shall contain a provision that all motorized equipment shall be maintained and maintenance verified by the Project Environmental Coordinator prior to the commencement of work onsite, as well as regularly checked for leakage of hazardous materials. In addition, the work contract shall contain a provision that spill containment and clean-up materials shall be present at all times at the work site. Crews shall be informed of the importance of avoiding spills in the streams and the riparian area. No equipment maintenance or washing shall occur within the creek or adjacent native riparian vegetation area.

xxxix. Construction Limited to Dry Season. Construction activity in the area where flows occur in the channels in the project vicinity shall be limited to the dry season months of July to October (*Mitigation Measure WE-2*).

xl. Recycling and Reuse of Materials. Recycling and/or reuse of demolition/construction and green waste materials shall be carried out and containers shall be provided on site for that purpose during the construction period (*Mitigation Measure PF-1*).

xli. Goleta Slough Management Committee Website. The Airport shall provide \$4,000 to the Goleta Slough Management Committee

(GSMC) to create a website, which will showcase the ecological value of the Goleta Slough. The Website will highlight research projects in the Goleta Slough as well as restoration activities and current issues. Once the Website is created, the GSMC will provide a letter to the Airport stating that this condition has been met.

- xlii. **Conditions of Approval Required on Plans.** All Planning Commission Conditions of Approval shall be provided on a full size drawing sheet as part of the drawing sets. A statement shall also be placed on the above sheet as follows: The undersigned have read and understand the above conditions, and agree to abide by any and all conditions which is their usual and customary responsibility to perform, and which are within their authority to perform.

Signed:

Property Owner		Date

Contractor	Date	License No.

Architect	Date	License No.

Engineer	Date	License No.

- i. **Prior to Certificate of Occupancy.** Prior to issuance of the Notice of Completion, the Owner of the Real Property shall complete the following:

- xliii. **Repair Damaged Public Improvements.** Repair any damaged public improvements (curbs, gutters, sidewalks, etc.) subject to the review and approval of the Public Works Department. Where tree roots are the cause of the damage, the roots shall be pruned under the direction of a qualified Arborist.

xliv. **Complete Public Improvements.** Public improvements as shown in the improvement/building plans.

NOTICE OF COASTAL DEVELOPMENT PERMIT TIME LIMITS:

The Planning Commission's action approving the Coastal Development Permit shall expire two (2) years from the date of approval, per SBMC 28.45.009.q, unless:

1. Otherwise explicitly modified by conditions of approval of the development permit, or unless construction or use of the development has commenced.
2. A building permit for the work authorized by the coastal development permit is issued prior to the expiration date of the approval.
3. A one (1) year time extension may be granted by the Planning Commission if the construction authorized by the permit is being diligently pursued to completion and issuance of a Certificate of Occupancy. Not more than three (3) extensions may be granted.

This motion was passed and adopted on the 24th day of February, 2005 by the Planning Commission of the City of Santa Barbara, by the following vote:

AYES: 7 NOES: 0 ABSTAIN: 0 ABSENT: 0

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

Liz N. Ruiz, Planning Commission Secretary

Date

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

**AIRFIELD DRAINAGE IMPROVEMENTS MST 2004-00778
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX**

MITIGATION MEASURE	MITIGATION REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	MITIGATION FREQUENCY	MONITORING FREQUENCY	REPORTING FREQUENCY	COMPLIANCE CHECK	VERIFICATION
AQ-1	Regular water sprinkling during site grading and transportation of fill.	Contractor	PEC	Ensure requirement shown on building plans and carried out on site.	At building plan check and daily throughout construction period.	Daily	Weekly	Building & Safety Division and Planning Div.	
AQ-2	Trucks transporting fill shall be covered.	Contractor	PEC	Ensure requirement shown on building plans and carried out on site.	At building plan check and daily throughout construction period.	Daily	Weekly	Building & Safety Division and Planning Div.	
AQ-3	The haul routes for all construction trucks 3 tons or more shall be approved by City Transportation and Parking Manager.	Contractor	PEC	Ensure haul routes identified on building plans and carried out on site.	At building plan check and daily throughout construction period.	Daily	Weekly	Transportation and Parking Manager and Building and Safety Division	
AQ-4	After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind pickup of soil. This may be accomplished by: wetting down the area to form a crust; planting of native vegetation per plan; hydroseeding with native seed mixture; and other methods approved by the Air Pollution Control District.	Contractor	PEC	Ensure requirement shown on building plans and carried out on site.	At building plan check and daily throughout construction period.	Daily	Weekly	Building & Safety Division and Planning Div.	
AQ-5	Construction equipment shall be maintained in tune per the manufacturer's specifications.	Contractor	PEC	Ensure construction equipment is maintained in tune per the manufacturer's specifications.	Once prior to construction.	Once prior to construction.	Once prior to construction.	Transportation and Parking Manager and Building and Safety Division.	
	covered n equipment manufactured (with federally mandated sel engines) should be reaver feasible.	Contractor	PEC	Check that diesel engines used in construction are federally mandated "clean" engines.	Once prior to construction.	Once prior to construction.	Once prior to construction.	Building and Safety	

Exhibit 9
CDP 4-05-038
City of Santa
Barbara Mitigation
Monitoring Plan

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AQ-7	<u>The engine size of construction equipment shall be the minimum practical size.</u>	<u>Contractor</u>	<u>PEC</u>	Ensure engine sizes are kept to a minimum	<u>Once prior to construction.</u>	<u>Once prior to construction.</u>	<u>Once prior to construction.</u>	Building and Safety	
AQ-8	<u>The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.</u>	<u>Contractor</u>	<u>PEC</u>	Ensure construction equipment is operated through efficient management practices.	<u>Daily during construction.</u>	<u>Weekly during construction.</u>	<u>Weekly during construction.</u>	Building and Safety	
AQ-9	<u>Catalytic converters shall be installed on gasoline-powered equipment, if feasible.</u>	<u>Contractor</u>	<u>PEC</u>	Check that diesel engines used in construction are federally mandated "clean" engines.	<u>Once prior to construction.</u>	<u>Once prior to construction.</u>	<u>Once prior to construction.</u>	Building and Safety	
AQ-10	<u>Diesel catalytic converters shall be installed, if available.</u>	<u>Contractor</u>	<u>PEC</u>	Check that diesel engines used in construction are federally mandated "clean" engines.	<u>Once prior to construction.</u>	<u>Once prior to construction.</u>	<u>Once prior to construction.</u>	Building and Safety	
AQ-11	<u>Diesel particulate emissions shall be reduced using EPA or 1) California certified and or verified control technologies like particulate traps.</u>	<u>Contractor</u>	<u>PEC</u>	Check that diesel emissions are being reduced by approved technologies.	<u>Once prior to construction.</u>	<u>Once prior to construction.</u>	<u>Once prior to construction.</u>	Building and Safety	
AQ-12	<u>Diesel powered equipment shall be replaced by electric equipment whenever feasible.</u>	<u>Contractor</u>	<u>PEC</u>	Check that diesel equipment is replaced whenever feasible.	<u>Once prior to construction.</u>	<u>Once prior to construction.</u>	<u>Once prior to construction.</u>	Building and Safety	
BIO-1	Construction at the storm drain outlets shall begin after August 1, and after all fledging of Belding Savannah has been completed. This determination shall be made by a qualified biologist.	<u>Contractor</u>	<u>PEC</u>	Check for compliance.	Prior to construction.	Weekly, beginning on July 1, 2005.	Once following completion of construction activities. "	Planning Division and Ca. Dept. of Fish and Game	

**AIRFIELD DRAINAGE IMPROVEMENTS MST 2004-00778
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX**

MITIGATION MEASURE	MITIGATION REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	MITIGATION FREQUENCY	MONITORING FREQUENCY	REPORTING FREQUENCY	COMPLIANCE CHECK	VERIFICATION
BIO-2	The Airport shall manage weed cover in the temporarily disturbed upland areas located outside the safety area and the restored seasonal wetlands that are temporarily disturbed by the installation of new or replacement storm drains associated with Networks 1,3 and 6 during a 3-year period following construction. Noxious weed cover in the disturbed areas along the pipe corridor shall be maintained at less than 20 percent cover for three years following construction. Weeding shall be accomplished by herbicide spraying, strategic mowing, weed whacking, and/or seeding with native plants. Noxious weed cover shall be measured quarterly during the 3-year maintenance and monitoring (quarterly) period to assess progress.	Airport	Qualified biologist/ PEC	Semi-annual biological monitoring to assess performance.	Check for compliance.	Semi-annually following construction for a minimum of three years.	Once after construction, then once a year for a period of at least three years and up to five years to determine native plant revegetation and survival rate.	Once following completion of construction activities. Once a year for 5 years. Reporting may end after three years.	Report to Planning Division and Ca. Dept. of Fish and Game
BIO-3	All construction activity shall be restricted to the period of May 1 to November 1 in order to protect aquatic habitats and natural communities from the impacts of dewatering activities.	Contractor	PEC	Check for compliance.	Daily during construction.	Daily during construction.	Once following completion of construction activities, unless non-compliant then reporting as soon as infraction occurs.	PEC Report to Planning Division.	PEC report to planning

**AIRFIELD DRAINAGE IMPROVEMENTS MST 2004-00778
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MITIGATION MEASURE	MITIGATION REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	MITIGATION FREQUENCY	MONITORING FREQUENCY	REPORTING FREQUENCY	COMPLIANCE CHECK	VERIFICATION
BIO-4	<p>Turbid or sediment laden water, if present, shall be directed to a temporary settling pond prior to being discharged into the Goleta Slough. All groundwater collected in the pipe trench shall be directed to a temporary settling pond prior to being discharged to Goleta Slough. The Airport shall collect grab samples from the water in the trench and from the water discharges to the slough (after settling) to measure key constituents: total dissolved solids, total suspended solids, Cu, Zn, Pb, turbidity, and total petroleum hydrocarbons. Samples shall be acquired on a daily basis if groundwater is continuing to discharge to the pipe trench and this groundwater is discharged to the slough. Discharged water shall not contain sediment or pollutants that exceed water quality objectives in the RWQCB's Central Coast Basin Plan, or that are at levels that could adversely affect aquatic habitat in Goleta Slough. The Airport shall acquire an NPDES dewatering permit from the Central Coast Regional Water Quality Control Board (RWQCB) if groundwater is collected in the pipe trenches and discharged into Goleta Slough. <u>BIO-4: Turbid or sediment laden water, if present, shall be directed to a temporary settling pond prior to being discharged into the Goleta Slough.</u></p> <p><u>All groundwater collected in the pipe trench shall be directed to a temporary settling pond prior to being discharged to Goleta Slough. In lieu of a temporary settling pond, the Airport may discharge groundwater to grassy upland areas for percolation. The Airport shall collect grab samples from the water in the trench and from the water discharges to the slough (after settling) to measure key constituents: total dissolved solids, total suspended solids, Cu, Zn, Pb, turbidity, and total petroleum hydrocarbons. Samples shall be acquired on a daily basis for the first 3 days of discharge, and then weekly thereafter, if groundwater is continuing to discharge to the pipe trench and this groundwater is discharged to the slough. Discharged water shall not contain sediment or pollutants that exceed water quality objectives in the RWQCB's Central Coast Basin Plan, or that are at levels that could adversely affect aquatic habitat in Goleta Slough as evidenced by precipitation of minerals, build up of algae, or mortality to aquatic organisms. The Airport shall acquire an NPDES dewatering permit from the Central Coast Regional Water Quality Control Board (RWQCB) if groundwater is collected in the pipe trenches</u> <u>discharged into</u> <u>Goleta Slough.</u></p>	Contractor	PEC	Check for compliance.	Daily during construction.	Daily during construction.	Once following completion of construction activities, unless non-compliant then reporting as soon as infraction occurs.	PEC Report to Planning Division.	Planning division

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BIO-5	Cofferdams shall be used to protect the work areas at the storm drain from high tides. Cofferdams shall be constructed of inert materials(sand bags, clean fill) and placed in such a manner as to minimize physical disturbance to the channel substrate and any vegetation present on the channel bottom.	Contractor	PEC	Check for compliance.	Daily during construction.	Weekly during construction.	Weekly during construction	PEC Report to Planning Division.	Planning division
BIO-6	In restored seasonal wetland areas, reduce the width of the trench to a range of 15 to 18 feet for the short lengths of the pipe and/or prohibit side casting excavated material in the seasonal wetlands, and/or limit the surface area affected by the side casting.	Contractor	PEC	Check for compliance.	Daily during construction.	Weekly during construction.	Once following completion of construction activities, unless infraction occurs, then report after each infraction.	PEC Report to Planning Division.	Planning division
BIO-7	The areas within the restored seasonal wetlands at Networks 1, 3, and 6 that are disturbed during construction shall be returned to pre-construction soil and plant conditions at a 1:1 ratio. Restoration details are included in the Initial Study. Monitor quarterly for a minimum of three years. Native species must reach 75% of the pre-project conditions after three years. Details of separate areas can be found in the Initial Study.	Contractor	PEC	Check for compliance.	Once after construction.	Once after construction, then a minimum of twice yearly for a minimum of three years after construction.	Weekly during construction.	Planning division.	Planning division

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BIO-8	<p>The channels located below the storm drain outlets shall be restored to pre-project dimensions of they are disturbed during installation of the new storm drain outlets (networks 1,2,and 6) or during installation of the new outlet at network 5. Banks adjacent to the new headwalls installed at Networks 3, 6, and 5 that are disturbed during construction shall be restored to a stable condition. The banks shall be protected from erosion due to precipitation, runoff from upland areas, or high tides. Native plants shall be restored to these disturbed areas such as pickleweed (lower slope), alkali heath (mid-slope), and quail bush (upper slope). Upon completion of the final grading and construction plans for each new outlet, the restoration plan shall be prepared for each location describing the bank stabilization, plant restoration methods, and species, and a 3-year maintenance and monitoring program. The minimum performance criteria over the three year period shall be 75% native plant cover with no more than 10% weed cover.</p>	Contractor	Qualified biologist/ PEC	Assess performance of restoration program.	Once following construction.	Semi-annually for a minimum of three years following construction.	Yearly following construction for a minimum of three years.	Report	Planning Division.

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BIO-9	To compensate for the permanent loss of 40 square feet of pickleweed due to the installation of a new storm drain outlet for Network 5, the Airport shall remove non-native weeds and ornamental plants from the margins of the tidal pickleweed marsh located downstream of the new outlet. The area to be treated would encompass 160 square feet, using the Coastal Commission's typical wetland replacement ratio of 6:1. Areas to be restored include patches of mustard that are rooted on the margins of the pickleweed marsh, and large myoporum trees that have displaced native coyote bush and quail bush plants. Prior to construction, a restoration plan shall be prepared that identifies the specific location for weed removal, and includes a description of the weed removal method, a 3-year maintenance and monitoring program, and a contingency plan. The weeded areas shall be managed to encourage natural recolonization by adjacent native plants during the 3-year maintenance and monitoring program. At the end of this period, native plant cover shall be 75 percent or more, and non-native invasive plant cover shall not exceed 10 percent.	Contractor	Qualified biologist/ PEC	Assess performance of restoration program.	Once following construction.	Semi-annually for a minimum of three years following construction.	Yearly following construction for a minimum of three years.	Planning division.	Planning division
HAZ-1	Herbicides shall be mixed away from the vicinity of the channel and any other water way in case of a spill.	Contractor	PEC	Inform Workers prior to construction/restoration.	Daily during construction.	Weekly during construction.	Weekly during construction.	Planning division.	

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HAZ-2	The applicant must demonstrate to the City Integrated Pest Management Committee that herbicides will be used only if they are found to be the least toxic viable alternative for weed control.	Contractor	PEC	Inspect IPM documentation provided by applicant/airport.	Daily during three year mitigation and monitoring restoration program.	Semi annually during restoration period.	Annually during restoration period.	Planning Division.	Planning Division.

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NOI-1	All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices. Sound control devices and techniques such as noise shields and blankets shall be employed as needed to reduce the level of noise to surrounding residents, as determined by the City Building Official.	Contractor	PEC	Ensure such devices are in place prior to construction.	Weekly during construction, throughout construction period.	Weekly during construction, throughout construction period.	None, unless there is an infraction.	Report to planning division after construction, unless there is an infraction.	
NOI-2	Noise-generating construction activities (which may include preparation for construction work) shall be permitted weekdays between the hours of 8:00 a.m. and 5:00 p.m., excluding holidays observed by the City as legal holidays: New Year's Day (January 1 st ; Martin Luther King Jr.'s Birthday (3 rd Monday in January); President's Day (3 rd Monday in February); Memorial Day (Last Monday in May); Independence Day (July 4 th ; Labor Day (1 st Monday in September); Thanksgiving Day (4 th Thursday in November); Day Following Thanksgiving Day (Friday following Thanksgiving); Christmas Day (December 25 th). *When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday respectively shall be observed as a legal holiday. Occasional night work may be approved for the hours between 5 p.m. and 8 a.m. by the Chief of Building and Zoning per Section 9.13.015 of the Municipal Code) between the hours of 5 p.m. and 8 a.m. weekdays. In the event of such night work approval, the applicant shall provide written notice to all property owners and residents within 450 feet of the project property boundary and the City Planning and Building Divisions at least 48 hours prior to commencement of any. Night work shall not be permitted on weekends and holidays.	Contractor	PEC	Ensure compliance.	Daily throughout the construction period.	Daily during the construction period.	None unless there is an infraction.	Report to planning division after construction, unless there is an infraction.	

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PF-1	Recycling and/or reuse of demolition/construction and green waste materials shall be carried out and containers shall be provided on site for that purpose during the construction period.	Applicant	Planning Division	Implement requirements onsite	At building plan check & final inspection.	Planning & Building & Safety Divisions	Once prior to construction	Planning Division.	
TC-1	Construction-related truck trips shall not be scheduled during p.m. peak hours (4:00 p.m. to 6:00 p.m.) to help reduce truck traffic on adjacent streets and roadways.	Contractor	PEC	Ensure requirement shown on building plans and carried out on site.	Throughout construction period.	Throughout construction period.	Weekly; Final Report	Planning Division	
TC-2	The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods, subject to approval by the Transportation Manager.	Contractor	PEC	Establish routing plan with Transportation Division and ensure the plan is followed.	Throughout construction period.	Weekly during construction.	Weekly; final report.	Transportation Division	
TC-3	The haul route(s) for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Transportation Manager.	Contractor	PEC	Establish routing plan with Transportation Division and ensure the plan is followed.	Throughout construction period.	Weekly during construction.	Weekly; final report.	Transportation Division	
TC-4	The location of construction parking and storage shall be provided in locations subject to the approval of the Transportation Manager. During construction, free parking spaces for construction workers shall be provided on-site or off-site.	Applicant/ Contractor	PEC	Determine parking & storage areas with Transportation Division & ensure areas are used.	Throughout construction period.	Throughout construction period.	Weekly; final	Transportation Division	

**AIRFIELD DRAINAGE IMPROVEMENTS MST 2004-00778
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX**

MITIGATION MEASURE	MITIGATION REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	MITIGATION FREQUENCY	MONITORING FREQUENCY	REPORTING FREQUENCY	COMPLIANCE CHECK	VERIFICATION
WE-1	The Storm Water Pollution Prevention Plan (SWPPP) utilizing Best Management Practices shall be used for grading and construction activities and approved by the building Division to maintain all sediment on site and out of the drainage system. The plan shall include at a minimum:								
	1. Install silt fence, sand bag, hay bale or silt devices where necessary around the project site to prevent offsite transport of sediment.	Contractor	PEC	Ensure BMPs identified in SWPPP are followed.	Daily during construction.	Daily during construction.	Weekly during construction.	Building and Safety	
	2. Bare soil shall be protected from erosion by applying heavy seeding, within five days of clearing or inactivity in construction.	Contractor	PEC	Ensure heavy seeding occurs at times of inactivity.	Daily during construction.	Daily during construction.	Weekly during construction.	Building and Safety	
	3. Construction entrances shall be stabilized immediately after grading and frequently maintained to prevent erosion and control dust.	Contractor	PEC	Ensure construction entrances are stabilized after grading and during construction.	Weekly during construction.	Weekly during construction.	Weekly during construction.	Building and Safety	
	4. Establish fuel and vehicle maintenance staging areas on impervious surfaces located away from all drainage courses, and design these areas to control runoff.	Contractor	PEC	Ensure staging areas are on impervious surfaces.	Once prior to construction.	Once.	Once prior to construction.	Building and Safety	

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MITIGATION MEASURE	MITIGATION REQUIREMENT	RESPONSIBLE ENTITY	MONITOR	ACTION BY MONITOR	MITIGATION FREQUENCY	MONITORING FREQUENCY	REPORTING FREQUENCY	COMPLIANCE CHECK	VERIFICATION
	5. Maintain and wash equipment and machinery in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged onto sanitary or storm sewer systems. Washout from concrete trucks shall be disposed of at a location not subject to runoff and more than 50 feet away from a storm drain, open ditch or surface water.	Contractor	PEC	Ensure the BMPS in the SWPPP are followed.	Daily during construction.	Daily during construction.	Weekly during construction.	Building and Safety	
	6. Minimize the area of bare soil exposed at one time (phased grading).	Contractor	PEC	Ensure a phased grading plan followed per SWPPP	Daily during construction.	Weekly	Weekly	Building and Safety	
	7. The Construction contract shall contain a provision that all motorized equipment shall be maintained and maintenance verified by the Project Environmental Coordinator prior to the commencement of work onsite, as well as regularly checked for leakage of hazardous material. In addition, the work contract shall contain a provision that spill containment and clean-up materials shall be present at all times at the work site. Crews shall be informed of the importance of avoiding spills in the streams and the riparian area. No equipment maintenance or washing shall occur within the creek or adjacent native riparian vegetation area.	Contractor	PEC	Ensure all motorized equipment is maintained as well as check for leakage of hazardous material, inform crews of importance of avoiding spills. per the BMPs described in the SWPPP.	Once prior to construction, weekly thereafter, where applicable.	Weekly.	Weekly during construction.	Building and Safety	
WE-2	All construction work in the channel bed shall be restricted to the months of July to October.	Contractor	PEC	Ensure construction in channel bed occurs in the correct timeframe.	Daily during construction.	Daily during construction.	Weekly during construction	Building and Safety	

