

City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: December 13, 2007
AGENDA DATE: December 20, 2007
PROJECT ADDRESS: 132-134 Harbor Way (MST2007-00356/CDP2007-00011)
Marina I Replacement Project
TO: Planning Commission
FROM: Planning Division, (805) 564-5470
Jan Hubbell, AICP, Senior Planner *JH*
Michael Berman, Project Planner/Environmental Analyst *MB*

I. PROJECT DESCRIPTION

The project consists of the replacement of Marina I, including fingers A through P, in up to 10 phases. The facilities removed in each phase would be replaced with facilities similar to the ones that currently exist with two exceptions, one of which might not be constructed. The first exception would be an extension of Finger P to add two 40-foot double births (four slips) that would extend Finger P by approximately 40 feet to the south. Four piles would be installed at the ends of Finger P to accommodate the expansion of this finger. The second possible exception would be at the northern end of Finger F where four 35-foot double berths (8 slips) would be added by extending this finger by 66 feet. Eight piles would be installed to accommodate the expansion of this finger. The expansion of Finger F would only occur if the existing dry dock at the end of Finger F closes. New landside facilities with a floor area of 66 square feet would be constructed to house electrical equipment. See Exhibit F for a more detailed Project Description.

II. REQUIRED APPLICATIONS

The discretionary applications required for this project are:

1. Development Plan approval for 66 square feet of additional non-residential floor area (SBMC §28.87.300), and
2. A recommendation to the California Coastal Commission to approve a Coastal Development Permit (CDP2007-00011) for the project in the Commission's Original Jurisdiction (SBMC §28.44.060).

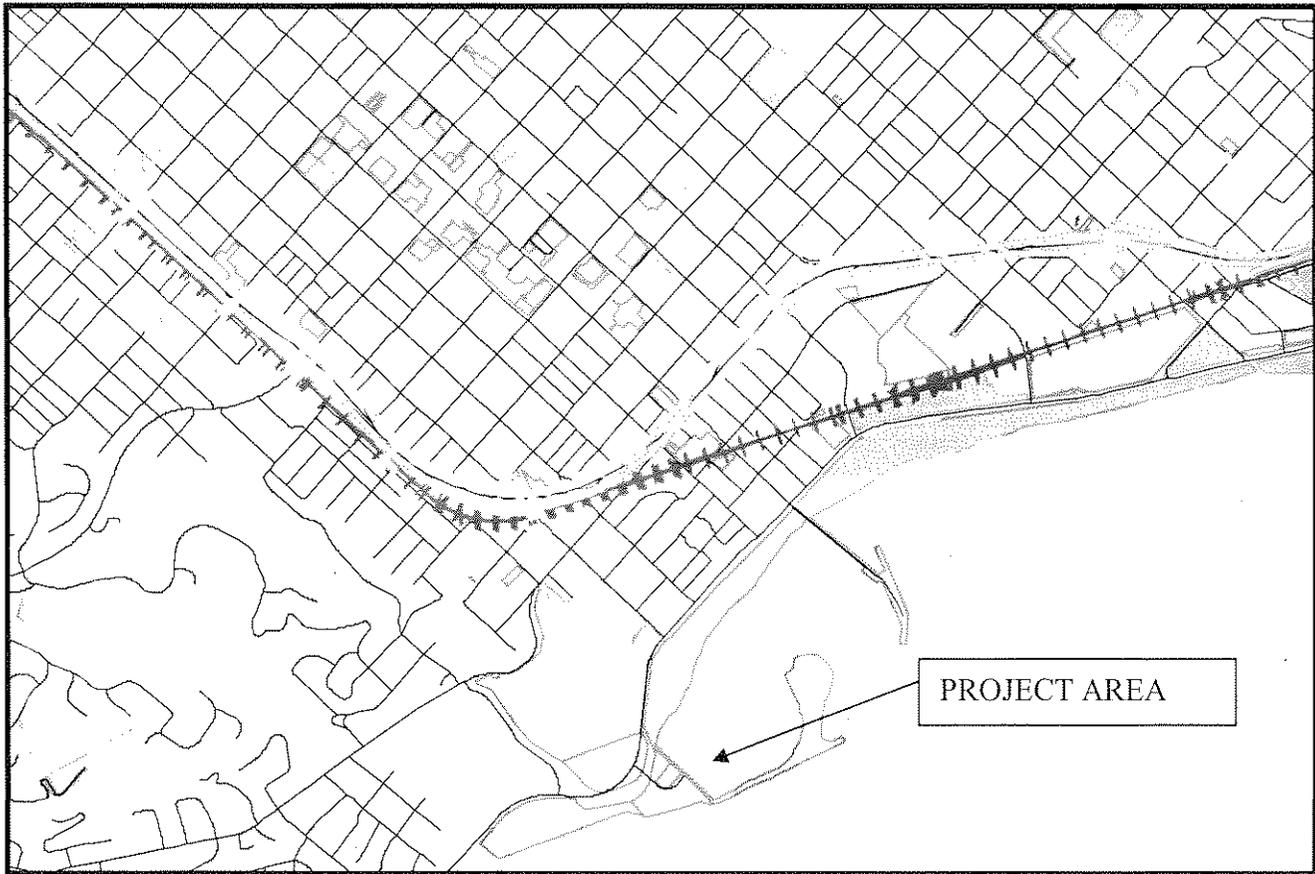
III. RECOMMENDATION

The proposed project conforms to the City's Zoning and Building Ordinances and policies of the General Plan/Local Coastal Plan and Harbor Master Plan. In addition, the size and massing of the project are consistent with the surrounding neighborhood. Therefore, Staff recommends that the

Planning Commission approve the project, making the findings outlined in Section VI of this report, and subject to the conditions of approval in Exhibit A.

APPLICATION DEEMED COMPLETE: November 7, 2007
DATE ACTION REQUIRED: February 6, 2008

Vicinity Map



IV. SITE INFORMATION AND PROJECT STATISTICS

SITE INFORMATION

Applicant: Theresa Lawler, City of Santa Barbara Waterfront Department	Property Owner: City of Santa Barbara
Parcel Number: 033-120-018, and 045-250-011	Lot Area: 17.8 acres
General Plan: Harbor	Zoning: HC/S-D-3 Harbor Commercial and Coastal Overlay Zones

Existing Use: Harbor	Topography: NA
Adjacent Land Uses:	
North: Harbor	East - Harbor
South - Harbor	West - Harbor

V. ISSUES

A. DESIGN REVIEW

This project was reviewed by the ABR on August 27, 2007 (meeting minutes are attached as Exhibit D). On August 27, 2007, the ABR stated that the roof line of the shed is to match the existing structure, the proposed siding is acceptable, the applicant must return to ABR with information regarding the required lighting levels and location of the submarine cable, and study and relocate the existing drainage swale and the existing pavement in the area of the addition to 132 Harbor Way. According to the applicant, the drawings have been revised to provide a roof line to match the existing structure.

B. COMPLIANCE WITH THE GENERAL PLAN/LOCAL COASTAL PLAN

General Plan: The project site is within the Waterfront area that extends from the Bird Refuge to the Mesa Bluff. This area is viewed as being uniquely important to the City, playing a major role in the economics, setting, character, and quality of the community. According to the Land Use Element, more demand for harbor uses exists than the harbor can provide. The proposed project would slightly increase that amount of harbor facilities available to boats.

The Land Use Element requires the City to prepare and adopt a comprehensive plan to guide development and use of the shoreline and water (see Exhibit E). This requirement is also included in the Local Coastal Plan. In compliance with this requirement, the Harbor Master Plan was adopted and is discussed further below. Additional General Plan policy (Conservation Element) requires priority for water-oriented uses, and protection of water quality, ecological resources, and visual resources. The proposed project would remove and replace some piles and add up to 12 piles at the ends of Fingers F and P, allowing up to 12 more boats to be accommodated in the harbor. The water quality and biological impacts of pile driving and replacement of the Marina 1 have been shown to be localized, temporary, and less than significant. The project would add to the visual interest of the area by adding incrementally to the ongoing harbor activities already occurring there. Therefore, the project is consistent with the General Plan.

Coastal Act/Local Coastal Plan: Local Coastal Plan policy (3.1, 9.1, 9.3, and 11.5) and Coastal Act requirements (PRC Sections 30210-30214, 30230-30237, 30250-30255, and 30260-30265.5) seek to secure access to the coast and recreational opportunities, protect the biological quality of the area, upgrade fishing and recreation facilities, protect the scenic and visual qualities of coastal areas, and require utilities to be underground. Coastal-dependent industrial facilities are encouraged to locate or expand within existing sites. The proposed project has

little effect on general public access to the coast due to its location and improves access to water-dependent users to the coast and boats. The project will have temporary negative impacts to coastal access in the area of the construction. The applicant is taking steps to minimize this disruption, during construction, by providing detours around and plates over trenches, construction of the dock adjacent to the existing dock to facilitate access to marina fingers, and by providing a ferry service to fingers temporarily inaccessible from the dock. However, once the construction is complete the project will improve public access to the coast with enhanced facilities. The proposed project would add visual interest to the harbor by providing additional viewing opportunities of marine activities, similar to those already existing. Utilities would be mostly located in new or existing conduits in the marina and would be undergrounded or submarine. Proposed development has been reviewed by the ABR and would be approved by the ABR, to ensure aesthetically pleasing facilities are constructed. Most facilities would be replaced with similar facilities. The environmental review indicates that biological and water quality impacts of the project would be localized, short term, and would not result in any significant impact to the environment. Recreation opportunities would be enhanced by the project because it adds additional slips that would be available for recreational boating.

Harbor Master Plan: The Harbor Master Plan encourages increased recreational boating, gives priority to ocean-dependent uses, raising revenues to cover costs, and provides passive recreational opportunities and pleasing aesthetics for the public to enjoy. The proposed project would provide additional boating opportunities and accommodates ocean-dependent uses and would facilitate the ongoing use of Marina 1 by replacing aging facilities. The leases for the slips would provide revenue that would be designed to cover costs. The additional boats and activity in the harbor would provide increased visual variety and would provide increased passive viewing recreational opportunities to the public. Funding for replacement of the existing marina would be provided by a grant.

The Harbor Master Plan also includes policies that are protective of biological water resources, and maintains public access to the coast. As stated above, the project is consistent with these policies.

Therefore, the project is consistent with the General Plan, Coastal Act and Local Coastal Plan, including the Harbor Master Plan.

C. ENVIRONMENTAL REVIEW

An Addendum to the Marinas 1 and 4 expansion project was prepared for this project (see Exhibit F). The Addendum concludes that project impacts would be similar to or less than the impacts associated with the original project. Biological impacts would be mostly temporary and would be avoided by construction outside of the time when sensitive bird species would be present in the harbor and by continuing to implement measures to avoid spills of hazardous materials and protect water quality. Noise impacts of pile driving would be temporary and minimized by constructing during weekdays during the day and notifying area users of the construction in advance to allow them to arrange to be out of the area during construction.

D. DEVELOPMENT PLAN (MEASURE E)

The project includes the construction of an electrical equipment addition to the existing structure, providing an increase of 66 square feet of non-residential floor area. Pursuant to the provisions of SBMC §28.87.300, the parcel upon which the project is located would be allocated a total of 1,146 square feet of Measure E non-residential square footage from the Small Addition category.

The proposed project is an allowed use and meets all requirements of the Zoning Ordinance. The design of the proposed project is appropriate for the commercial area and is consistent with the area pattern of development. The proposed project received positive comments from the Architectural Board of Review (ABR) and would return to the ABR for final approval. The proposed utility room will not impact housing in the City. Sufficient water resources are available for the proposed project. The proposed project will not result in an increase in the number of vehicle trips that would have an impact on the City's traffic in the area; and street improvements are not necessary to mitigate project impacts.

VI. FINDINGS

The Planning Commission finds the following:

A. COASTAL DEVELOPMENT PERMIT (SBMC §28.44.150)

1. The project is consistent with the policies of the California Coastal Act because the project will increase and enhance coastal access and has been designed and conditioned to be sensitive to marine resources and water quality.
2. The project is consistent with all applicable policies of the City's Local Coastal Plan, all applicable implementing guidelines, and all applicable provisions of the Code. The project would not hinder long term access to and along the coast, would not significantly impact biological resources, would maintain the visual appearance of the area, and coastal dependant uses, including boating would be maintained and enhanced.
3. The project is consistent with the Chapter 3 (commencing with Section 30200) Policies of the Coastal Act regarding public access and public recreation because the project will increase and enhance coastal access consistent with the goals of the Local Coastal Program and the Harbor Master Plan.

B. DEVELOPMENT PLAN (SBMC §28.87.300)

1. The proposed development complies with all provisions of the Zoning Ordinance;
2. The proposed development is consistent with the principles of sound community planning because the project will increase and enhance coastal access consistent with the goals of the Local Coastal Program and the Harbor Master Plan;

3. The proposed development will not have a significant adverse impact upon the neighborhood's aesthetics/character in that the size, bulk or scale of the development will be compatible with the neighborhood. The project primarily involves the replacement of the existing dock structures. All new improvements are subject to review by the Architectural Board of Review and designed to be consistent with the existing pattern of development within the harbor;
4. The proposed development will not have a significant unmitigated adverse impact upon City and South Coast affordable housing stock. The project does not impact the housing stock as it does not create any additional housing demand or reduce the existing supply of housing units;
5. The proposed development will not have a significant unmitigated adverse impact on the City's water resources. The project does not involve the use of significant amounts of potable water and the potential increase in the number of slips will not significantly increase the use of potable water at the harbor;
6. The proposed development will not have a significant unmitigated adverse impact on the City's traffic. The additional slips, if built, will not significantly increase the traffic generated by the harbor uses; and
7. Resources will be available and traffic improvements will be in place at the time of project occupancy.

Exhibits:

- A. Conditions of Approval
- B. Project Plans
- C. Applicant's letter, dated November 9, 2007
- D. ABR Minutes
- E. Applicable General Plan/Local Coastal Plan Policies
- F. MND Addendum Marina 1 (with attachments)

PLANNING COMMISSION CONDITIONS OF APPROVAL

132-134 HARBOR WAY
COASTAL DEVELOPMENT PERMIT & DEVELOPMENT PLAN
DECEMBER 20, 2007

In consideration of the project approval granted by the Planning Commission and for the benefit of the owner(s) and occupant(s) of the Real Property, the owners and occupants of adjacent real property and the public generally, the following terms and conditions are imposed on the use, possession, and enjoyment of the Real Property:

- A. Approval of the subject project is contingent upon approval of the project by the California Coastal Commission.
- B. **Approved Development.** The development of the Real Property approved by the Planning Commission on December 20, 2007 is limited to replacement of Marina 1 main headwalk, fingers A through P, expansion of fingers P and F to provide up to 12 new slips, and installation of new electrical cables and a 66 square foot addition to a landside structure to house electrical equipment as shown on the improvements shown on the plans signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.
- C. **Design Review.** The proposed plans shall be subject to review and approval by the Architectural Board of Review (ABR).
- D. **Community Development Requirements Prior to Building or Public Works Permit Application/Issuance.** The following shall be finalized prior to, and/or submitted with, the application for any Building or Public Works permit:
 1. **Project Environmental Coordinator Required.** Submit to the Planning Division a contract with a qualified representative for the Owner, subject to approval of the contract and the representative by the Planning Division, to act 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 (MMRP) and Conditions of Approval to the City. The contract shall include the following, at a minimum:
 - a. The frequency and/or schedule of the monitoring of the mitigation measures.
 - b. A method for monitoring the mitigation measures.
 - c. A list of reporting procedures, including the responsible party, and frequency.
 - d. A list of other monitors to be hired, if applicable, and their qualifications.
 - e. Submittal of bimonthly reports during demolition, excavation, grading and footing installation and monthly reports on all other construction activity regarding MMRP and condition compliance by the PEC to the Community Development Department.
 - f. 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 MMRP and conditions of approval, including the authority to stop work, if necessary, to achieve compliance with mitigation measures.

EXHIBIT A

2. **Neighborhood Notification Prior to Construction.** At least twenty (20) days prior to commencement of construction, the contractor shall provide written notice to all property owners, businesses, and residents within 300 feet of the project area. The notice shall contain a description of the project, the construction schedule, including days and hours of construction, the name and phone number of the (Project Environmental Coordinator (PEC) and) Contractor(s), site rules and Conditions of Approval pertaining to construction activities and any additional information that will assist the Building Inspectors, Police Officers and the public in addressing problems that may arise during construction. The language of the notice and the mailing list shall be reviewed and approved by the Planning Division prior to being distributed. An affidavit signed by the person(s) who compiled the mailing list shall be submitted to the Planning Division.
 3. **Contractor and Subcontractor Notification.** The Owner shall notify in writing all contractors and subcontractors of the site rules, restrictions, and Conditions of Approval. Submit a copy of the notice to the Planning Division.
 4. **Letter of Commitment for Pre-Construction Conference.** The Owner shall submit to the Planning Division a letter of commitment that states that, prior to disturbing any part of the project site for any reason and after the Building permit has been issued, the General Contractor shall schedule a conference to review site conditions, construction schedule, construction conditions, and environmental monitoring requirements. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, the assigned Building Inspector, the Planning Division, the Property Owner, the Project Environmental Coordinator, the Contractor and each subcontractor.
- E. **Building Permit Plan Requirements.** The following requirements/notes shall be incorporated into the construction plans submitted to the Building and Safety Division for Building permits.
1. **Design Review Requirements.** Plans shall show all design, elements, as approved by the Architectural Board of Review, outlined in Section C above.
 2. **Pre-Construction Conference.** Not less than 10 days or more than 20 days prior to commencement of construction, a conference to review site conditions, construction schedule, construction conditions, and environmental monitoring requirements, shall be held by the General Contractor. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, Community Development Department Building & Safety and Planning Divisions, the Waterfront Department, Project Architect, Project Engineer, Project Environmental Coordinator, Mitigation Monitors, Contractor and each Subcontractor.
 3. **Mitigation Monitoring and Reporting Requirement.** Note on the plans that the Owner shall implement the Mitigation Monitoring and Reporting Program (MMRP) for the project's mitigation measures, as stated in the Addendum to the Mitigated Negative Declaration for the project.

4. **Grading Plan Requirement for Archaeological Resources.** The following information shall be printed on the grading plans:

If archaeological resources are encountered or suspected, work shall be halted or redirected immediately and the Planning Division shall be notified. The archaeologist shall assess the nature, extent, and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List, etc.

If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Planning Division grants authorization.

If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Planning Division grants authorization.

5. **Conditions on Plans/Signatures.** The final Planning Commission Resolution shall be provided on a full size drawing sheet as part of the drawing sets. Each condition shall have a sheet and/or note reference to verify condition compliance. If the condition relates to a document submittal, indicate the status of the submittal (e.g., Coastal Development Permit submitted to Public Works Department for review). 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.

- F. **Construction Implementation Requirements.** All of these construction requirements shall be carried out in the field by the Owner and/or Contractor for the duration of the project construction. (Community Development Department staff shall review the plans and specifications to assure that they are incorporated into the bid documents, such that potential contractors will be aware of the following requirements prior to submitting a bid for the contract.)
1. **Demolition/Construction Materials Recycling.** Recycling and/or reuse of demolition/construction materials shall be carried out to the extent feasible, and containers shall be provided on site for that purpose, in order to minimize construction-generated waste conveyed to the landfill. Indicate on the plans the location of a container of sufficient size to handle the materials, subject to review and approval by the City Solid Waste Specialist, for collection of demolition/construction materials. A minimum of 90% of demolition and construction materials shall be recycled or reused. Evidence shall be submitted at each inspection to show that recycling and/or reuse goals are being met.
 2. **Construction-Related Truck Trips.** Construction-related truck trips shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.). The purpose of this condition is to help reduce truck traffic on adjacent streets and roadways.
 3. **Construction Related Traffic Routes.** The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods, subject to approval by the Public Works Director.
 4. **Haul Routes.** The haul route(s) for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Public Works Director.
 5. **Traffic Control Plan.** All elements of the approved Traffic Control Plan shall be carried out by the Contractor.
 6. **Construction Hours.** Construction (including preparation for construction work) is prohibited Monday through Friday before 7:00 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: (look at longer or shorter hours and Saturday construction, depending on project location)

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

*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 outside the allowed construction hours, contractor shall contact the Chief of Building and Safety to request a waiver from the above construction hours, using the procedure outlined in Santa Barbara Municipal Code §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. (N-1)

7. **Construction Parking/Storage/Staging.** Construction parking and storage shall be provided as follows:
 - a. During construction, free parking spaces for construction workers and construction shall be provided on-site or off-site in a location subject to the approval of the Public Works Director. Construction workers are prohibited from parking within the public right-of-way, except as outlined in subparagraph b. below.
 - b. Parking in the public right of way is permitted as posted by Municipal Code, as reasonably allowed for in the 2006 Greenbook (or latest reference), and with a Public Works permit in restricted parking zones. No more than three (3) individual parking permits without extensions may be issued for the life of the project.
 - c. Storage or staging of construction materials and equipment within the public right-of-way shall not be permitted, unless approved by the Transportation Manager.
8. **Least Terns.** Construction of marina facilities during the months of July and August shall be limited to those activities which do not require pile driving, towing, or the general use of heavy equipment which cause excessive noise, odors, and vibrations. (Bio-1)
9. **Water Sprinkling During Grading.** During site grading and transportation of fill materials, regular water sprinkling shall occur on-site, 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 on-site 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.

10. **Expeditious Paving.** All roadways, driveways, sidewalks, etc., shall be paved as soon as possible.
11. **Street Sweeping.** The property frontage and adjacent property frontages, and parking and staging areas at the construction site shall be swept daily to decrease sediment transport to the public storm drain system and dust.
12. **Construction Best Management Practices (BMPs).** Construction activities shall address water quality through the use of BMPs, as approved by the Building and Safety Division.
13. **Mitigation Monitoring Compliance Reports.** The PEC shall submit bi monthly reports during demolition, and excavation, and monthly reports on all other construction activity regarding MMRP compliance to the Community Development Department.
14. **Construction Contact Sign.** Immediately after Building permit issuance, signage shall be posted at the points of entry to the site that list the contractor(s) and Project Environmental Coordinator's (PEC) name, contractor(s) and PEC's telephone number(s), work hours, site rules, and construction-related conditions, to assist Building Inspectors and Police Officers in the enforcement of the conditions of approval. The font size shall be a minimum of 0.5 inches in height.
15. **Unanticipated Archaeological Resources Contractor Notification.** Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts associated with past human occupation of the parcel. If such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and the applicant shall retain an archaeologist from the most current City Qualified Archaeologists List. The latter shall be employed to assess the nature, extent and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City qualified Barbareño Chumash Site Monitors List, etc.

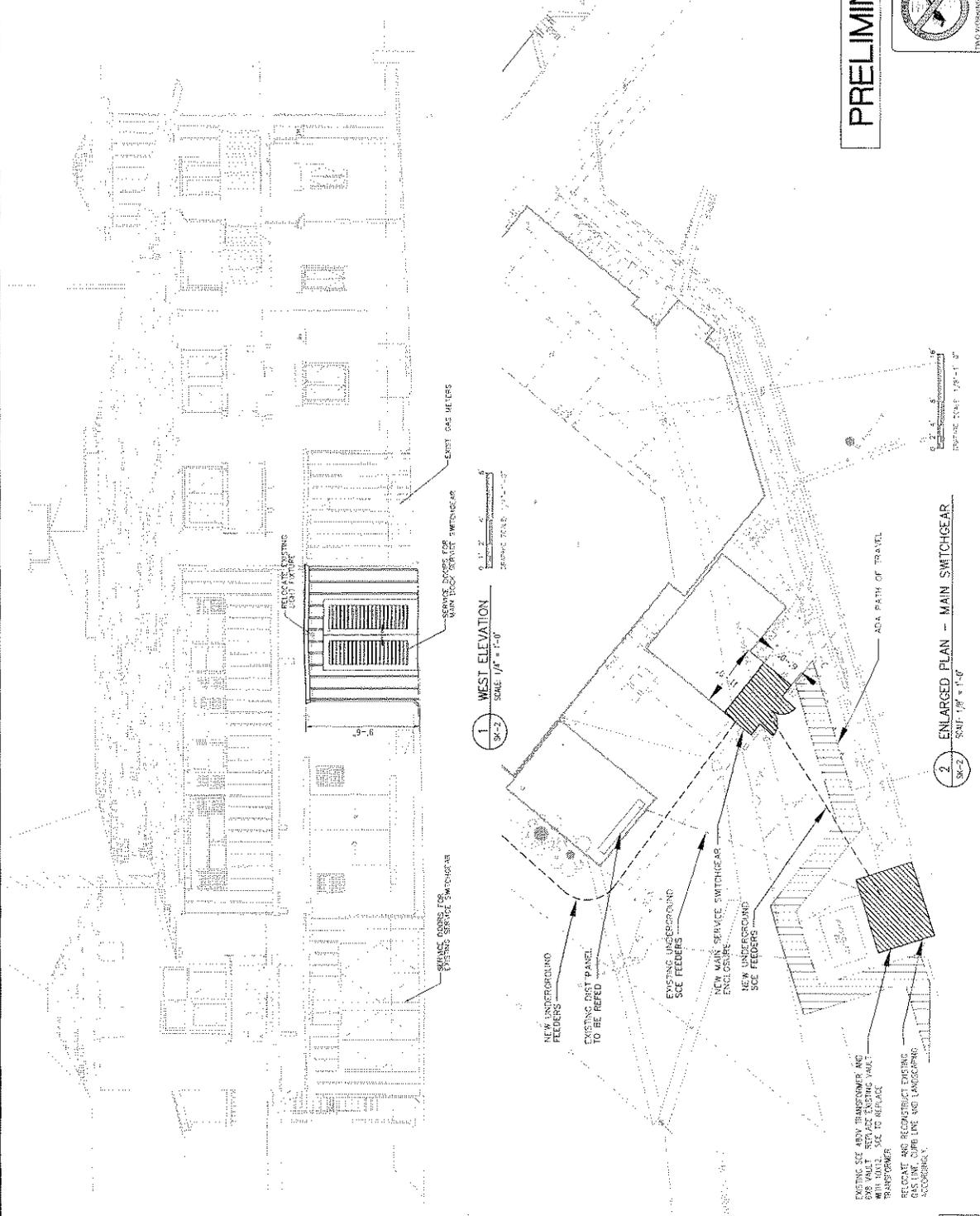
If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further

subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization. (CR-2)

16. **Notification.** The applicant shall notify all Harbor tenants that construction is about to occur at least twenty days prior to construction and inform people on adjacent docks immediately prior to any pile driving. (N-2)
17. **Construction Dust Control.** Tarping. Trucks transporting fill material to and from the site shall be covered from the point of origin. (AQ-3)
18. **Construction Dust Control.** Stockpiling. If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. (AQ-4)
19. **Construction Dust Control.** Paving. All exposed soils, should be paved as soon as possible. Additionally, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. AQ-5
20. **Diesel Engines.** Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) shall be utilized wherever feasible. (AQ-6)
21. **Engine Size.** The engine size of construction equipment shall be the minimum practical size. (AQ-7)
22. **Equipment Amount.** 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. (AQ-8)
23. **Engine Maintenance.** Construction equipment shall be maintained in tune per the manufacturer's specifications. (AQ-9)
24. **Engine Timing.** Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines. (AQ-10)
25. **Catalytic Converters.** Catalytic converters shall be installed on gasoline-powered equipment, if feasible. (AQ-11)
26. **Filters.** Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed, if available. (AQ-12)
27. **Electric Preference.** Diesel powered equipment should be replaced by electric equipment whenever feasible. (AQ-13)

28. **Idling.** Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units should be used whenever possible. (AQ-14)
 29. **Worker Trips.** Construction worker trips shall be minimized by requiring carpooling and by providing for lunch onsite. (AQ-15)
 30. **Biodiesel.** Biodiesel shall be used to the maximum extent feasible. (AQ-16)
 31. **Construction Debris.** All construction related debris should be disposed of properly. Any construction related debris deposited in the harbor should be promptly removed. (Haz-1)
 32. **Public Education.** The Waterfront Department shall continue its public education and awareness of pollution prevention associated with marina activities. (Haz-4)
 33. **Maintenance.** The construction contract shall contain a provision that all construction equipment should be maintained and maintenance verified prior to the commencement of construction and regularly (daily) checked by the contractor for materials toxic to marine life. In addition, the construction contract should include a provision that spill containment and cleanup materials shall be present at all times at the work site. (Haz-5)
 34. **Spill Contaminant.** The project shall include a plan for spill containment and cleanup that includes methods for disposal of any spilled hazardous materials. (Haz-6)
- G. **Prior to Project Completion.** Prior to project completion (for the final phase of the project), the Owner of the Real Property shall complete the following:
1. **Repair Damaged Public Improvements.** Repair any damaged public improvements (curbs, gutters, sidewalks, roadways, etc.) subject to the review and approval of the Public Works Department per SBMC §22.60.090. Where tree roots are the cause of the damage, the roots shall be pruned under the direction of a qualified arborist.
 2. **Mitigation Monitoring Report.** Submit a final construction report for mitigation monitoring.



PRELIMINARY



DMG NO.	SK-2
PROJECT NO.	
DATE	
REV. NO.	
BY	
CHK	
DATE	
PROJECT	
NO.	

CITY OF SANTA BARBARA
 PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION
 APPROVED



ENLARGED PLAN & MAIN SWITCHGEAR WEST ELEVATION
CITY OF SANTA BARBARA WATERFRONT PROJECT
MARINA 1 HEADWALK REPLACEMENT

NO.	DESCRIPTION	DATE	BY	CHK

DESIGN	
CHECKED	
DATE	
BY	
CHK	
DATE	

URS | CASH & ASSOCIATES
 1011 10th Street, Santa Barbara, CA 93101
 (805) 964-1000
 www.urscorp.com



City of Santa Barbara
Waterfront

Memorandum

RECEIVED

NOV 13 2007

CITY OF SANTA BARBARA
PLANNING DIVISION

DATE: 11/09/07
TO: Planning Commission
FROM: Karl Treiberg, Waterfront Facilities Manager 
SUBJECT: Marina 1 Replacement Project

The City of Santa Barbara Waterfront Department (WFD) is requesting the Planning Commission recommend approval of the Coastal Development Permit (CDP) to the California Coastal Commission for the Marina 1 Replacement Project.

The majority of Marina One was constructed in the 1970s and includes 16 fingers ("A" – "P"). A recent engineering analysis and staff assessment of Marina One concluded that the concrete docking system on "A" – "P" fingers is nearing the end of its useful life. The assessment recommends replacing "A" – "P" fingers in 10 phases over the next 10 -12 years. The majority of the piles will be left in place, with the exception of "P" & "F" fingers where four double berths are proposed to be added. Concrete piles will be used for all mooring and guide piles.

The project involves the replacement of the docking system and utilities in-kind. Sections of the new docking system will be fabricated off-site and transported to Santa Barbara. The sections will be assembled at the Harbor and floated into place at Marina One. Landside & slip utilities will be upgraded to meet current code. Each phase of construction is scheduled to begin after Labor Day and be completed before Memorial Day of the following year.

cc:
Michael Berman, Project Planner

- 6) Return with exterior elevation drawings showing both housing units, potentially at eight inch scale to include the entire site.
- 7) The cantilever over the two-car driveway is a concern; therefore, the applicant is to study that condition and the potential of flipping the bedrooms making a larger conditioned second-story area over the two-car garage so that it aligns with the structure below.
- 8) The south elevation little roof of the rear building shall be removed and applicant to study the use of awnings in that location over the doors.
- 9) The Board finds the preservation of the existing tree in the motor court and the landscape plan acceptable.

Action: Zink/Mudge, 7/0/0. Motion carried. (Manson-Hing absent.)

CONCEPT REVIEW - NEW ITEM: PUBLIC HEARING

5. 134 HARBOR WAY

HC/P-R/SD-3 Zone

Assessor's Parcel Number: 033-120-018
 Application Number: MST2007-00356
 Owner: City of Santa Barbara
 Applicant: Theresa Lawler

(Proposal to replace the docking system of Marina One fingers A through P in 10 phases over 10-15 years. As the majority of the project takes place over the water and is in the Coastal Commissions original permit jurisdiction a Coastal Development Permit is required. The project also includes shore side and dock side utility upgrades necessary to improve electrical and fire water service to meet current code requirements.)

(COMMENT ONLY; PROJECT REQUIRES ENVIRONMENTAL ASSESSMENT AND STAFF HEARING OFFICER APPROVAL OF A COASTAL DEVELOPMENT PERMIT.)

Time: 6:35

Present: Karl Treiburg, Waterfront Facilities Manager.

Public comment opened at 6:45 p.m. The following individual(s) spoke in favor or opposition:

Paula Westbury opposed.

Dawn Sherry: neither; questions about kayak storage and lighting.

Public comment closed at 6:50 p.m.

Motion: Continued indefinitely to the Staff Hearing Officer and return to Full Board, with the following comments:

- 1) The roof line of the shed is to match existing.
- 2) The Board finds the board-and-batten siding acceptable to match the existing.
- 3) Applicant to return with information regarding whether a higher lumen level of lighting is required per Ordinance in the dock areas.
- 4) Show the new submarine cable location under the dock on the site plan.
- 5) Study and relocate the existing drainage bioswale and the existing pavement to where the addition to Building 132 is located.

Action: Zink/Aurell, 6/0/0. Motion carried. (Sherry stepped down, Manson-Hing absent.)

General Plan, Local Coastal Plan, Coastal Act, and Harbor Master Plan Policy for the Marina 1 Replacement Project.

GENERAL PLAN GOALS AND POLICY

Land Use Element

Prepare and adopt a comprehensive plan to guide development and use the shoreline and water areas (Page 27).

Leases of public lands should only be granted, renewed, or extended for marine oriented use except uses inconsistent with other goals contained herein, such as activities associated with oil exploration and/or production (Page 28).

Establish and enforce a water quality standard designed to preserve the ecology of harbor and shoreline waters and control all forms of water pollution (Page 28).

Conservation Element

Protect and enhance the scenic character of the City (Page 55).

Enhance and preserve the City's critical ecological resources in order to provide a high quality environment necessary to sustain the City's ecosystem (Page 55).

Maintain, protect, and enhance, marine resources within the City boundaries.

The habitats of rare and endangered species shall be preserved.

Intertidal and marine resources shall be maintained or enhanced.

PUBLIC RESOURCES CODE SECTION 30210-30214 - ACCESS

30210. In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

30211. Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

PUBLIC RESOURCES CODE SECTION 30230-30237 – MARINE ENVIRONMENT

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

30234. Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational

boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

PUBLIC RESOURCES CODE SECTION 30250-30255 - DEVELOPMENT

30251. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

PUBLIC RESOURCES CODE SECTION 30260-30265.5 – COASTAL DEPENDENT USES

30260. Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division. However, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this division, they may nonetheless be permitted in accordance with this section and Sections 30261 and 30262 if (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible.

LOCAL COASTAL PLAN POLICIES

Policy 3.3: New development proposals within the coastal zone which could generate new recreational users (residents or visitors) shall provide adequate off-street parking to serve the present and future needs of the development.

Policy 9.1: The existing views to, from, and along the ocean and scenic coastal areas shall be protected, preserved, and enhanced.

Policy 9.3: All new development in the coastal zone shall provide underground utilities and the undergrounding of existing overhead utilities shall be considered high priority.

Policy 11.5: All new development in the waterfront area, excepting Stearns Wharf, shall provide adequate off-street parking to fully meet their peak needs. Parking needs for individual developments shall be evaluated on a site-specific basis and at minimum be consistent with City Ordinance requirements.

HARBOR MASTER PLAN POLICY

DEP-1: Protect oceanfront areas suited for ocean and water oriented recreation. Increased recreation boating use of coastal waters shall be encouraged.

DEP-2: Priority shall be given to ocean dependent uses and facilities serving commercial fishing and recreational boating.

DEP-3: New leases, renewed leases or projects that require a Coastal Development Permit shall be found to be consistent with the following Harbor Area Policies:

- a. The first priority is to provide essential supplies and services to the boating public to include recreational boaters, commercial fishing, industrial shipping and rescue vessels;
- b. Second priority is to raise optimum revenue to assist in the operation and maintenance of the harbor to preclude all costs having to be borne by the boating public;
- c. The third priority is to provide passive recreational opportunities and an aesthetic waterfront for the enjoyment of the general public;
- d. The fourth priority is to provide for non-profit marine oriented individual, groups and associations to benefit from physical plant of the Harbor as long as they pay the incremental cash cost of their operation, or the same rental that would be gained if the facilities devoted to their operations were leased to a higher priority goal function; and
- e. In any event, the following leases and uses shall be precluded: those which provide supplies or services tending towards a carnival atmosphere, nonmarine sports, nonmarine oriented business offices or public services which can be equally served outside of the Tidelands area.

DEP-5: Ocean related and visitor serving facilities and uses shall be encouraged in order to support ocean dependant uses and activities.

ACC-1: The location, amount and timing of new development shall maintain and, where practical, enhance public access to the coast.

VIS-1: Protect, preserve and enhance coastal and scenic visual qualities.

MAR-1: Marine resources shall be maintained, enhanced, and, where feasible, restored.

CITY OF SANTA BARBARA

ADDENDUM TO MITIGATED NEGATIVE DECLARATION (ENV96-0209)

for the

Marina 1 Replacement Project, 134 Harbor Way, MST2007-00356

(November 9, 2007)

This Addendum is prepared in accordance with State CEQA Guidelines Section 15164, which provides that an Addendum to a previous negative declaration may be prepared if only minor changes or additions are necessary to make the prior document adequate for the current project.

PRIOR ENVIRONMENTAL DOCUMENT

The prior Mitigated Negative Declaration (MND) ENV96-0209 was prepared and dated December 26, 1997 for the Marinas One and Four Expansion Project and adopted on May 26, 1998. Mitigation measures associated with biology, cultural resources, noise, and transportation/circulation impacts were incorporated into the project as conditions of approval. The document concluded that, after implementation of mitigation measures, no significant effects on the environment would result from the project. The prior project was implemented.

CHANGES IN ENVIRONMENTAL CIRCUMSTANCES

The Marinas One and Four Expansion Project was implemented and has altered the area and expanded the facility (Marina 1) that the proposed project would replace and modify.

CURRENT PROJECT DESCRIPTION

General

The existing 77,464 square foot Marina 1, including fingers A through P would be demolished, in up to 10 phases, beginning with the first phase that includes the 1,160 foot long main headwalk and gangway (See Figure SK-1). The facilities removed in each phase would be replaced with facilities similar to the ones that currently exist with two exceptions, one of which may not be constructed. The first exception would be an extension of Finger P (Phase 2) to add two 40-foot double berths (four slips) that would extend Finger P by approximately 40 feet to the south and result in new docks that would cover an area of approximately 950 square feet. Two guide piles and two mooring piles would be installed at the ends of Finger P to accommodate the expansion of this finger.

The second possible exception would be at the northern end of Finger F (Phase 7) where four 35-foot double berths (8 slips) would be added by extending this finger 66 feet,

EXHIBIT F

including the addition of 1,310 square feet of new dock. Four guide piles and four mooring piles would be installed at the ends of Finger F to accommodate the expansion of this finger. The expansion of Finger F would only occur if the existing dry dock at the end of Finger F closes. The 2,462 square foot dry dock would be removed and would be replaced by the 1,310 square foot expansion of this finger (8 slips). Therefore, if the dry dock does not close, eight new slips would not be added on Finger F in Phase 7. Conversely, if the dry dock closes, eight new slips would be added on Finger F in Phase 7.

Phasing

The phases would proceed from the east to west with Phase 2 including Fingers P and O, Phase 3 Finger N, Phase 4 Fingers M and L, Phase 5 Fingers J and K, Phase 6 Fingers H and I, Phase 7 Finger F, Phase 8 Fingers E and G, Phase 9 Fingers D and C, and Phase 10 Fingers A and B. Details of the phasing plans are attached as Figure SK-1.

Utilities

A new switchgear enclosure, approximately 11' wide by 6' deep by 9' high (66 square feet), would be added to the exterior and rear of the existing building at 132 Harbor Way. Underground service would be extended from an existing transformer that would be replaced and the existing vault under the transformer would be expanded from 6' x 8' to 10' x 12'. The electrical supply to Marina 1 would be replaced and new electrical service would be installed from the transformer in the parking lot, in a trench approximately 36' from the new switchgear enclosure at the building at 132 Harbor Way. Electrical service would then be extended in a trench from the switchgear enclosure to the Travel Lift Pier, a distance of approximately 160'. From the Travel Lift Pier, a 300' long submarine cable would extend electrical service to the Marina 1 Gangway. New utilities, including electrical service and transformers would be installed on the Marina 1 during each phase. Utilities, including water, electrical, and telephone, would also be installed for each slip.

Construction Methods

A crane on a floating barge would be used to remove the existing docking system. The crane would be stabilized by driving temporary "spuds" into the harbor floor and/or by tying onto existing piles. The wood, concrete, steel, and utility conduits would be removed from the site and recycled where feasible. Most existing piles would be left in place but piles that are damaged may need to be replaced. A pile driving barge would be used and would be stabilized in the same manner as the crane barge.

Once the docking system has been removed, the new docking system would be installed. Sections of the new docking system would be fabricated off-site and transported to the site. The sections would be assembled at the harbor Boat Launch Ramp or City Pier and then floated into place. Utilities would then be installed.

Vessels currently berthed at Marina 1 would be relocated within the harbor. The 35 transient slips would be used during construction and therefore would not be available to transient vessels during construction. If transient boats require space and insufficient space

is available at the transient slips, these boats would be temporarily accommodated at the mooring off East Beach.

Schedule

Each phase is expected to take up to 60 days to complete. The timing of the construction of each phase is subject to the availability of funding. Construction is proposed to occur in the early fall or winter of each year.

More detailed project description materials are attached as Attachments A and B.

PROJECT IMPACTS AND MITIGATIONS

Impacts and mitigations associated with the proposed Marina 1 Replacement Project, when compared to the Marinas One and Four Project, are summarized as follows:

Aesthetics

The MND for Marinas 1 and 4 expansion did not identify any significant impacts associated with the original project in the areas of affecting a public vista, having a demonstrable negative visual effect, and creating light or glare. The proposed project would replace existing docking facilities and result in minor expansion of Fingers F and P and the 66 square foot addition for electrical equipment to the structure landside. In addition, during construction the site may appear chaotic but this would be temporary. Lighting proposed would be shielded, and similar to existing lighting designed to provide lighting for pedestrians at night, and would comply with the City's lighting ordinance. The changes to site appearance would be minor, in keeping with the views of a working harbor, and would be approved by the Architectural Board of Review to ensure they are visually pleasing. Visual impacts of the proposed project would therefore be less than significant and no mitigation would be required.

Air Quality

The MND for Marinas 1 and 4 expansion did not identify any significant impacts associated with project construction and operations. The project did not violate any air quality standard or contribute to an existing violation, expose sensitive receptors or create objectionable odors. Construction emissions would not be likely to exceed the 25 tons per year threshold due to the small amount of construction that would occur in any year and the limited amount of construction that is associated with dock replacement and expansion. Since the Marina 1 Replacement project could result in an expansion of up to 12 slips but eight of the slips would be offset by the closure of the boat dry dock, (a net increase of four slips), project increases in operational air emissions would be minimal. Therefore, project air emissions would be less than significant. Nevertheless, mitigation is recommended to further reduce project construction air emissions.

Biology

Significant avoidable impacts on California least terns, associated with the Marinas One and Four Expansion Project, resulted from the potential for heavy construction during July and

August. Mitigation required that heavy construction including towing, pile driving and use of heavy equipment would not occur during July and August. No other significant impacts were identified in the Mitigated Negative Declaration (MND) for the Marinas One and Four Expansion Project.

A Biological Resources Assessment was prepared for the Marina 1 Replacement project (SAIC, June 2007, see Attachment C). The report indicates that biological and related water quality impacts would not be substantial and would be addressed by mitigation measures identified in the prior MND prepared and dated December 26, 1997 for the Marinas One and Four Expansion Project. The Biological Resources Assessment is incorporated herein by reference.

The proposed project would include removing and driving piles to replace structurally inadequate piles and installation of up to 12 new piles in Phases 2 and 7, using heavy equipment, resulting in similar but less extensive impacts when compared to the Marinas One and Four Expansion Project. This biological impact can be reduced to a less than significant level by limiting project-related construction to avoid the months of July and August when California least tern are expected to be present. The project description includes avoidance of construction during the period (July and August) when least terns would be present.

Although no significant impacts are associated with the project construction and operation, the Biological Resources Assessment recommends measures to protect water quality during construction. The recommendations are similar to the recommendations in the MND for the Marinas 1 and 4 Expansion Project.

Cultural Resources

Significant avoidable impacts associated with the Marinas One and Four Expansion Project resulted from installation of utilities. The proposed project would not have any significant cultural resource impacts because utilities would be placed in an area where there has been extensive fill, an area where cultural resources are not expected to exist, and no excavations would occur in previously undisturbed fill. However, a mitigation measure has been included (CR-2 in the Marinas 1 and 4 Expansion project) that requires the construction contractor to notify the City Environmental Analyst if archaeological resources are discovered and excavation in the area would be stopped until the resource's significance can be determined by a qualified professional archaeologist.

Geophysical

The MND for Marinas 1 and 4 Expansion did not identify any significant impacts associated with geological hazards provided that the facilities are designed to accommodate anticipated earthquake-related forces. The proposed project would replace and slightly expand an existing marina using similar construction techniques to the Marinas 1 and 4 expansion project. Therefore, the proposed project would result in construction of facilities that would be subject to similar less than significant geological impacts to the Marina 1 Expansion project.

Hazards

Less than significant impacts associated with the Marinas One and Four Expansion Project resulted from the potential for accidental spills of hazardous materials from construction equipment, discharges of sewage and gray water from moored boats, spills of petroleum products, and contaminants from paint used on boat hulls.

Mitigation recommended for construction-related spills required equipment to be properly maintained and spill containment and clean up equipment to be kept onsite. Mitigation was recommended for discharges of sewage and gray water from moored boats, spills of petroleum products and contaminants from paint used on boat hulls, removal and disposal of construction waste, installation of additional restroom facilities and waste oil recycling facilities, and a public awareness program.

The proposed project would result in similar levels of impact to the Marinas 1 and 4 project because the same types of construction would occur over the water and most dock components would be fabricated off-site and brought to the site for assembly. Mitigation that requires equipment to be properly maintained, spill containment and clean up equipment to be kept onsite, removal and disposal of construction waste, and continuation of a public awareness program is recommended to address a less than significant impact from the proposed project.

Noise

The MND for Marinas 1 and 4 Expansion did not identify any significant impacts associated with noise because there is no noise threshold for construction noise and because the original project was expected to generate similar noise levels to existing noise levels. The Marina 1 Replacement Project would generate similar noise levels to the original project during construction and operations.

It has been estimated that two-three piles can be driven in a single day and that the duration of actual pile driving is 10 minutes. Also, eight piles would be installed in two different phases and some piles may need to be replaced, if damaged. Therefore, the frequency, duration, and noise levels due to pile driving would be temporary, periodic and limited. The applicant has proposed to notify all harbor tenants that construction is planned at least five days prior to construction and inform people on adjacent docks immediately prior to any pile driving. This would ensure that people are provided an opportunity to leave the area and avoid exposure to excessively high noise levels.

The applicant has proposed to restrict heavy construction for this project to daytime weekday hours from 7 am to 5 pm. This component of the proposed project would ensure that construction-related impacts on residents in the harbor and visitors would be temporary and less than significant. This would ensure that substantial noise is not generated during the night when people are most sensitive to noise.

Population and Housing

Less than significant impacts for population and housing are associated with the Marinas One and Four Expansion Project. The proposed project would not be expected to add substantial new population but it would add up to 12 new slips that would be used for recreational or occupational (i.e. working boats) purposes. The construction of eight of the slips would be contingent upon removal of the dry dock that would offset the small increase in use of a part of the proposed project. The project is within an urban area and any increase in population due to the addition of up to 12 slips would be easily absorbed into area housing. Therefore, no significant impacts are anticipated for the Marina 1 Replacement Project.

Public Services

The MND for Marinas 1 and 4 Expansion did not identify any significant impacts associated with public services since the project is in an urban area where these services are available and adequate. The MND indicated that there would be a need to expand electrical service to accommodate the expansion and a submarine cable would be used to provide the service. No significant public service impacts were associated with the submarine extension of electrical service. No new students were expected to be generated by the Marinas 1 and 4 Expansion because no live aboard slips were included in the expansion.

The proposed project would result in a small increase in public service demand due to the addition of up to 12 new slips. The water and telephone service would be replaced in kind as they would be adequate to serve the project. The project would increase water demand by an estimated 0.1 acre-foot per year that is well within the water supply capacity identified in the City's Long Term Water Supply Program. Electrical service would be upgraded to meet current code and would be adequate to serve the project. The waste generated by the replacement of the marina would be recycled and remaining waste would be sent to the landfill. Since much of the material would be recycled and the project is phased over several years, the amount of waste generated by construction would not be likely to exceed the threshold for construction waste. An increase in up to 12 slips would result in a small incremental increase in the solid waste generated by the proposed project. Therefore, no significant public services impacts are anticipated to be associated with replacement of the Marina and the addition of up to 12 new slips.

Recreation

The MND for Marinas 1 and 4 Expansion did not identify any significant impacts associated with recreation and indicated a beneficial impact associated with adding new slips that are used for recreational purposes. The proposed project would add up to 12 new slips and would replace an ageing marina that provides recreational facilities to the harbor.

Transportation and Circulation

The MND for Marinas 1 and 4 Expansion identified one significant avoidable impact associated with disabled access to the Marinas. The issue was resolved when the Waterfront Department upgraded another marina to meet harbor-wide disabled access needs. The MND

indicated that the project would have less than significant impacts in the remaining transportation issue areas.

The proposed project would have a construction-related impact similar to the Marinas 1 and 4 Expansion project. Boats would be temporarily relocated during construction and some increases in traffic for construction vehicles may temporarily increase delays. This impact would be less than significant due to its temporary nature and limited extent.

Project facilities, including the extensions of Fingers F and P, have been designed in accordance with the California Department of Boating and Waterways design guidelines and would therefore not create any safety hazards and would not impede boat access to the remaining portions of the harbor.

The addition of 12 new slips would increase the need for parking and would generate an incremental amount of new vehicular trips. This increase in parking demand and trip generation would be partially offset by the closure of the dry dock. The harbor area has an estimated 2,043 available parking spaces. As indicated in the MND, not all of these spaces are available for the harbor as some of the spaces are used by City College students and the parking analysis indicates that there is ample reserve parking available. Since the project would generate a small amount of traffic (less than 5 trips in the peak hours) and only a small increase in parking demand where an adequate supply of parking exists, project parking and traffic impacts would be less than significant.

Water

The MND for Marinas 1 and 4 Expansion indicated that, since the project is in a water environment, drainage issues would not cause any drainage-related impacts. The MND indicated that the harbor is subjected to wave heights in excess of normal criteria but the facilities are designed to accommodate this wave environment. Water quality issues are discussed in the section on biology and hazards and mitigation measures from the MND are recommended to address this potential impact. Therefore, water resources related impacts would be less than significant.

Mitigation Measures

The following mitigation measures would be required for the Marina 1 Replacement Project:

Bio-1 Construction of marina facilities during the months of July and August shall be limited to those activities which do not require pile driving, towing, or the general use of heavy equipment which cause excessive noise, odors, and vibrations.

CR-2 If archaeological resources are encountered or suspected, work shall be halted or redirected immediately and the Planning Division shall be notified. The archaeologist shall assess the nature, extent, and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or

monitoring with a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List, etc.

If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Planning Division grants authorization.

If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Planning Division grants authorization.

Noise-1 Noise generating construction activity should be prohibited Saturdays, Sundays, and holidays and between the hours of 5 p.m. to 7 a.m. Holidays are defined as those days that are observed by the City of Santa Barbara as official holidays for City employees.

The following mitigation measures would be recommended for the Marina 1 Replacement Project:

AQ-1 Construction Dust Control – Minimize Disturbed Area/Speed. Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.

AQ-2 Construction Dust Control - Watering. 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 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 swept to remove soil from paved areas and sufficiently moistened to create a crust in unpaved areas not in the creek.

Throughout construction on land, sweeping of paved areas and water trucks or sprinkler systems on unpaved areas, shall also be used to keep all areas of vehicle movement clean or 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.

AQ-3 Construction Dust Control – Tarping. Trucks transporting fill material to and from the site shall be covered from the point of origin.

AQ-4 Construction Dust Control – Stockpiling. If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.

AQ-5 Construction Dust Control – Paving. All exposed soils, should be paved as soon as possible. Additionally, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

AQ-6 Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) shall be utilized wherever feasible.

AQ-7 The engine size of construction equipment shall be the minimum practical size.

AQ-8 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.

AQ-9 Construction equipment shall be maintained in tune per the manufacturer's specifications.

AQ-10 Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines.

AQ-11 Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

AQ-12 Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed, if available.

AQ-13 Diesel powered equipment should be replaced by electric equipment whenever feasible.

AQ-14 Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units should be used whenever possible.

AQ-15 Construction worker trips shall be minimized by requiring carpooling and by providing for lunch onsite.

AQ-16 Biodiesel shall be used to the maximum extent feasible.

Haz-1 All construction related debris should be disposed of properly. Any construction related debris deposited in the harbor should be promptly removed.

Haz-4 The Waterfront Department should continue its public education and awareness of pollution prevention associated with marina activities.

Haz-5 The construction contract should contain a provision that all construction equipment should be maintained and maintenance verified prior to the commencement of construction and regularly (daily) checked by the contractor for materials toxic to marine life. In addition, the construction contract should include a provision that spill containment and cleanup materials should be present at all times at the work site.

Haz-6 The project shall include a plan for spill containment and cleanup that includes methods for disposal of any spilled hazardous materials.

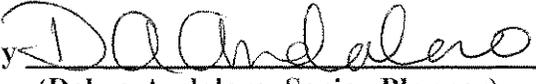
Noise-2 The applicant shall notify all Harbor tenants that construction is about to occur at least five days prior to construction and inform people on adjacent docks immediately prior to any pile driving.

CEQA FINDING

Based on the above review of the project, in accordance with State CEQA Guidelines Section 15162, no Subsequent or Supplemental Negative Declaration or Environmental Impact Report is required for the current project, because new information and changes in circumstances, project description, impacts and mitigations are not substantial and do not involve new significant impacts or a substantial increase in the severity of previously identified impacts.

This Addendum identifies the current project changes and minor changes to project impacts. With application of identified mitigation measures, all project impacts will be less than significant. This addendum, together with the prior Negative Declaration (ENV96-0209), constitutes adequate environmental documentation in compliance with CEQA for the current project.

Prepared by:  Date: 12/5/2007
(Michael Berman, Environmental Analyst)

Reviewed by  Date: 12-5-07
(Debra Andaloro, Senior Planner)

- Attachment A: Project Description
- Attachment B: Project Plans SK-1 to SK-4
- Attachment C: Biological Resources Analysis, SAIC June 2007
- Attachment D: Mitigated Negative Declaration for the Marinas One and Four Expansion
Project ENV96-0209
- Attachment E: MMRP

City of Santa Barbara Waterfront Department
Marina One Replacement Project
Project Description

October 2007

Project Purpose

The majority of Marina One was constructed in the 1970s and includes 16 fingers (A-P) providing berths for approximately 500 vessels. Marina One was expanded in 1998 adding approximately 100 slips on 3 fingers (Q-S). A recent engineering analysis and staff assessment of Marina One concluded that the concrete docking system on A – P fingers is nearing the end of its useful life. The assessment recommends replacing A – P fingers in 10 phases over the next 10 -12 years (Exhibit 1). Replacement of the restrooms is not included in the proposed project.

Project Description

Marina One is comprised of a concrete deck system with polystyrene foam floatation structure. Wood walers provide the structural component attaching one float to another. Fingers are connected to the main headwalk by a ½" threaded insert. Guide piles and mooring piles are 14" pre-stressed concrete. Utilities including power, telephone, domestic and fire water (combined) and sewer are routed underneath the wooden walers along the side of the concrete floats.

There are two restrooms and three pumpout stations that service Marina One. One restroom and two pumpout stations are located on the expansion docks (Q-S). The other restroom and remaining pumpout station are located along the main headwalk between fingers A and B. A porta-potty dumping station is also located along the main headwalk between fingers A and B. None of the restrooms, pumpout stations, or porta potty dump station will be replaced as part of the project.

Phase 1

Phase 1 includes the replacement of the main headwalk, landside utilities, and gangway.

The existing main headwalk is 1160' long and is constructed with 10' wide x 8' long concrete floats held together by two 2" x 10" wooden walers. The concrete docking system covers 11,600 sq. ft. The main headwalk will be replaced with a similar concrete docking system that will have some of the utilities in the dock and some utilities routed along the sides of the dock. The main headwalk will remain 10' wide but the length of each float may be more or less than 8'. The existing headwalk and utilities will likely be replaced several sections at a time between fingers while maintaining access to the fingers to the maximum extent feasible. A Construction Access Plan and Utility Relocation Plan will be prepared as part of the preliminary design to identify preferred methods of maintaining access and utility service to the sections of the marina that will not be reconstructed during this phase.

Utility service to Marina One includes telephone, electrical, sewer, domestic and fire water. Existing shoreside infrastructure that feeds Marina One, A – P fingers, for sewer, telephone, domestic and fire water are adequate to meet current code requirements.

Shoreside upgrades to provide electrical service to meet updated code requirements will be necessary.

Five alternatives were considered for shoreside improvements to provide adequate electrical service to Marina One. All alternatives require replacing an existing 6' x 8' transformer behind the 132 building with a 10' x 12' transformer. A 15' x 10' enclosure will be attached to the existing storage area west of the 132 building to house the electric meter and switchgear (Exhibit 2). The alternatives considered include; 1 - Installing new conduit from the new transformer through the SBYC to the existing walkway. Trench through existing walkway to the Marina One gangway (Exhibit 3). 2 - Install new conduit from new transformer through SBYC. Place new conduit in continuous concrete vault on the sand from SBYC entrance to gangway (Exhibit 3). 3 - Trench from new transformer around north side of 132 building to Travel Lift Pier. Install submarine electrical cable from Travel Lift Pier to Marina One gangway (Exhibit 4). 4 - Use existing conduit and construct service shed adjacent to Marina One gangway. Service shed would be built on concrete slab placed on piles over water. Service shed would be approximately 15' high (Exhibit 4). 5 - Install conduit from existing transformer located near the Sea Landing to the southern tip of the Rock Groin. Place submarine cable from the Rock Groin across the harbor to the Marina One East Restroom (Exhibit 5).

The preferred alternative for shoreside utility upgrades for electrical service is alternative 3. This alternative is economically feasible and will result in the least disruption to public access as well as being technically feasible.

Although the docking system in the Marina One Expansion, including "Q", "R", and "S" fingers, is not included in the replacement project, existing fire water service was reviewed to determine if it met National Fire Protection Act (NFPA) requirements. Recent flow tests documented a flow of 250 gpm at 35 psi at the furthest standpipe on "S" finger. The existing 3" fire water line serving "Q", "R", and "S" fingers will be replaced with a 4" fire water line increasing the flows to 250 gpm at 70 psi (exhibit 6).

Access to Marina One is current provide by a 45' long by 5'6" aluminum gangway. The gangway will be replaced in kind as part of Phase 1.

Phases 2 – 10

Phases 2 – 10 involve the replacement of "A" through "P" fingers. The headwalk on "A" through "G" fingers are 6' wide and 8' wide on "H" through "P" fingers. All of the finger docks are 3' 6" wide. All docks are concrete floats and are held together by 2 – 2" x 10" wooden walers. All berths are double slips whereby two vessels berth between two finger docks with a concrete mooring pile between the finger docks. The concrete floats and utilities will be replaced in the existing configuration. The existing piles will be used although any structurally deficient piles will be replaced.

Phase 2 – Replace "O" and "P" fingers. "O" finger is 301 feet long and has 18 – 40' slips on the west side of the headwalk and 14 – 60' slips on the east side. The endtie is 109' long. "P" finger is 267' long with 18 – 30' slips on the west side of the headwalk and 14 – 50' slips on the east side. The endtie is 89' long. The existing concrete docking system covers 11,524 sq. ft. **Two** 40' double berths providing **four** slips will be added to the existing endtie on "P" finger. This will extend the length of "P" finger by approximately **40'**. The proposed additional concrete docking system covers **950 sq. ft.** **Two** guide piles and **two** mooring piles will be installed to support the new docks.

Phase 3 – Replace “N” dock. “N” dock is 350’ long and has 48 – 30’ slips. The endtie is 69’ long. The concrete docking system covers 5,800 sq. ft.

Phase 4 – Replace “L” and “M” fingers. “L” dock is 310’ long and has 44 – 30’ slips. “M” dock is 301’ long and has 36 – 40’ slips. The endtie is 89’ long. The concrete docking system covers 10,784 sq. ft.

Phase 5 – Replace “J” and “K” fingers. “J” dock is 272’ long and has 20 – 25’ slips on the west side of the headwalk and 18 – 30’ slips on the east side. The endtie is 64’ long. “K” dock is 322’ long and has 20 – 35’ slips on the west side of the headwalk and 19 – 40’ slips on the east side. The endtie is 86’ long. The concrete docking system covers 10,092 sq. ft.

Phase 6 – Replace “H” and “I” Fingers. “H” finger is 322’ long and has 40 – 35’ slips. The endtie is 80’ long. “I” dock is 245’ long and has 36 – 25’ slips. The endtie is 59’ long. The concrete docking system covers 9,376 sq. ft.

Phase 7 – Replace “F” finger. “F” finger is **226’** long and has 28 – 35’ slips. The endtie is 76’ long. The existing concrete docking system covers 3,456 sq. ft. Four 35’ double berths providing eight slips will be added to the existing endtie on “**F**” finger. This will extend the length of “**F**” finger by approximately **66’**. The proposed additional docking system covers **1,310** sq. ft. Four guide piles and four mooring piles will be installed to support the new docks. It is anticipated that when this phase is constructed, the operator of the dry dock may either leave the harbor or be regulated out of operation.

Phase 8 – Replace “E” and “G” fingers. “E” finger is 160’ long and has 24 – 25’ slips. The endtie is 57’ long. “G” finger is 210’ long and has 32 – 25’ slips. The endtie is 56’ long. The concrete docking system covers 5,292 sq. ft.

Phase 9 – Replace “C” and “D” fingers. “C” finger is 130’ long and has 20 – 25’ slips. The endtie is 57’ long. “D” finger is 220’ long and has 28 – 35’ slips. The endtie is 76’ long. The concrete docking system covers 5,378 sq. ft.

Phase 10 - Replace “A” and “B” fingers. “A” finger is 155’ long and has 20 – 35’ slips. The endtie is 77’ long. “B” finger is 110’ long and has 16- 25’ slips. The endtie is 56’ long. The concrete docking system covers 4,072 sq. ft.

The attached Slip Inventory identifies the number and lengths of all the slips in Santa Barbara Harbor (Exhibit 7).

All of the proposed work involves demolition and removal of the existing docking system, gangway, and utility conduits. A crane on a floating barge will be used to remove the docking system. The wood, concrete, steel, and utility conduits will be removed from site and taken to an appropriate facility for recycling (if feasible) or disposal. The majority of the piles will be left in place and be incorporated into the new docking system. Some existing piles may need to be extracted and eight new piles will be driven at the “F” and “P” finger extensions. 55’ long pre-stressed concrete piles will be used for all mooring and guide piles. Piles are driven to a depth of approximately -30’ msl with 25’ of embedment into the sea floor. Typically 2 – 3 piles can be driven in one day.

Once the existing docking system is removed, the new docking system will be installed. Sections of the new docking system will be fabricated off-site and transported to Santa Barbara. The sections will be assembled at the Launch Ramp or City Pier and floated into place at Marina One. Any piles that need to be installed will be driven and/or jettied to ensure accurate placement to line up with the existing docks. Utilities including water, electrical, and phone, will be installed last and provided for each slip. Construction is scheduled to last approximately 90 working days for each phase, beginning after Labor Day and completing before Memorial Day of the following year.

Four staging areas are proposed to help in the assembly of the new docking system: 1) the east end of the Harbor West Parking Lot, (2) the southern area of Marina 1 adjacent to "P" finger, (3) next to the utility shed behind the Chandlery Building, and (4) an area adjacent to the Federal Channel Dredge yard on West Beach.

Vessels currently berthed at the Marina One docks will be relocated within Santa Barbara Harbor during construction to the maximum extent feasible during each phase. There are approximately 35 transient slips in the harbor and most, if not all, will be used for the relocated vessels. A vessel relocation plan will be prepared prior to construction of each phase. Affected slipholders will be notified 30 days in advance of relocation. Some vessels may need to leave Santa Barbara Harbor during construction but every effort will be made to accommodate all displaced vessels within the harbor. Transient berthing during construction will be severely limited.

Construction of each Phase depends on available funding. Phases 1 – 3 (and possibly Phase 4) are expected to be funded by a loan from the California Department of Boating and Waterways. Phase 1 is expected to be constructed beginning September 2008 through January 2009. Phases 2 and 3 will be constructed every other year or every year depending on bids. All construction is tentatively scheduled to take place in the late fall/early winter of each year. Phases 4 – 10 will be funded by a combination of loans and Waterfront Capital funds with scheduling to be determined.

Access to individual slips and utility service may be restricted or unavailable during construction. For example, as the old docking system is removed and the new docking system put in place, access to adjacent slips may be limited. If pedestrian access to slips not under construction cannot be maintained, a short term ferry service may be provided. Limited access would likely be for several days for vessels located adjacent to docks being replaced.

In addition, utility service may also be limited during construction. Switching from the old utilities to the utilities installed with the newly replaced docking system, especially for Phase 1, may result in limited utility service for the entire marina. Depending on the preferred method of construction, there may be no available utility service to the entire marina for up to two weeks during any phase. Shutting off utility service to any or all of the marina will be avoided to the maximum extent feasible but will be unavoidable. Despite the probable inconvenience to many boaters, a short term loss of access or utility service is preferable to replacing the entire marina at once. Replacing the entire marina at one time would be economically infeasible and would displace approximately 500 vessels.

Construction Restrictions:

Noise: Generally, construction activities will occur between 7 am and 5 pm, Monday through Friday and work will not occur on Saturdays, Sundays nor on City of Santa Barbara observed holidays. (When a City holiday falls on a Saturday or Sunday, the preceding Friday or following Monday shall be observed as a legal holiday.) If construction must take place outside these hours, permission for after-hours construction work will be obtained from the City of Santa Barbara's Environmental Analyst and Building and Safety Department prior to proceeding.

Pile driving has the potential to cause hearing damage to anyone coming close to the pile driving equipment. It takes approximately 10 minutes to drive each pile with 2-3 piles capable of being driven in a day. All pile driving will take place over the water in Marina One with limited exposure to slipholders. Waterfront staff and/or construction personnel will inform anyone on the adjacent docks immediately prior to any pile driving. Noise contours will be generated for areas where pile driving will occur and anyone on the docks will be asked to leave the area where hearing damage could occur as predicted by the noise contours for the duration of each pile drive. The Waterfront Department will notify all Harbor tenants and slipholders of the construction schedule no less than five (5) days prior to commencing work.

Air Quality: All project activities are subject to applicable laws, regulations and permitting requirements of the Air Pollution Control District and State Air Resources Board. All heavy equipment will be well-maintained in accordance with Santa Barbara County Air Pollution Control District Best Management Practices, and they are subject to the following measures, which will help reduce emissions from construction equipment:

1. Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) should be utilized wherever feasible.
2. The engine size of construction equipment should be the minimum practical size.
3. The number of construction equipment operating simultaneously should be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
4. Construction equipment should be maintained in tune per the manufacturer's specifications.
5. Construction equipment operating onsite should be equipped with two to four degree engine timing retard or pre-combustion chamber engines.
6. Catalytic converters should be installed on gasoline-powered equipment, if feasible.
7. Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California could be installed, if available.
8. Diesel powered equipment should be replaced by electric equipment whenever feasible.
9. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

Access: Docks under construction will be closed to all slipholders. The phased approach to reconstructing the entire Marina One should result in only one finger being closed at a time. As previously mentioned, displaced vessels will be relocated within Santa Barbara Harbor to the maximum extent feasible during construction. There may be some limited access to the City Pier and/or portions of the Launch Ramp during delivery of portions of the docking system. A barricade and sign informing public that access is temporarily closed will be placed in appropriate locations depending on project

location and construction methods. If necessary, an onsite monitor will be required to ensure public safety, and Harbor Patrol will advise pedestrians who disregard any barricades, closures, or onsite monitors, to leave the area.

Biological/Archaeological Resources and Water Quality: A Biological Resources Assessment was prepared to identify potential impacts to biological resources and water quality. There are no known sensitive biological or archaeological resources in Marina One.

Impacts to water quality are considered to be insignificant, consisting of temporary and localized increases in suspended sediments and turbidity. Construction work will, however, be required to follow the applicable best management practices for construction as outlined in public works pamphlet "Procedures for the Control of Runoff into Storm Drains and Watercourses." The Biological Resources Analysis recommends that the contract shall implement the following measures during construction to reduce potential impacts to water quality:

1. *Spill Containment and Cleanup Materials* Containment booms, absorbent pads, and nets will be onsite to contain and remove spills.
2. *Ensure that all work crews are trained in the use of spill containment and cleanup materials.* Prior to the beginning of construction, all contractors must demonstrate the ability to use containment and cleanup materials.
3. *Provide a plan for spill containment and cleanup that includes methods for disposal of any spilled hazardous materials.* Prior to the beginning of construction, contractors must prepare and submit a plan for spill containment to Waterfront staff. The plan will describe the following containment materials used during construction. The contractor shall dispose of all debris generated by the specified work in the appropriated containers provided by the Waterfront Department. Should a spill occur that impacts construction, a notification list will be available to notify appropriate personnel. This list will include the project PEC.



1 SITE PLAN -- OVERALL CONSTRUCTION PHASES
SCALE: 1" = 80'-0"

DESCRIPTION	CONSTRUCTION DATE
PHASE 1	4TH QUARTER OF 2007
PHASE 2	2ND QUARTER OF 2009
PHASE 3	2ND QUARTER OF 2009
PHASE 4	2ND QUARTER OF 2009
PHASE 5	2ND QUARTER OF 2009
PHASE 6	2ND QUARTER OF 2009
PHASE 7	2ND QUARTER OF 2009
PHASE 8	2ND QUARTER OF 2009
PHASE 9	2ND QUARTER OF 2009
PHASE 10	2ND QUARTER OF 2009

- DRAWING NOTES:**
- EXISTING TRANSFORMER AND DISTRIBUTION BOARD "A" FEEDS DOCKS N, O AND P.
 - EXISTING TRANSFORMER AND DISTRIBUTION BOARD "B" FEEDS DOCKS L AND M.
 - EXISTING TRANSFORMER AND DISTRIBUTION BOARD "C" FEEDS DOCKS J AND K.
 - EXISTING TRANSFORMER AND DISTRIBUTION BOARD "D" FEEDS DOCKS G, H AND I.
 - EXISTING TRANSFORMER AND DISTRIBUTION BOARD "E" FEEDS DOCKS A, B, C, D, E AND F.
 - NEW TRANSFORMER AND DISTRIBUTION BOARD "A" FEEDS DOCK A.
 - NEW TRANSFORMER AND DISTRIBUTION BOARD "B" FEEDS DOCK B.
 - NEW TRANSFORMER AND DISTRIBUTION BOARD "C" FEEDS DOCK C.
 - NEW TRANSFORMER AND DISTRIBUTION BOARD "D" FEEDS DOCK D.
 - NEW TRANSFORMER AND DISTRIBUTION BOARD "E" FEEDS DOCK E.
 - NEW TRANSFORMER AND DISTRIBUTION BOARD "F" FEEDS DOCK F.
 - NEW TRANSFORMER AND DISTRIBUTION BOARD "G" FEEDS DOCK G.
 - NEW TRANSFORMER AND DISTRIBUTION BOARD "H" FEEDS DOCK H.
 - NEW TRANSFORMER AND DISTRIBUTION BOARD "I" FEEDS DOCK I.
 - NEW TRANSFORMER AND DISTRIBUTION BOARD "J" FEEDS DOCK J.
 - NEW TRANSFORMER AND DISTRIBUTION BOARD "K" FEEDS DOCK K.
 - NEW TRANSFORMER AND DISTRIBUTION BOARD "L" FEEDS DOCK L.
 - NEW TRANSFORMER AND DISTRIBUTION BOARD "M" FEEDS DOCK M.
 - NEW TRANSFORMER AND DISTRIBUTION BOARD "N" FEEDS DOCK N.
 - NEW TRANSFORMER AND DISTRIBUTION BOARD "O" FEEDS DOCK O.
 - NEW TRANSFORMER AND DISTRIBUTION BOARD "P" FEEDS DOCK P.

LEGEND:

POSSIBLE FUTURE EXPANSION

URS CASH & ASSOCIATES

NO.	DESCRIPTION	DATE	APPROVED	DESIGN	CHECKED	DATE	BY

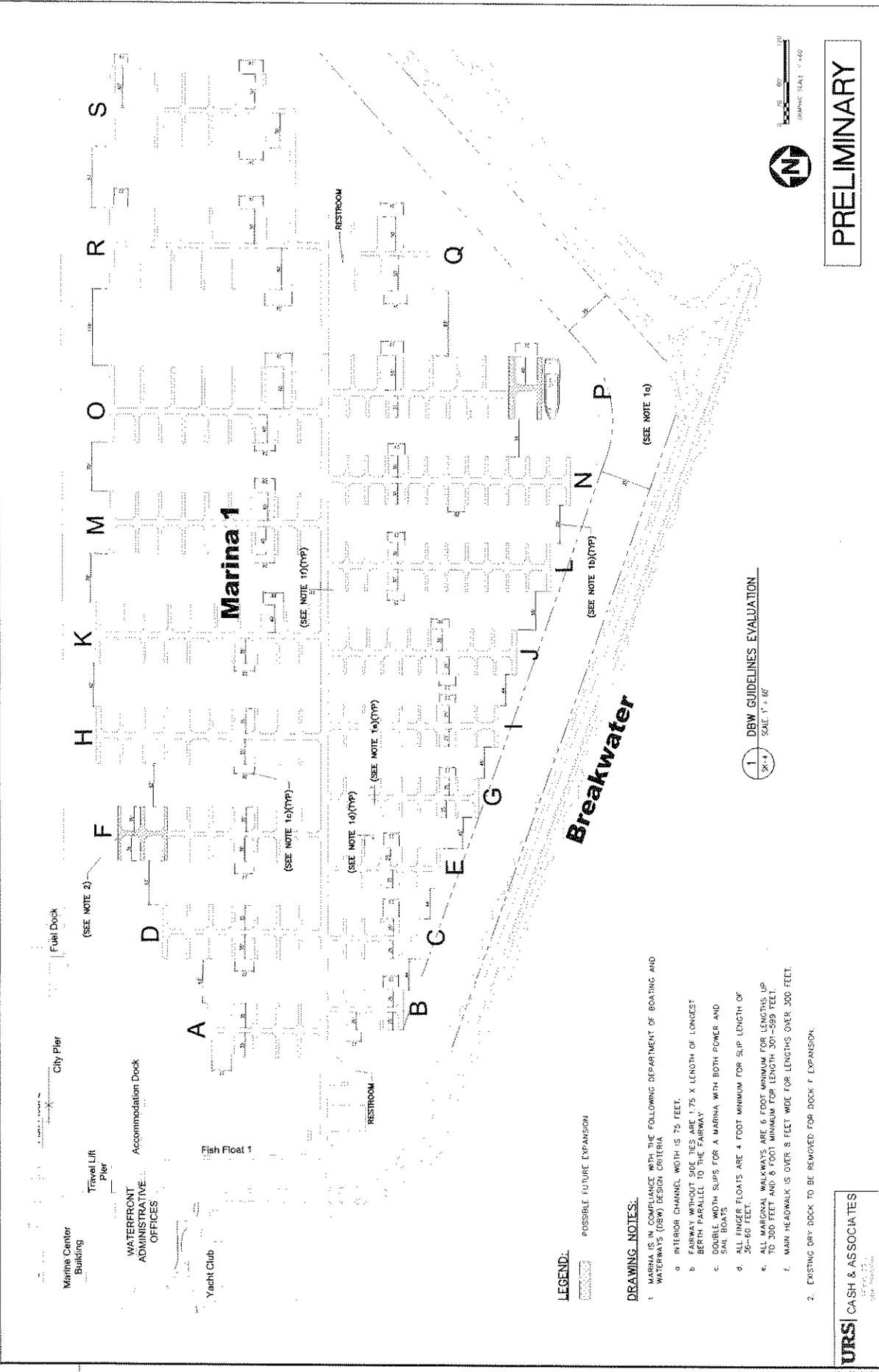


PRELIMINARY

CITY OF SANTA BARBARA
PUBLIC WORKS DEPARTMENT-ENGINEERING DIVISION

OVERALL CONSTRUCTION PHASES
CITY OF SANTA BARBARA WATERFRONT PROJECT
MARINA 1 HEADWALK REPLACEMENT

PROJECT NUMBER: _____ DATE: _____
 SHEET NO. SK-1 OF 1
 DRAWING NO. _____
 SHEET NO. _____



PRELIMINARY

		CITY OF SANTA BARBARA PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION		DRAWING NO. SK-4 SHEET NO. 1 OF 1
URSI CASH & ASSOCIATES 1000 W. SANTA ANITA ST. SANTA ANITA, CA 93003 TEL: (805) 434-1100 FAX: (805) 434-1101 WWW.URSI.COM		PROJECT ENGINEER: _____ DATE: _____		SHEET ENGINEER: _____ DATE: _____
DBW GUIDELINES EVALUATION CITY OF SANTA BARBARA WATERFRONT PROJECT MARINA 1 HEADWALK REPLACEMENT				

1 DBW GUIDELINES EVALUATION
 SK-4 SCALE: 1" = 60'

LEGEND.

POSSIBLE FUTURE EXPANSION

DRAWING NOTES:

- MARINA IS IN COMPLIANCE WITH THE FOLLOWING DEPARTMENT OF BOATING AND WATERRAYS (DBW) DESIGN CRITERIA
 - INTERIOR CHANNEL WIDTH IS 75 FEET.
 - FAIRWAY WITHOUT SHOULDER ARE 1.75 X LENGTH OF LONGEST BERTH PARALLEL TO BULK HEADWAY.
 - DOUBLE WIDTH SLIPS FOR A MARINA WITH BOTH POWER AND SAIL BOATS.
 - ALL FINGER FLOATS ARE 4 FOOT MINIMUM FOR SLIP LENGTH OF 50-60 FEET.
 - ALL MARGINAL WALKWAYS ARE 6 FOOT MINIMUM FOR LENGTHS UP TO 300 FEET AND 8 FOOT MINIMUM FOR LENGTH 301-599 FEET.
 - MAIN HEADWALK IS OVER 8 FEET WIDE FOR LENGTHS OVER 300 FEET.
- EXISTING DRY DOCK TO BE REMOVED FOR DOCK F EXPANSION.

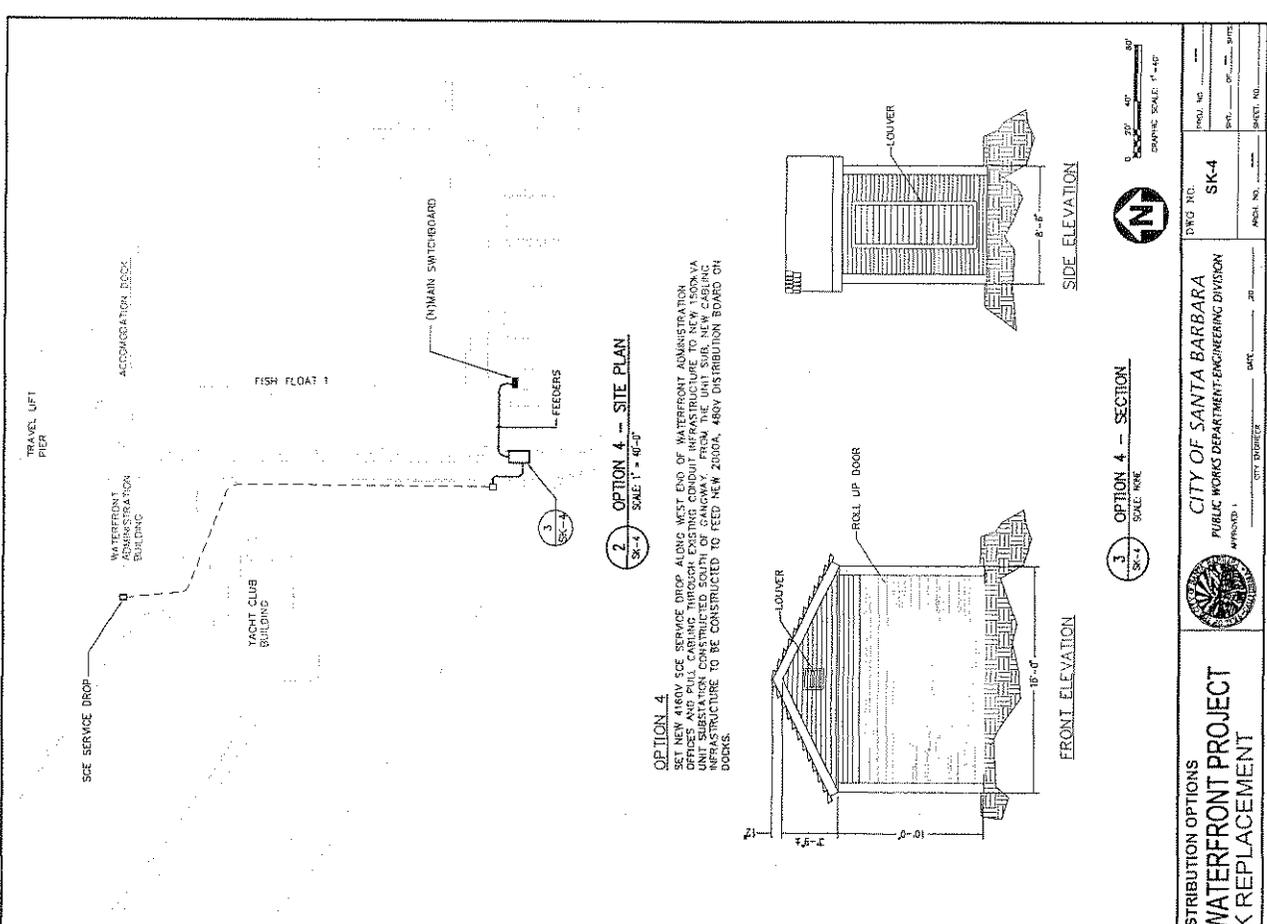


FIGURE 2

BIOLOGICAL RESOURCES ANALYSIS

**Santa Barbara Harbor
Marina One Replacement Project**

June 2007

RECEIVED
JUL 12 2007

CITY OF SANTA BARBARA
PLANNING DIVISION

Prepared for

**City of Santa Barbara
Waterfront Department
132A Harbor Way
Santa Barbara, CA 93109**

Prepared by

**SCIENCE APPLICATIONS INTERNATIONAL CORPORATION
5464 CARPINTERIA AVENUE, SUITE K
CARPINTERIA, CA 93013**

ATTACHMENT C

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1.0 SUMMARY AND CONCLUSIONS

The proposed project would replace the docks of fingers "A" through "P" in Marina One and any of the piles that are structurally deficient and upgrade the shoreside electrical service to meet updated code requirements. In addition, four new slips would be added to finger "P" and to finger "F". Five alternatives for the electrical power supply to Marina One were evaluated, and Alternative 3 is preferred. This alternative would route the power supply cable around the north side of the building at 132 Harbor Way to the Travel Lift Pier, and then install a submarine electrical cable from the Travel Lift Pier to the Marina One gangway. Replacement of the Marina One finger docks would occur in 10 phases over a period of 10-12 years.

Existing conditions in the Harbor were described from past studies dating from 1997 to 2007 for a variety of projects. Of particular concern are the state- and federally-listed species (threatened or endangered) that use the Harbor, at least seasonally. The impact analysis was performed using that information, project plans, and scientific expertise of the preparer.

Pile removal/installation, work barge stabilization, and work vessel traffic would suspend bottom sediments, resulting in turbidity in the area disturbed. These disturbances would be of short duration and occur at intervals during the construction of each phase. Turbidity would dissipate rapidly, and water quality objectives for the Harbor would not be exceeded. Impacts to water quality would be less than significant.

Removal of the existing docks and some of the pilings would result in a temporary disturbance to the water column and a loss of marine organisms attached to these structures below the water surface. Mobile species such as fish would be expected to avoid the disturbance area by moving to other areas within the Harbor. Impacts to plankton, fish, and birds would be of short duration and have negligible effects on their populations. Disturbance of the bottom from pile/spud driving or removal would affect a small amount of benthic habitat used by invertebrates that burrow in the sediments and organisms that live on the surface of the sediments. The area affected would be small (a few square feet) at each location. Construction of four new slips each in Phase 2 and Phase 7 would cause similar temporary disturbances to the water column and bottom as those for replacement of docks and piles, but over a much smaller area. Impacts to biological resources would be short term, local, and less than significant.

Installing approximately 350 feet of submarine cable on top of the bottom sediments in Alternative 3 would cause a temporary disturbance of the sediments along the cable route. The cable locations in Alternatives 1, 2, and 4 would be on land in already disturbed locations and would have minimal effects on terrestrial biological resources. In Alternative 5, the cable would likely need to be buried which would involve excavation or jetting to place the cable below the dredging depth for the federal channel. This would result in a loss of benthic organisms along the route as well as creation of a turbidity plume. Impacts to biological resources would be greatest for Alternative 5 and minimal for the other alternatives. Impacts of all alternatives would be less than significant.

Although several sensitive species use the Harbor, the project would have little to no effect on these species. Construction would occur outside the time periods when the California least tern could be present and when the western snowy plover breeds. Construction activities, including pile driving, are unlikely to disturb wintering western snowy plovers that use the sand spit and California brown pelicans that rest on structures in the Harbor. Harbor seals and sea lions that use the Harbor would avoid the disturbance areas and would not be adversely affected due the short duration and localized area of the work.

The new docks and piles would replace the same structures removed, and the new structures in the water column would be colonized by invertebrates. Colonization of the new substrates would begin immediately and proceed until communities the same as or similar to those removed become established. This process would be complete in less than five years. Because the dock replacement would occur in phases over a period of 10-12 years, only a portion of the habitat would be removed in a given year, and recovery of the first phases would be complete before the later phases begin. Adding four new slips each in Phase 2 and Phase 7 would increase the total amount of dock and pile structure and shading of the bottom in the Harbor by less than one percent. This would increase the biomass of marine organisms present once the new structures are colonized. Shading would affect a small area of the water column and bottom that would not substantially alter the biological communities present. The small increase (8) in vessels present in the Harbor would not have any measurable effects on biological resources or water quality. Operation of Marine One after dock replacement would not result in any impacts to sensitive species because the operations would be the same as prior to the dock replacement.

Several mitigation measures are recommended to reduce the potential for impacts to water quality and biological resources from accidental spills during construction. No mitigation measures, other than the measures that are part of the proposed project, are required for other impacts to water quality and biological resources.

The proposed Marina One Replacement Project would not contribute considerably to cumulative effects on water quality or biological resources in the Harbor.

2.0 INTRODUCTION

The majority of Marina One was constructed in the 1970s and includes 16 fingers (A-P) providing berths for approximately 500 vessels. Marina One was expanded in 1998, adding approximately 100 slips on 3 fingers (Q-S). A recent engineering analysis and staff assessment of Marina One concluded that the concrete docking system on A-P fingers is nearing the end of its useful life. The assessment recommends replacing A-P fingers in 10 phases over the next 10-12 years (Figure 1). Replacement of the restrooms is not included in the proposed project.

The following sections describe the proposed project, study methods, environmental setting, compliance with environmental laws, project impacts, recommended mitigation measures, and cumulative impacts.

3.0 PROJECT DESCRIPTION

3.1 PROPOSED PROJECT

Marina One is comprised of a concrete deck system with a polystyrene foam floatation structure. Wood walers provide the structural component attaching one float to another. Fingers are connected to the main headwalk by a ½-inch threaded insert. Guide piles and mooring piles are 14-inch diameter pre-stressed concrete. Utilities including power, telephone, domestic and fire water (combined), and sewer are routed underneath the wooden walers along the side of the concrete floats.

Two restrooms and three pumpout stations service Marina One. One restroom and two pumpout stations are located on the expansion docks (Q-S). The other restroom and remaining pumpout station are located along the main headwalk between fingers A and B. A porta-potty dumping station is also located along the main headwalk between fingers A and B. None of the restrooms, pumpout stations, or porta potty dump station would be replaced as part of the project.

The project would be constructed in phases over a period of 10-12 years as follows.

3.1.1 Phase 1

Phase 1 includes the replacement of the main headwalk, landside utilities, and gangway.

The existing main headwalk is 1,130 feet long and is composed of concrete floats that are 10 feet wide by 8 feet long and held together by two 2-inch by 10-inch wooden walers. The main headwalk would be replaced with a similar concrete docking system that will have some of the utilities in the dock and some utilities routed along the sides of the dock. The main headwalk would remain 10 feet wide but the length of each float may be more or less than 8 feet. The existing headwalk and utilities would likely be replaced several sections at a time between fingers while maintaining access to the fingers to the maximum extent feasible. A Construction Access Plan and Utility Relocation Plan will be prepared as part of the preliminary design to identify preferred methods of maintaining access and utility service to the sections of the marina that will not be reconstructed during this phase.

Utility service to Marina One includes telephone, electrical, sewer, and domestic and fire water. Existing shoreside infrastructure that feeds Marina One, A-P fingers for sewer, telephone, and domestic and fire water are adequate to meet current code requirements. Shoreside upgrades to provide electrical service to meet updated code requirements will be necessary.

Five alternatives were considered for shoreside improvements to provide adequate electrical service to Marina One. All alternatives require replacing an existing transformer behind the 132 Harbor Way building with a slightly larger transformer. The alternatives considered include:

-
1. Install new conduit from the new transformer through the Santa Barbara Yacht Club (SBYC) to the existing walkway. Trench through the existing walkway to the Marina One gangway.
 2. Install new conduit from new transformer through the SBYC. Place new conduit in a continuous concrete vault on the sand from the SBYC entrance to the Marine One gangway.
 3. Trench from the new transformer around north side of the 132 Harbor Way building to the Travel Lift Pier. Install a submarine electrical cable from the Travel Lift Pier to the Marina One gangway (Figure 2).
 4. Use the existing conduit and construct a service shed adjacent to the Marina One gangway. The service shed would be built on a concrete slab placed on piles over the water. The service shed would be approximately 15 feet high (Figure 2).
 5. Install conduit from the existing transformer located near the Sea Landing to the southern tip of the Rock Groin. Place a submarine cable from the Rock Groin across the harbor to the Marina One East Restroom.

The preferred alternative for shoreside utility upgrades for electrical service is Alternative 3. This alternative is economically and technically feasible and would result in the least disruption to public access.

Access to Marina One is current provide by a 45-foot long by 5.5-foot wide aluminum gangway that would be replaced in kind as part of Phase 1.

3.1.2 Phases 2 - 10

Phases 2 - 10 involve the replacement of "A" through "P" fingers. The headwalk on "A" through "G" fingers is 6 feet wide, and on "H" through "P" fingers it is 8 feet wide. All of the finger docks are 3.5 feet wide. All docks are concrete floats that are held together by two 2-inch by 10-inch wooden walers. All berths are double slips whereby two vessels berth between two finger docks with a concrete mooring pile between the finger docks. The concrete floats and utilities would be replaced in the existing configuration. The existing piles would be used for the new docks, although any structurally deficient piles would be replaced.

Phase 2 - Replace "O" and "P" fingers. "O" finger is 301 feet long and has 18 40-foot long slips on the west side of the headwalk and 14 60-foot long slips on the east side. The endtie is 109 feet long. "P" finger is 267 feet long with 18 30-foot slips on the west side of the headwalk and 14 50-foot slips on the east side. The endtie is 89 feet long. Four new 40-foot slips would be added to the existing endtie on "P" finger. This would extend the length of "P" finger by approximately 70 feet. Four guide piles and four mooring piles would be installed to support the new docks.

Phase 3 - Replace "N" finger. "N" finger is 350 feet long and has 48 30-foot slips. The endtie is 6 feet' long.

Phase 4 - Replace "L" and "M" fingers. "L" finger is 310 feet long and has 44 30-foot slips. "M" finger is 301 feet long and has 36 40-foot slips. The endtie is 89 feet long.

Phase 5 - Replace "J" and "K" fingers. "J" finger is 27 feet long and has 20 25-foot slips on the west side of the headwalk and 18 30-foot slips on the east side. The endtie is 64 feet long. "K" finger is 322 feet long and has 20 35-foot slips on the west side of the headwalk and 19 40-foot slips on the east side. The endtie is 86 feet long.

Phase 6 - Replace "H" and "I" fingers. "H" finger is 322 feet long and has 40 35-foot slips. The endtie is 80 feet long. "I" finger is 245 feet long and has 36 25-foot slips. The endtie is 59 feet long.

Phase 7 - Replace "F" finger. "F" finger is 220 feet long and has 28 35-foot slips. The endtie is 76 feet long. Four new 35-foot slips would be added to the existing endtie on "F" finger. This would extend the length of "F" finger by approximately 48 feet. Four guide piles and four mooring piles would be installed to support the new docks.

Phase 8 - Replace "E" and "G" fingers. "E" finger is 160 feet long and has 24 25-foot slips. The endtie is 57 feet long. "G" finger is 210 feet long and has 32 25-foot slips. The endtie is 56 feet long.

Phase 9 - Replace "C" and "D" fingers. "C" finger is 130 feet long and has 20 25-foot slips. The endtie is 57 feet long. "D" finger is 220 feet long and has 28 35-foot slips. The endtie is 76 feet long.

Phase 10 - Replace "A" and "B" fingers. "A" finger is 155 feet long and has 20 35-foot slips. The endtie is 77 feet long. "B" finger is 110 feet long and has 16 25-foot slips. The endtie is 56 feet long.

3.1.3 Construction Methods

The proposed construction activities involve demolition and removal of the existing docking system, gangway, and utility conduits. A crane on a floating barge would be used to remove the docking system. The crane barge would be stabilized by driving temporary spuds into the bottom. Anchors could possibly be used as well as tying to existing pilings. The wood, concrete, steel, and utility conduits would be removed from the site and taken to an appropriate facility for recycling (if feasible) or disposal. The majority of the piles will be left in place and be incorporated into the new docking system. Some existing piles may need to be replaced and four new piles would be driven at each of the "F" and "P" finger extensions. The pile driving barge would be stabilized as described for the crane barge.

Once the existing docking system is removed, the new docking system would be installed. Sections of the new docking system will be fabricated off-site and transported to Santa Barbara. The sections would be assembled at the Launch Ramp or City Pier and floated into place at Marina One. Any piles that need to be installed would be driven and/or jettied to ensure accurate placement to line up with the existing docks. Utilities including water, electrical, and phone, would be installed last and provided for each slip.

Vessels currently berthed at the Marina One docks would be relocated within Santa Barbara Harbor during construction of each phase to the maximum extent feasible. There are approximately 35 transient slips in the harbor and most, if not all, would be used for the relocated vessels. Transient berthing during construction would be severely limited.

3.1.4 Construction Schedule

Construction is scheduled to last approximately 60 working days for each phase. However, construction of each Phase depends on available funding. Phases 1 - 3 (and possibly Phase 4) are expected to be funded by a loan from the California Department of Boating and Waterways. Phase 1 is expected to be constructed beginning in September 2008 through January 2009. Phases 2 and 3 would be constructed every second year, or every year, depending on bids. All construction is tentatively scheduled to take place in the late fall/early winter of each year. Phases 4 - 10 would be funded by a combination of loans and Waterfront Capital funds with scheduling to be determined.

3.1.5 Resource Protection

The following will be implemented during construction of the proposed project to minimize the potential for environmental impacts.

Noise: Generally, construction activities would occur between 7 am and 5 pm, Monday through Friday, and work will not occur on Saturdays, Sundays, nor City of Santa Barbara observed holidays. (When a City holiday falls on a Saturday or Sunday, the preceding Friday or following Monday shall be observed as a legal holiday.) If construction must take place outside these hours, permission for after-hours construction work will be obtained from the City of Santa Barbara's Environmental Analyst and Building and Safety Department prior to proceeding.

Pile driving has the potential to cause hearing damage to anyone coming close to the pile driving equipment. It takes approximately 10 minutes to drive each pile, and 2 to 3 piles can be driven in one day. All pile driving will take place over the water in Marina One with limited exposure to slipholders. Waterfront staff and/or construction personnel will inform anyone on the adjacent docks immediately prior to any pile driving. The Waterfront Department will notify all Harbor tenants and slipholders of the construction schedule no less than five (5) days prior to commencing work.

Air Quality: All project activities are subject to applicable laws, regulations, and permitting requirements of the Air Pollution Control District (APCD) and State Air Resources Board. All heavy equipment used at the project site will be well-maintained in accordance with Santa Barbara County APCD Best Management Practices. Contractors will also be required to implement the following measures, where feasible, to help reduce emissions from construction equipment:

1. Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) should be utilized wherever feasible.

2. The engine size of construction equipment should be the minimum practical size.
3. The number of construction equipment operating simultaneously should be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
4. Construction equipment shall be maintained in tune per the manufacturer's specifications.
5. Construction equipment operating onsite should be equipped with two- to four-degree engine timing retard or pre-combustion chamber engines.
6. Catalytic converters should be installed on gasoline-powered equipment, if feasible.
7. Diesel catalytic converters, diesel oxidation catalysts, and diesel particulate filters as certified and/or verified by EPA or California could be installed, if available.
8. Diesel powered equipment should be replaced by electric equipment whenever feasible.
9. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

Access: Docks under construction will be closed to all slipholders. The phased approach to reconstructing the entire Marina One should result in only one finger being closed at a time. As previously mentioned, displaced vessels will be relocated within Santa Barbara Harbor to the maximum extent feasible during construction. There may be some limited access to the City Pier and/or portions of the Launch Ramp during delivery of portions of the docking system. A barricade and sign informing the public that access is temporarily closed will be placed in appropriate locations depending on project location and construction methods. If necessary, an onsite monitor will be required to ensure public safety, and the Harbor Patrol will advise pedestrians who disregard any barricades, closures, or onsite monitors, to leave the area.

Archaeological Resources: There are no known sensitive archaeological resources in Marina One.

Biological Resources: Biological resources and measures to avoid impacts to sensitive resources are discussed in Sections 7 and 8.

Water Quality: Impacts to water quality are considered to be insignificant, consisting of temporary and localized increases in suspended sediments and turbidity. Construction work will, however, be required to follow the applicable best management practices for construction as outlined in public works pamphlet "Procedures for the Control of Runoff into Storm Drains and Watercourses." Effects of temporarily altered water quality on biological resources are described below in Section 7.

3.2 ALTERNATIVES

Five alternatives for upgrading the electrical power supply to the docks are described above. The first four alternatives include replacement of the existing transformer, while Alternative 5 would use an existing transformer near Sea Landing. Alternatives 1, 2, and 4 would have the cable from the transformer to the Marina One gangway on land. Alternatives 3 and 5 would involve laying a submarine cable. For Alternative 3, this cable would be approximately 300 feet long and would be placed parallel to the shore in an area that is not dredged. For Alternative 5, the submarine cable would have to cross the navigation channel to reach Marina One. Because this channel is routinely dredged, the route would have to be approved by the U.S. Army Corps of Engineers and would need to be buried. As noted above, Alternative 3 is the preferred alternative.

No feasible alternatives for replacing the aging docks in Marina One have been identified.

4.0 STUDY METHODOLOGY

The *Biological Resources Analysis* for the Marina One and Marina Four expansion (SAIC 1997) was used for the general marine biological setting. Although that report is 10 years old, biological conditions in the harbor are not likely to have changed substantially in that time because water quality measurements (Waterfront Department unpublished data), primarily during the dry season, in 2001 to present have shown that water quality parameters such as bacteria, pH, temperature, salinity, and dissolved oxygen have generally remained within the range expected for each parameter in the season measured (see Section 5.1 below). No new field surveys were conducted for this report.

Surveys for sensitive species, particularly federally-listed bird species, have been conducted for a number of harbor projects, including dredging and beach grooming. Information from these surveys has been used to update the sensitive species descriptions in the 1997 report.

5.0 ENVIRONMENTAL SETTING

The following is taken from the SAIC 1997 report with updates as noted.

The Santa Barbara Harbor contains three major marine habitat types: hard substrate, soft bottom, and water column and water surface habitats. Each of these supports very different biological communities. The hard substrates present include pilings, floating docks, and concrete or rock structures (e.g., breakwater). Soft bottom and water column habitats are present throughout the harbor. Upland habitats include the breakwater and associated sand spit as well as the above water portions of pilings and docks.

Water depths in the harbor range from 0 feet along the shoreline to approximately 18 feet in the federal navigation channel between the marinas. The latter is routinely dredged to maintain sufficient depth for vessel transit into and out of the harbor. Tidal fluctuations alter the water depth in the harbor at approximately 12-hour intervals, and the maximum change is about 8.5 feet.

5.1 WATER QUALITY

Water quality measurements have been taken in the Harbor, primarily during the dry season (April through September), from July 2001 to present, while wet season sampling began in 2002-2003 (Waterfront Department unpublished data) and is ongoing. The initial samples were analyzed for total and fecal coliform bacteria. *Enterococcus* was added as well as temperature and salinity, and dissolved oxygen was measured beginning in the winter of 2002.

Bacterial concentrations have been high during initial stormwater runoff from land, and these concentrations decreased following runoff events. The high concentrations in the Harbor after storm runoff events come primarily from urban areas in the City of Santa Barbara served by storm drains that empty into the Harbor. Dry season sampling normally indicates low levels of coliform bacteria and *Enterococcus*. Temperatures varied with season, being higher in summer and lower in winter. Lower salinity measurements were observed near the surface just after runoff from storm events. Dissolved oxygen within the Harbor was occasionally below 5 mg/l, and this is likely due to decomposition of plankton or algae carried into the Harbor by currents or waves. The low dissolved oxygen conditions did not persist. For example, a low dissolved oxygen event occurred in late November and early December 2002, with values ranging from 0.5 to 4 mg/l. This was apparently due to early season storms that churned up open ocean seaweed that subsequently became lodged within the Harbor. The decomposition of this organic matter depleted the surrounding waters of oxygen. Large amounts of seaweed were observed in the Harbor during this period. Values for turbidity, salinity, temperature, and pH have been within the expected range for coastal waters when measured.

Storm water sampling as part of the Waterfront Department's NPDES General Permit has detected several metals (aluminum, lead, zinc, and iron). Other parameters measured are total organic carbon, oil & grease, total suspended solids, pH, specific conductance, and MBAS. The results of this monitoring indicate that stormwater from lands immediately adjacent to the Harbor carries low concentrations of pollutants into Harbor waters.

5.2 HARD SUBSTRATES

A variety of invertebrate and algal species colonize hard substrates, often forming very diverse communities of sessile (attached), filter-feeding animals with associated algae and mobile invertebrates (e.g., crabs and snails). These hard substrates are ecologically beneficial in that they provide attachment sites, food, and cover resources that are otherwise in short supply along the local coast. Community composition varies with depth, type of substrate, water currents, and disturbance (both natural and human related). Boulders used for the breakwater and as shoreline stabilization are expected to have barnacles, limpets, snails, crabs, starfish, and possibly small algae in the intertidal and shallow subtidal (Ricketts, Calvin, and Hedgpeth 1958).

Surveys of the dock sides in Marinas 3 and 4 during March and April of 1983 through 1996 by students at Santa Barbara City College (Anderson 1997) indicate that presence of anemone (*Anthopleura* sp.), mussels (*Mytilus* sp.), sponges, calcium tube-building annelid worms, jackfrost bryozoa (*Membranipora* sp.), long-stalked sea squirts (*Styela* sp.), encrusting compound ascidians (*Botryllus* sp.), and an ectoproct (*Watersipora* sp.). Fish such as surfperch and opaleye (*Girella nigricans*) are often associated with hard substrates. The structures and their encrusting communities provide food and cover for the fish and mobile invertebrates such as snails, crabs, starfish, shrimp, isopods, and caprellids.

Field observations in 1997 found approximately 100 percent cover of encrusting animals and algae on the concrete pilings and docks of Marina One (SAIC 1997). The more abundant organisms included a sponge (*Leucetta losangelensis*), strawberry anemone (*Corynactis californica*), solitary and colonial tunicates (*Styela montereyensis*, *Styela plicata*, and *Botryllus* sp.), and the bay mussel (*Mytilus edulis*). The large, predatory Kellet's whelk (*Kelletia kelletii*) occurred in great numbers on the pilings, and numerous egg clusters of this species were observed. Other species on the pilings or submerged rocks included masking crabs (*Loxorhynchus crispatus*) and two species of starfish (*Pisaster ochraceus* and *P. brevispinus*). Riprap boulders in the intertidal zone along the sand spit supported a sparse community of barnacles (*Chthamalus fissus* and *Balanus glandula*) and limpets (*Collisella pelta* and other species) (SAIC 1997).

5.3 SOFT BOTTOM

Soft bottom habitats generally support invertebrate species that burrow in the substrate (infauna) as well as those that live on the surface of the sediments (epifauna). Common infauna includes polychaete worms, mollusks, and crustaceans. Epifauna in shallow waters is usually sparse and composed of mollusks, echinoderms, and crustaceans. Several species of fish also rest on the bottom (e.g., flatfish and gobies).

Occasional mats of red algae (*Gelidium* sp.) were observed on the soft bottom in the area of the Marina One Expansion (SAIC 1997). The tube anemone (*Pachycerianthus fimbriatus*) was the most common large invertebrate in this habitat. The California cone shell (*Conus californicus*) was also common in this area. Other species observed included the warty sea cucumber (*Parastichopus parvimensis*), a dorrid nudibranch (*Dialula sandiegensis*), and the predatory opisthobranch (*Navanax inermis*). Unidentified fish were also present on the bottom.

In shallow waters along the sand spit adjacent to the breakwater, a thick mat of tiny sand-tube worms (polychaete worms) that bind the sediment were present in 1997 (SAIC 1997). The channeled basket shell (*Nassarius fossatus*) occurred on the submerged sand flats and preys on these worms. Within the sediments, common littleneck clams (*Protothaca staminea*) and white sand clams (*Macoma secta*) were common. Swimming isopods (possibly *Excirrolana linguifrons*) were abundant at the water's edge and are important scavengers in this habitat. At least two species of hermit crabs (*Pagurus* spp.) were abundant in rocky and sandy areas along the sand spit, and small (young) crabs (*Cancer* sp.) were present as well. Young California halibut (*Paralichthys californicus*) about 1 inch long and another flatfish (possibly speckled sanddab, *Citharichthys stigmaeus*) about 3 inches in standard length were collected by seine. Staghorn sculpin (*Leptocottus armatus*) ranging from about 1.5 to 4.5 inches in standard length were very

abundant, and cheekspot gobies (*Ilypnus gilberti*) were common. Several large California killifish (*Fundulus parvipinnis*) were also present.

5.4 WATER COLUMN AND WATER SURFACE

Planktonic (floating) organisms and fish inhabit the water column. The planktonic organisms include phytoplankton (e.g., single celled plants such as diatoms and dinoflagellates), zooplankton (small animals such as copepods and invertebrate larvae), and ichthyoplankton (fish eggs and larvae). The species composition and abundance of organisms in planktonic communities varies considerably over time (daily, seasonally, and annually) and space (i.e., patchy distribution) (Chambers Group 1992). Nutrient enrichment from various sources and light levels influence phytoplankton productivity, while zooplankton grazing pressure affects abundance (Winzler and Kelly 1977). Currents, phytoplankton abundance (productivity), and reproduction of animals with planktonic eggs and larvae are some of the factors that influence zooplankton and ichthyoplankton abundance. Larger invertebrates that may be present in the water column include salps and jellyfish. Fish typical of the water column are topsmelt (*Atherinops affinis*), queenfish (*Seriplus politus*), several species of surfperch, and northern anchovy (*Engraulis mordax*) (COE 1993).

A number of marine birds use the water surface within the harbor for resting, and some forage in the water column. Species that are regularly observed within the Santa Barbara harbor include common loon, California brown pelican, double-crested cormorant, mallard, and several species of gulls. Royal, elegant, and Forster's terns are common seasonal visitors to the area, and black skimmers have established themselves as regular winter visitors to the area (Lehman 1994; SAIC unpublished field notes).

Marine mammals are discussed below in Section 5.6.

5.5 UPLAND HABITATS

Upland habitats within the harbor are primarily man-made structures that support little vegetation and few wildlife species other than birds. The birds use the structures for perching and resting (e.g., gulls, cormorants, herons, and brown pelicans). Shorebirds such as western and least sandpipers, sanderling, whimbrel, and long-billed curlew forage and rest along the sandy beach of the sand spit, primarily during the winter. Some shorebirds, including willet, black-bellied plover, and marbled godwit, can be observed throughout the year although they are less numerous during the spring. Ruddy and black turnstones are found on the rocky breakwater during the winter months, while killdeer, Brewer's blackbirds, and several species of swallows forage and/or rest along the upper sandy areas of the sand spit all year.

Birds observed on the sand spit included killdeer, black-bellied plover, Heerman's gull, western gull, ring-billed gull, California gull, elegant tern, black-crowned night heron, green heron, and barn and cliff swallows. Birds using the docks, pilings, buoys, dredging equipment, and boats for perches and roosting included the black-crowned night heron, rock dove, house finch, American crow, great blue heron, double-crested cormorant, and several species of gulls.

5.6 THREATENED, ENDANGERED, AND SPECIAL CONCERN SPECIES

Several species that are state- or federally-listed as threatened or endangered, are species of special concern, or are protected by the Marine Mammal Protection Act use the harbor area at least seasonally. Those that could be present in or near the proposed project area are: western snowy plover, California brown pelican, California least tern, California sea lion, and harbor seal. These species are described in more detail below.

The southern sea otter (*Enhydra lutris nereis*), federally listed as threatened and the gray whale, delisted under the Endangered Species Act, occur in coastal waters in the Santa Barbara area. Although the sea otter has been observed in Santa Barbara Harbor (COE 1998), both species are very infrequent visitors to the harbor.

5.6.1 Western Snowy Plover (*Charadrius alexandrinus nivosus*)

The western snowy plover is a small shorebird that nests in depressions in the sand above the drift zone. This species was formerly found on sandy beaches along the length of California, but its abundance has dramatically declined (Page et al. 1981). Loss of habitat and disturbance of nest sites by humans are the primary reasons for the decline (Garrett and Dunn 1981). Coastal populations of snowy plovers were federally listed as threatened on 5 April 1993, and until recently had not been recorded as nesting in Santa Barbara for several decades (Lehman 1994). This species is a California Species of Special Concern. One pair nested on the harbor sand spit in 2005, but none nested in 2006 (Treiberg personal communication 2007). This species has been a regular winter visitor to the sand spit as well as East and West beaches for over 10 years based on surveys for a number of Harbor projects (COE 1998; Storrer 2004, 2005, 2006a, 2006b, 2007; SAIC 1997, 2002, 2007a, 2007b, 2007c, 2007d). The Santa Barbara harbor sand spit is described by Lehman (1994) as a principal wintering locale for this species. Western snowy plovers forage for small crustaceans and worms along the surf line and adjacent moist sands (Bent 1929).

5.6.2 California Brown Pelican (*Pelecanus occidentalis californicus*)

The California brown pelican is a large fish-eating bird found along the California coastline and on offshore islands. This species is a year-round resident along the California coast. The number of brown pelicans declined throughout their range, beginning in the late 1960s, due to food chain contamination by past use of pesticides (particularly DDT) (Garrett and Dunn 1981; Small 1994). The pelican eggshells became thin, and hatching success declined to nearly zero at some historic rookeries. Brown pelicans were federally listed as endangered in October 1970 and were state listed as endangered in 1971. After the use of DDT was prohibited, brown pelican eggs began hatching successfully, and the populations have subsequently increased.

California brown pelican population levels along the coast of California fluctuate seasonally. The largest population size is in mid-May when there is an influx of post-breeding birds from Mexico, and the numbers remain high until early November (Small 1994). Brown pelicans nest on the Channel Islands (Lehman 1994; Small 1994). The Santa Barbara harbor and offshore waters in the vicinity of the proposed project area provide pelicans important resources such as food and resting, and the harbor is an important post-breeding roost site from late summer until

spring. Brown pelicans appear to be somewhat tolerant of human activity since they often use man-made structures for resting or roosting. This species is regularly observed foraging and roosting within the harbor and on the sand spit. Large numbers were observed resting on the dredging equipment to the east of Marina One (SAIC 1997). Brown pelicans also roost overnight on the sand spit.

5.6.3 California Least Tern (*Sterna antillarum browni*)

California least terns are the smallest members of the tern sub-family (Sterninae). They nest along the coast of California as far north as San Francisco Bay. Locally, this species nests only near the mouths of the Santa Maria and Santa Ynez rivers and several locations on Vandenberg AFB (mouth of San Antonio Creek, Purisima Point) (Lehman 1994). Loss of habitat and nesting colony disturbances by humans, their pets, and their vehicles have contributed to their decline. The California least tern was federally listed as endangered in 1970 and was state listed in 1971. Least terns are expected to use the harbor in low numbers as post-breeding visitors during July and August (Lehman 1994). Lehman reports that the harbor is one of the favored sites for this species along the south coast.

The diet of the least tern consists entirely of small fish such as anchovy, topsmelt, surfperch, killifish, and mosquitofish. Fish are caught by plunging into the water from short dives (Bent 1929). California least terns forage mainly in lagoons and estuaries and less frequently in the open ocean. In the project region, least terns are primarily observed foraging over the ocean and occasionally in the Santa Barbara Harbor.

5.6.4 California Sea Lion (*Zalophus californianus*)

The California sea lion is protected under the Marine Mammal Protection Act and is the most common pinniped in California. The subspecies of California sea lion that is found along the California coast ranges from southern Mexico to southwestern Canada and was estimated to number between 161,000 and 181,355 animals in 1994 (Barlow et al. 1995). Males weigh up to 600 pounds and are up to 8 feet long, and females weigh roughly 200 pounds and are up to 6 feet long. California sea lions are not state- or federally-listed as threatened or endangered.

More than 90 percent of the breeding activity that occurs in California waters takes place on San Miguel and San Nicolas islands (Bonnell et al. 1987; Le Boeuf et al. 1980). This species commonly forages in the waters off the Santa Barbara coastline and is regularly observed resting on buoys and other offshore structures in the vicinity of the harbor. A few young sea lions were observed on the dredging equipment and pipelines inside the harbor in 1997 (SAIC 1997).

5.6.5 Harbor Seal (*Phoca vitulina*)

Harbor seals are protected under the Marine Mammal Protection Act. This species is fairly common throughout its range but is rarely found in large numbers. Approximately 34,500 harbor seals were estimated to inhabit California waters in 1994 (Barlow et al. 1995). This species is extremely wary of people and can detect humans approaching from great distances. Males approach 6 feet in length and weigh approximately 250 pounds, while females are 4 to 5

feet long and weigh roughly 200 pounds. Low numbers of this species (usually less than three to four individuals) are occasionally observed foraging within the Santa Barbara Harbor. Harbor seals feed on a wide variety of fish and crustaceans and rely on more bottom-dwelling fish than other pinnipeds.

6.0 STUDIES FOR COMPLIANCE WITH SPECIAL LAWS

This report will support a Negative Declaration as part of compliance with the California Environmental Quality Act (CEQA) and the Endangered Species Act. Federally-listed species are addressed in Section 5.6.

7.0 PROJECT IMPACTS

7.1 CONSTRUCTION IMPACTS

The proposed project would have temporary effects on water quality and biological resources as a result of construction activities.

7.1.1 Water Quality

For water quality, disturbance of bottom sediments would suspend fine sediments and cause turbidity in the immediate vicinity of the disturbance. These disturbances include pile installation and removal, spud driving and removal, anchor setting and lifting (if used), and propeller wash from vessels used to remove old dock sections and tow in new sections. Piling work and spud driving/removal would disturb sediments in a small area (a few square feet) for a short duration (a few minutes). Pile and spud removal would suspend more sediments than their installation because sediments would be lifted into the water column as they are removed. However, the turbidity plumes generated by these activities would be small due to the small amount of sediments disturbed and would dissipate rapidly (within hours) due to mixing with adjacent water and settling of the suspended sediments. Sediments suspended by propeller wash would be similar to that caused by other vessel traffic in the harbor and would occur along the route of the vessel. For the proposed project, these disturbances would occur at intervals as the vessels move the new dock pieces to and removed pieces from the site during the construction period for each phase. Laying the submarine electrical cable in Alternative 3 would not adversely affect water quality while installation of the cable in Alternative 5 would cause a turbidity plume during cable burial. Water quality objectives for harbor waters would not be exceeded, and impacts would be less than significant.

7.1.2 Biological Resources

Removal of dock sections and piles would result in a temporary disturbance to the water column and a loss of marine organisms attached to these structures below the water surface. Disturbances to the water column from dock removal and replacement would be similar to

those from normal boating activities in the Harbor. Impacts to plankton, fish, and birds would be of short duration and have negligible effects on their populations. Marina One contains nearly half of the docks in the Harbor, but less than 17 percent of the Marina One docks would be removed and replaced in each phase. The largest amount removed would be in Phase 1 with smaller amounts (to as little as 5 percent) removed in each of the other phases. Thus, the amount of hard substrate habitat removed and replaced in each phase would be a small proportion of that in the Harbor. This would not adversely affect biological communities in the Harbor because communities on other docks and pilings not affected by the work in each phase would not be affected.

Mobile species such as fish would be expected to avoid the disturbance area by moving to other areas within the Harbor. Because the disturbance area at any one time would be small, few fish would be displaced, and these individuals could reside at other locations within the Harbor for the short duration (3 to 4 months) of the work in any one phase without causing crowding.

Disturbance of the bottom from pile/spud driving or removal would affect a small amount of benthic habitat used by invertebrates that burrow in the sediments and organisms that live on the surface of the sediments. The area affected would be small (a few square feet) at each location, and the disturbed area would be recolonized after the disturbance. These disturbances would occur at intervals and over small areas during each phase. Where piles are replaced, no bottom habitat would be lost. Benthic communities in the Harbor, thus, would not be substantially disturbed by proposed project activities.

Construction of four new slips each in Phase 2 and Phase 7 would cause similar temporary disturbances to the water column and bottom as those for replacement of docks and piles. Approximately 3 square feet of bottom habitat would be replaced with hard substrate in the water column for each of the eight new piles installed for the finger "P" (in Phase 2) and finger "F" (in Phase 7) expansions.

Installing approximately 350 feet of submarine electrical cable on top of the bottom sediments in Alternative 3 would cause a temporary disturbance of the sediments in a narrow band (less than one foot wide) along the cable route. Recovery from this disturbance would begin immediately. The cable locations in Alternatives 1, 2, and 4 would be on land in already disturbed locations and would have minimal effects on terrestrial biological resources. In Alternative 5, the cable would likely need to be buried which would involve excavation or jetting to place the cable below the dredging depth for the federal channel. This would result in a loss of benthic organisms along the route as well as creation of a turbidity plume. As described above for pile work, the turbidity plume would be of short duration and the disturbed sediments would be recolonized.

Impacts to biological resources would be short term, local, and less than significant.

Accidents that could occur during replacement of docks in Marina One are primarily related to spills of fuels, lubricants, or hydraulic fluid from equipment working in or adjacent to Harbor waters (e.g., breaking of hydraulic lines). The level of impact would depend on the type and amount of material spilled, location, wind and wave conditions, and speed of cleanup. In most

cases, impacts would be local, short term, and not significant. The Harbor has procedures for cleaning up spills of hazardous materials in place, and these would be implemented in the case of an accidental spill.

7.1.3 Sensitive Species

The proposed project would not adversely affect sensitive species. California least terns are not present when project construction activities would take place and, thus, none would be affected. Western snowy plovers wintering on the beach and on the sand spit would not be affected by removal and replacement of the docks due to the distance between the birds and the work, and the low levels of noise that would result from such activities. Jetting in new piles also would not produce noise at levels that could disturb the birds. Pile driving, although it produces high sound levels for a short duration (approximately 10 minutes per pile), would be unlikely to cause a startle response in any wintering western snowy plovers present on the sand spit due to distance from the work and because the snowy plovers generally use the northeastern portion of the sand spit. Four new piles would be installed in phases 2 and 7 for the finger expansions, and an undetermined number of piles would be replaced in each phase. The work in each phase would be completed prior to the nesting season for the snowy plover, and thus, no nesting of any pairs using the sand spit would be affected. California brown pelicans resting in the Harbor are unlikely to be disturbed by noise and construction activities such as pile driving and movement of materials to and from Marina One by boat. The individuals present are adapted to noises and activities in the Harbor and could move to other locations in or outside the Harbor for the duration of the disturbance. Few, if any, individuals would be affected, and the birds are expected to either avoid the disturbance area or adapt to the disturbance. Such disturbances would not adversely affect populations of brown pelicans in the region, and no breeding would be affected since the species does not breed along the coast in this area. Any sea lions or harbor seals in the Harbor would avoid the work area and, thus, would not be injured by the project.

7.2 OPERATIONS IMPACTS

The new docks and piles would replace the same structures removed, and the new structures in the water column would be colonized by invertebrates from planktonic larvae drifting in the water and by movement of mobile species from adjacent undisturbed habitats (e.g., adjacent docks and piles). The planktonic larvae would come from reproduction of organisms in the Harbor as well as from larvae drifting into the harbor from areas along the coast. Colonization of the new substrates would begin immediately and proceed until communities the same as or similar to those removed become established. This process would be complete in less than five years. Because the dock replacement would occur in phases over a period of 10-12 years, only a portion of the habitat would be removed in a given year, and recovery of the first phases would be complete before the later phases begin.

Adding four new slips each in Phase 2 and Phase 7 would increase the total amount of dock and pile structure and shading of the bottom in the Harbor by less than one percent. This would increase the biomass of marine organisms present once the new structures are colonized. Shading would affect a small area of the water column and bottom that would not substantially

alter the biological communities present. Adding eight vessels in the Harbor would increase the input of chemicals from vessel hull paints, leaching of sacrificial anodes, and spills of materials used on vessels as well as input of trash that blows overboard. The amount of materials entering the water from these eight vessels would add a small increment to that from all other vessels present, and this increment would not result in significant impacts to water quality or biological resources. Operation of these eight vessels in Harbor waters would increase the number of vessel transits and disturbance to the water column, but these activities would not cause a measurable change in water quality or biological resources.

Operation of Marine One after dock replacement would not result in any impacts to sensitive species because the operations would be the same as prior to the dock replacement.

8.0 RECOMMENDED MITIGATION MEASURES

In addition to the measures that will be implemented as part of the project (see Section 3), the following measures are recommended to reduce the potential for impacts of accidental spills of hazardous materials during construction.

During operation of equipment on and adjacent to the water, contractors shall:

1. Maintain spill containment and cleanup materials on site.
2. Ensure that all work crews are trained in the use of spill containment and cleanup materials.
3. Provide a plan for spill containment and cleanup that includes methods for disposal of any spilled hazardous materials.

No mitigation measures are necessary for other impacts to water quality and biological resources in the Harbor.

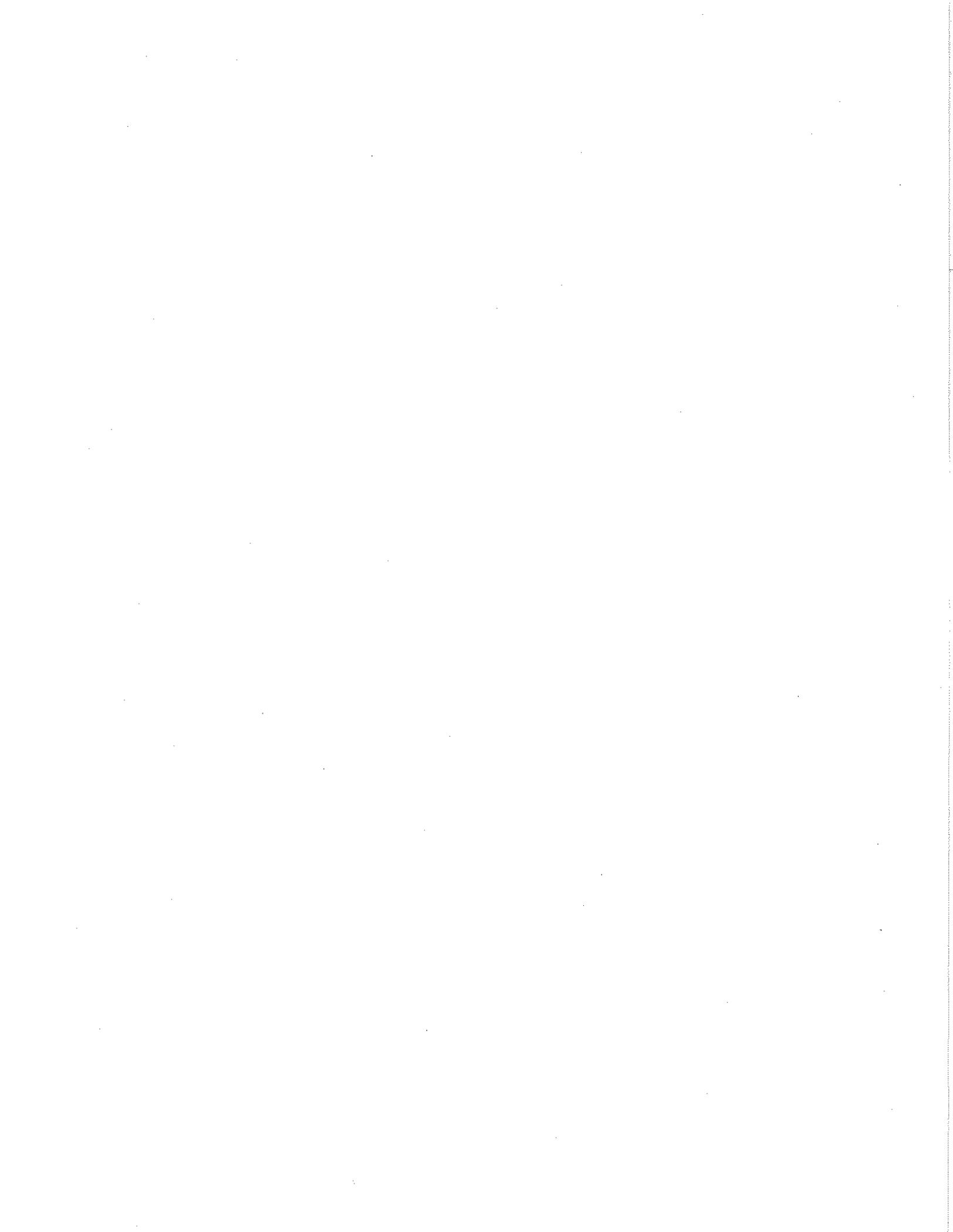
9.0 CUMULATIVE EFFECTS

Past projects in the Harbor have installed the marinas currently present. Dredging of the federal channel also occurs every few years as necessary. Repairs and maintenance of Harbor facilities also occurs as needed. In addition, other future projects, such as the West Beach Improvement Project, could occur nearby but outside Harbor waters. Some of these activities result in disturbances that affect water quality and biological resources while other do not. Replacement of the Marina One docks in phases over a number of years would add disturbances that affect water quality and biological resources. As described above, those impacts would not be substantial and would not contribute considerably to cumulative effects.

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**CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT
MITIGATED NEGATIVE DECLARATION - ENV96-0209
MARINAS ONE AND FOUR EXPANSION PROJECT**

Pursuant to the State of California Public Resources Code and the "Guidelines for Implementation of the California Environmental Quality Act of 1970," as amended to date, this Draft Negative Declaration has been prepared for the following project:

PROJECT LOCATION:

134 Harbor Way (Marina Four) and 307 Shoreline Drive (Marina One)

PROJECT PROPONENT:

Applicant:	Dave Myerson Waterfront Department 113 Harbor Way Santa Barbara, CA 93109	Owner:	City of Santa Barbara c/o Finance Department 735 Anacapa Street Santa Barbara, CA 93101
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PROJECT DESCRIPTION:

The project is a proposal to expand existing marina facilities at the Santa Barbara Harbor. Marina One is proposed to be expanded to accommodate an additional 67 to 69 new slips. Construction will include the installation of 80 concrete piles, 15,900 square feet (sq.ft.) of floating dock, 67 to 69 utility boxes, and installation of new submarine utility lines. The area proposed for expansion of Marina One with 67 to 69 new slips is currently used for boat mooring and has been subject to dredging operations in the past.

In addition, the proposed project includes the expansion of existing Marina Four to accommodate seven new slips. Construction for this portion of the project will include the installation of nine piles, 1,300 sq. ft. of floating dock, and seven utility boxes. The area proposed for expansion of Marina Four with seven new slips is adjacent to an end tie where several boats can be side tied several abreast.

The proposed project will be accessed off of Shoreline Drive via Harbor Way. The project proposes to utilize the existing parking supply in the Harbor area. No new roads or parking facilities are to be constructed in conjunction with the proposed project.

The estimated length of time for construction is six months. Construction of the proposed project would likely involve the use of both land and water heavy equipment. Land equipment may include several trailer trucks delivering the floats, pilings, and related materials, a crane, a forklift, a back hoe, and several pick-up trucks. Water equipment may include a barge, a crane, several work skiffs, and a pile hammer. Other equipment variations are possible and the actual equipment to be used will be determined by the contractor chosen to construct the project.

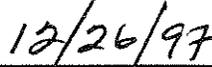
The allocation of new slips will be in accordance with the Harbor Master Plan and prevailing adopted City policy at the time of allocation. Harbor Master Plan Action DEP-2.4 states, "Strive to maintain a minimum of 19% of the slips for commercial fishing by giving priority for newly created slips to commercial fishermen on the current slip waiting list. Persons currently leasing mooring off Marina One shall have first right of refusal to lease one of the new slips in Marina One."

NEGATIVE DECLARATION FINDING:

Based on the attached Initial Study prepared for the proposed project, it has been determined that there is no substantial evidence that the proposed project will have a significant effect on the environment.



Environmental Analyst



Date

[J:\... \ENVREV\ND\MARINAS.FND]

**CITY OF SANTA BARBARA
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION**

INITIAL STUDY/ENVIRONMENTAL CHECKLIST ENV96-0209

PROJECT TITLE: MARINAS ONE AND FOUR EXPANSION PROJECT

This Initial Study has been completed for the project described below because the project is subject to review under the California Environmental Quality Act (CEQA) and was determined not to be exempt from the requirement for the preparation of an environmental document. The information, analysis and conclusions contained in this Initial Study are the basis for deciding whether a Negative Declaration (ND) is to be prepared or if preparation of an Environmental Impact Report (EIR) is required to further analyze impacts. Additionally, if preparation of an EIR is required, the Initial Study is used to focus the EIR on the effects determined to be potentially significant.

PROJECT DESCRIPTION (See Site Plan, Exhibit 1)

The project is a proposal to expand existing marina facilities at the Santa Barbara Harbor. Marina One is proposed to be expanded to accommodate an additional 67 to 69 new slips. Construction will include the installation of 80 concrete piles, 15,900 square feet (sq.ft.) of floating dock, 67 to 69 utility boxes, and installation of new submarine utility lines. The area proposed for expansion of Marina One with 67 to 69 new slips is currently used for boat mooring and has been subject to dredging operations in the past.

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The allocation of new slips will be in accordance with the Harbor Master Plan and prevailing adopted City policy at the time of allocation. Harbor Master Plan Action DEP-2.4 states, "Strive to maintain a minimum of 19% of the slips for commercial fishing by giving priority for newly created slips to commercial fishermen on the current slip waiting list. Persons currently leasing mooring off Marina One shall have first right of refusal to lease one of the new slips in Marina One."

The above project description together with more detailed project description information and required mitigation measures agreed to by the project applicant and included in the following Initial Study Checklist constitute the entire project description.

APPLICANT/PROPERTY OWNER, NAME AND ADDRESS

Applicant: Dave Myerson
Waterfront Department
113 Harbor Way
Santa Barbara, CA 93109

Owner: City of Santa Barbara
c/o Finance Department
735 Anacapa Street
Santa Barbara, CA 93101

PROJECT ADDRESS/LOCATION (See Vicinity Map, Exhibit 2)

134 Harbor Way (Marina Four) and 307 Shoreline Drive (Marina One)

ENVIRONMENTAL SETTING

The Santa Barbara Harbor is the only sheltered harbor on the West Coast between Port San Luis, 100 miles to the north, and Ventura, 27 miles to the southeast. The Harbor is accessed from Shoreline Drive and Harbor Way. The Harbor has 1064 existing boat slips, 12 moorings near Marina One, and various UCSB and commercial operator's boats. The Harbor is considered a "working harbor" with a viable commercial fishing industry. Commercial recreational boat use, including boat rentals and charters, and private recreational boating and sailboarding are among the activities that occur in the Harbor area.

The Santa Barbara Harbor contains three major marine habitat types: hard substrate, soft bottom, and water column and water surface habitats. Upland habitats include the breakwater and associated sand spit as well as the above water portions of pilings and docks.

PROPERTY CHARACTERISTICS

Assessor's Parcel Number:	33-120-18	General Plan Designation:	Harbor/Beach
Zoning:	HC/PR/SD-3 (Harbor Commercial/Park and Recreation/Coastal Overlay Zones)	Parcel Size:	N/A
Existing Land Use:	Marina, boat slips, and boat mooring area	Proposed Land Use:	Marina and boat slips
Slope:	N/A		
Surrounding Land Uses:			
North:	Harbor parking area, Shoreline Dr./Cabrillo Blvd., Rock Groin/launching ramp, and West Beach		
South:	Harbor breakwater and open ocean		
East:	Rock breakwater, Stearns Wharf, and open ocean		
West:	Harbor commercial area, Harbor Way, and Santa Barbara City College		

PLANS AND POLICY DISCUSSION

A modified version of the proposed project was analyzed as a part of the Harbor Master Plan. The Harbor Master Plan needs assessment determined that the City's Harbor should be expanded by adding as many new boat slips as possible to meet demand. Preliminary studies, indicated that 59 new boat slips could be added to the marina area; hence the Harbor Master Plan and its accompanying environmental document analyzed, at a plan level, the effects of 59 new boat slips. However, the Waterfront Department, the project applicant, has submitted a Feasibility Study which demonstrates that a total of 74 to 76 new slips can be constructed at the Harbor.

The review of the Harbor Master Plan included a complete plans and policy analysis to determine consistency of the various action recommendations of the Plan with applicable plans and policies. The analysis considered the Coastal Act, Local Coastal Plan, the General Plan and its Conservation, Open Space, Scenic Highways, and Circulation Elements, Measure E, and Harbor Lease policies. The Harbor Master Plan was found to be consistent with these plans and policies. Because the expansion of boat slips at the Harbor was included in the Harbor Master Plan, for environmental review purposes, the proposed project appears to also be potentially consistent with the Coastal Act, Local Coastal Plan, the General Plan and its Conservation, Open Space, Scenic Highways, and Circulation Elements, Measure E, and Harbor Lease policies.

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

A Mitigation Monitoring and Reporting Program has been prepared for the subject project in compliance with Public Resources Code §21081.6. The MMRP is attached herewith as Exhibit 3.

ENVIRONMENTAL CHECKLIST

The following checklist contains questions concerning potential changes to the environment that may result if this project is implemented. If no impact would occur, **NO** should be checked. If the project might result in an impact, check **YES** indicating the potential level of significance as follows:

Known Significant: Known significant environmental impacts. Further review needed to determine if there are feasible mitigation measures and/or alternatives to reduce the impact.

Potentially Significant: Unknown, potentially significant impacts which need further review to determine significance level.

Significant, avoidable: Potentially significant impacts which can be mitigated to less than significant levels.

Less Than Significant: Impacts which are not considered significant.

Beneficial: Impacts which are considered to have positive effects.

1. AESTHETICS.	NO	YES
Could the project:		Level of Significance
a) Affect a public scenic vista or designated scenic highway or highway/roadway eligible for designation as a scenic highway?		Less than significant
b) Have a demonstrable negative aesthetic effect in that it is inconsistent with Architectural Board of Review or Historic Landmarks Guidelines or guidelines/criteria adopted as part of the Local Coastal Program?		Less than significant
c) Create light or glare?		Less than significant

Discussion:

1.a. The proposed project involves the construction of 74 to 76 new boat slips and appurtenant structures. Cabrillo Boulevard is described as a "potential Scenic Highway" in the City's General Plan, Scenic Highways Element. The Scenic Highways Element describes Cabrillo Boulevard, including assets and problem areas, and land use controls and planning, design, and maintenance standards. These controls and standards do not address this type of project. However, as the project is subject to design review approval by the Architectural Board of Review, an aesthetically pleasing design which does not degrade the visual qualities of Cabrillo Boulevard is assured. Therefore, aesthetic impacts to Cabrillo Boulevard, a roadway eligible for designation as a scenic highway, are anticipated to be less than significant.

The entire Harbor area is a highly scenic area offering numerous public scenic vistas. The area proposed for expansion of Marina One is currently open water that is used for boat mooring. The area proposed for expansion of Marina Four is at the end of existing Marina Four and will only result in a minor addition to the Marina Four facility. The addition of boat slips to these areas is not expected to significantly affect any public scenic vistas.

1.b. The proposed project will be constructed to match existing marina colors and materials. The proposed project was reviewed by the Architectural Board of Review at its July 14, 1997, meeting and received positive comments. Therefore, the proposed project is anticipated to have a less than significant negative aesthetic impact in that it has been found preliminarily consistent with the ABR guidelines.

- 1.c. Existing lighting at Marina One consists of fixtures on dock boxes. Existing lighting for Marina Four consists of 150-Watt Mercury Vapor fixtures mounted on 10-foot tall poles painted brown. Proposed lighting for both the Marinas One and Four expansion areas is to be similar to that currently existing on Marina Four. It is anticipated that the new light fixtures will be spaced approximately 40 feet on center along the main walkway and 30 feet on center on the finger walkways. These light fixtures will be shielded to reduce light spillage and glare. Final lighting design is required to be approved by the Architectural Board of Review. Although there will be a slight increase in ambient light as a result of the proposed project, impacts from light and glare are anticipated to be less than significant.

2. AIR QUALITY.		NO	YES
Could the project:			Level of Significance
a)	Violate any air quality standard or contribute to an existing or projected air quality violation?		Less than significant
b)	Expose sensitive receptors to pollutants?	✓	
c)	Create objectionable odors?		Less than significant
Is the project consistent with the Final 1994 Clean Air Plan? Yes			

Discussion:

- 2.a. The federal Clean Air Act Amendments of 1970 established National Ambient Air Quality Standards (NAAQS) for six "criteria pollutants." These include ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, particulate matter, and lead. The California Clean Air Act of 1977 created stricter California Ambient Air Quality Standards (CAAQS) for the state. Additionally, the California Air Resources Board has designated areas of the state that are in attainment or non-attainment of the CAAQS. An area is in non-attainment for a pollutant if the applicable CAAQS for that pollutant has been exceeded more than once in three years.

For environmental review purposes, the City of Santa Barbara utilizes CAAQS as these standards are more stringent. Presently, the County of Santa Barbara is in non-attainment with CAAQS for ozone (O₃) and particulate matter (PM₁₀). A significant adverse impact may occur when a project either individually or cumulatively interferes with progress towards the attainment standard. Therefore, any substantial contribution of O₃ and/or PM₁₀ that may result from a project is potentially significant.

Short-Term (Construction) Impacts: An Air Quality Evaluation for the proposed project was prepared by Science Applications International Corporation (SAIC) (Exhibit 4) which analyzed short-term construction related air quality impacts. The Evaluation concluded that air quality impacts from construction of the project would mainly occur from combustive emissions due to heavy equipment usage which can contribute to the County's O₃ non-attainment standard. The largest sources of construction emissions would be diesel-powered delivery trucks, vessels, and barge equipment. However, these sources would generally produce insignificant impacts. There is no short-term air quality threshold of significance due to construction activities because it is recognized by the City of Santa Barbara that these emissions are temporary and do not represent a significant percentage of overall emissions in the local air basin.

An insignificant amount of fugitive dust (PM₁₀) would occur during installation of utilities on the mainland, since this activity would require the excavation of small amounts of soil. The majority of construction activities would occur within the Harbor waters and would not produce any fugitive dust emissions.

Long-Term (Operational) Impacts (project specific): An Air Quality Evaluation for the proposed project was prepared by Science Applications International Corporation (SAIC) (Exhibit 4) which analyzed long-term operational air quality impacts. The evaluation concluded that operational air quality impacts associated with

the project would mainly occur from combusive emissions produced by (1) vessel engines and (2) motor vehicle trips generated by users that access the project site. Table 1 presents a summary of project vessel emissions and motor vehicle emissions that would occur from a peak day of operation compared with the applicable thresholds of significance. Table 1 demonstrates that the project should have a less than significant impact relative to long-term operational air quality impacts associated with increases in ROC, NO_x¹, and PM₁₀.

The project was also analyzed for CO and toxic air pollutants (substances listed under Title III of the 1990 Clean Air Act and California Assembly Bill 2588) impacts. The Air Quality Evaluation determined that project traffic would not increase traffic congestion to the point where an ambient CO standard would be exceeded. Relative to toxic air pollutants, the Evaluation concluded that during a peak day, gasoline- and diesel-powered vessels within the Harbor would emit about 2.0 pounds of toxic air pollutants. Since vessel sources would generally be mobile and intermittent and their emissions would be spread along a one-half mile channel from Marinas One and Four to the Harbor entrance, toxic air pollutants would not impact any one location to the extent that they would exceed any Air Pollution Control District health risk public notification threshold and therefore, would be insignificant.

TABLE 1

	ROC (lbs/day)	NO_x (lbs/day)	PM₁₀ (lbs/day)
VESSEL ENGINES	6.0	20.0	4.6
MOTOR VEHICLE TRIPS	0.6	0.6	0.1
TOTAL PROJECT EMISSIONS	6.6	20.6	4.7
THRESHOLD OF SIGNIFICANCE	TOTAL 240 lbs/day FOR VEHICLES 25 lbs/day	TOTAL 240 lbs/day FOR VEHICLES 25 lbs/day	TOTAL 80 lbs/day

Cumulative Impacts: The cumulative traffic analysis for the Harbor Master Plan determined that traffic from the Plan in future years would operate within acceptable levels in the vicinity of the Harbor. The addition of 77 ADT (conservative estimate) associated with the project, or 11.9% increase of traffic to the cumulative scenario analyzed for the Harbor Master Plan, is expected to increase emissions from vessel and traffic sources at the Harbor by approximately these respective amounts. Incremental project impacts from these sources are expected to be small enough that they would not contribute significantly to reasonable foreseeable future emissions in the project area. Project traffic would not increase traffic congestion to the point where an ambient CO standard would be exceeded. As a result, cumulative air quality impacts relative to ROC, NO_x, PM₁₀, and CO, are anticipated to be less than significant.

- 2.b. Sensitive receptors are defined as children, elderly, or ill people which can be more adversely affected by air quality problems. Types of land uses typically associated with sensitive receptors include schools, parks,

¹O₃ is formed in the atmosphere through a series of photochemical reactions involving reactive organic carbons (ROC) and oxides of nitrogen (NO_x), together referred to as ozone precursors, and sunlight occurring over a period of several hours. ROC and NO_x are the emissions used to determine whether a project will result in the creation of O₃.

playgrounds, child care centers, retirement homes, convalescent homes, hospitals, and clinics. Stationary sources are of concern to sensitive receptors.

The proposed project site is located within and adjacent to areas frequented by individuals which may be defined as sensitive receptors. As stated above under 2.a., the proposed project will generate insignificant amounts of toxic air pollutants and PM₁₀. The insignificant amounts of these pollutants are anticipated to result in an insignificant exposure of sensitive receptors to pollutants.

- 2.c. Vessels at berth could emit odorous emissions from sources such as cooking, combustion, or evaporation of fuels, sewer systems, or solvents and surface coatings. However, the proposed project's Air Quality Evaluation determined that these emissions would generally be intermittent and in small enough amounts that they would not cause a nuisance² to enough of the public to be considered significant. The nuisance complaint log maintained by the Air Pollution Control District has no record of odor complaints from the public for the Harbor area.

3. BIOLOGICAL RESOURCES.	NO	YES
Could the project result in impacts to:		Level of Significance
a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?		Significant, avoidable
b) Locally designated historic, Landmark or specimen trees?	✓	
c) Natural communities (e.g. oak woodland, coastal habitat, etc.).		Less than significant
d) Wetland habitat (e.g. marsh, riparian, and vernal pool)?		Less than significant
e) Wildlife dispersal or migration corridors?	✓	

Discussion:

- 3.a. A Biological Resources Analysis for the proposed project was prepared by Science Applications International Corporation (SAIC) (Exhibit 5). The Analysis found that several state and/or federally listed (threatened or endangered) species, and species of special concern use the Harbor at least seasonally. The western snowy plover (threatened - federal) uses the sandspit during winter for foraging and resting. The California brown pelican (endangered - federal and state) is present all year, using the Harbor for roosting and foraging. A few California least terns (endangered - federal and state) are post-breeding visitors to the Harbor. The California sea lion, which is protected under the Marine Mammal Protection Act, commonly forages in the waters off the Santa Barbara coastline and is regularly observed resting on buoys and other offshore structures in the vicinity of the Harbor. Harbor seals, which are also protected under the Marine Mammal Protection Act, are occasionally observed foraging within the Santa Barbara Harbor in low numbers (usually less than three to four individuals). The southern sea otter which is federally listed as threatened and the gray whale which was previously federally listed as endangered, occur in coastal waters in the Santa Barbara area, but are not known to frequent the harbor or coastal waters within close proximity the project area.

Short-Term (Construction) Impacts:

Construction of the new marina facilities could cause temporary disturbances to organisms living in and on the bottom, in the water column, and in the upland habitats. The Biological Resources Analysis concluded

²APCD considers air emissions to be a nuisance if it receives five or more complaints from different individuals/households in a 24 hour period or 10 such complaints in a 10 day period.

that heavier construction activities would occur during the winter when snowy plovers could be present on the sandspit. Most construction activities would not affect the plovers since the birds are generally found on the ocean side of the breakwater. However, pile driving, which typically results in vibration and loud noise levels, does have the potential to be a negative adverse impact to the plovers. Since pile driving will be intermittent and of short duration, impacts on the plovers are predicted to be local, short-term, and less than significant.

Brown pelicans use the Harbor throughout the year and are acclimated to periodic disturbances related to dredging and other activities. Construction of the new marina facilities would cause short-term disturbances to the pelicans, particularly pile driving. The Biological Resources Analysis concluded that these disturbances would be less than significant.

The California least tern could be affected by construction activities which occur during the months of July and August (their post-breeding period of potential Harbor use). The Biological Resources Analysis concluded that if construction activities are completed prior to July, no effects to the least terns would occur. **In the event that construction activities need to occur during July and August significant impacts could occur to least terns.** A mitigation measure has been incorporated to limit construction activities during July and August to those which do not require pile driving, towing, or the general use of heavy equipment which cause excessive noise, odors, or vibrations.

The Biological Resources Analysis concluded that other species of special concern (California Sea Lion and Harbor Seal) are likely to avoid the area when construction activities are occurring and no impacts to these species will occur.

The Biological Resources Analysis determined that accidents that could occur during marina expansion and affect sensitive species would primarily be related to spills of fuels, lubricants, or hydraulic fluid from equipment working in Harbor waters. The Harbor has procedures for cleaning up spills of hazardous materials in place (see Hazards, Discussion Item a-c), and these would be implemented in the case of an accidental spill. Therefore, impacts to sensitive species from accidents during construction are anticipated to be less than significant.

Long-Term (Operational) Impacts: The Biological Resources Analysis determined that operation of the new marina facilities is expected to have no adverse impacts on the California brown pelican, western snowy plover, California least tern, California sea lion, and harbor seal. Although the new facilities will reduce the amount of open water in the Harbor available for foraging by seals, sea lions, western snowy plovers, pelicans, and least terns, this reduction would be small and would affect few if any individuals of these species. Other foraging areas are present in the immediate area.

Cumulative Impacts: Other projects considered in the cumulative project analysis are all on-shore, with the exception of dredging in the Marina One area. The Biological Resources Analysis determined that impacts from the proposed Marinas One and Four Expansion project together with any dredging activity in the Marina One, would be short term, and the proposed project would add a minimal amount of turbidity to the total caused by dredging. Cumulative impacts to threatened and endangered species and species of special concern, and their habitats are anticipated to be less than significant.

- 3.b. No locally designated historic, Landmark or specimen trees exist in the project area.
- 3.c&d. A Biological Resources Analysis for the proposed project was prepared by Science Applications International Corporation (SAIC) (Exhibit 5). The Analysis determined that three major marine habitats exist at the Santa Barbara Harbor: hard substrate (pilings, floating docks, and concrete or rock structures [breakwater]); soft bottom (sand and silt); and, water column and water surface. Upland habitats are also present and include the breakwater and associated sand spit plus above water portion of pilings and docks. The Analysis contains a listing of observed species in each of the habitats.

Short-Term (Construction) Impacts: The Biological Resources Analysis determined that construction of the proposed project would cause temporary disturbances to organisms living in and on the bottom, in the water column, and in the upland habitats. Some mobile species would avoid the disturbance by leaving the area of disturbance. Such disturbances, however, are not expected to have significant impacts on the populations of marine environment.

Pile driving, or pre-drilling or jetting if driving is not possible, would also disturb bottom sediments causing turbidity in the vicinity of the activity. The suspended sediments would settle back to the bottom within a few days or less depending on wave and tidal current conditions at the time. Algae and benthic invertebrates present at the pile locations would likely be lost. The disturbed area, except for the footprint of the pile, would be available for recolonization once installation was complete. This disturbance is anticipated to cause a less than significant impact to benthic communities in the Harbor.

Utility installation impacts would differ depending on the route taken. If the utilities are attached to the underside of the Marina One main walkway, the existing encrusting community and associated organisms would sustain impacts from the scraping from the walkway or be crushed during installation of the lines. The cleared areas and outer surface of the utility lines would be available for recolonization with complete recovery expected within two years. The other three utility route options involve installing lines on the bottom of the Harbor using a barge or dredge to bury and weight the line. Benthic habitat would be temporarily disturbed, however, recovery would begin immediately following construction and could take two years to complete. This impact is anticipated to be less than significant.

The Biological Resources Analysis also determined that accidents that could occur during marina expansion and affect marina habitats would primarily be related to spills of fuels, lubricants, or hydraulic fluid from equipment working in Harbor waters. The Harbor has procedures for cleaning up spills of hazardous materials in place (see Hazards Discussion Item a-c), and these would be implemented in the case of an accidental spill. Therefore, impacts to marina habitats from accidents during construction are anticipated to be less than significant.

Long-Term (Operational) Impacts: The Biological Resources Analysis determined that the amount of soft bottom permanently lost due to the installation of piles would be 95 to 131 square feet depending on the size of pile installed. This loss would have negligible effects on soft bottom habitats. However, the new docks and piles would provide additional hard substrate (approximately 24,000 sq.ft.) increasing the biomass and productivity of marine life in the Harbor. Horizontal dock surface and the vessels using the slips, however, would shade the bottom likely decreasing the amount of algae on the bottom, causing a decrease in primary productivity. Overall, however, a net increase in productivity is expected.

The docks and vessels would also reduce the amount of water surface available for bird use. Bird use in the area of the expansion project is not extensive or of critical importance to populations of any species found in the Harbor, and abundant foraging or resting areas are present in other areas of the Harbor. Thus, impacts to bird species habitat are anticipated to be less than significant.

Increasing the number of vessels in the Harbor by approximately seven percent could reduce water quality through leaching of chemical in paints used on the bottoms of the vessels, leaching of sacrificial anodes, small spills of fuel or solvents used on the boats, and wastes (trash and sewage) discharged into the Harbor. A Water Quality Evaluation prepared for the proposed project by Science Applications International Corporation (Exhibit 6) determined that water quality impacts from the proposed project are anticipated to be minimal. Therefore, impacts to marine organisms and their habitats are also predicted to be less than significant as a result of changes in water quality.

Operation of more vessels in the Harbor would increase the amount (primarily frequency) of disturbance to the water column as the vessels move into an out of the Harbor. This would increase mixing of the water column and help to maintain sediments in suspension. The increase in activity is not expected to measurably change turbidity or water clarity, and consequently, would have no adverse impact on plankton productivity.

Cumulative Impacts: Other projects considered in the cumulative project analysis are all on-shore, with the exception of dredging in the Marina One area which has the potential to cause turbidity in the Harbor. The Biological Resources Analysis determined that impacts from the proposed Marinas One and Four Expansion project together with any dredging activity in the Marina One, would be short term, and the proposed project would add a minimal amount of turbidity to the total caused by dredging. Cumulative impacts to the marine habitat are anticipated to be less than significant.

- 3.e. The proposed project is located within an existing marina. While wildlife exist within and utilize the area, the marina is not a dispersal or migration corridor.

Mitigation Measure:

BIO-1 Construction of marina facilities during the months of July and August shall be limited to those activities which do not require pile driving, towing, or the general use of heavy equipment which cause excessive noise, odors, or vibrations.

Residual Impact:

With the implementation of Mitigation Measure BIO-1, potentially significant impacts to least terns from the construction of the proposed project will be reduced to a less than significant level.

4. CULTURAL RESOURCES.	NO	YES
Could the project:		Level of Significance
a) Disturb archaeological resources?		Potentially significant, avoidable
b) Affect a historic structure or site designated or eligible for designation as a National, State or City landmark?	✓	
c) Have the potential to cause a physical change which would affect ethnic cultural values or restrict religious uses in the project area?	✓	

Discussion:

- 4.a. A Phase I Archaeological Evaluation for the Harbor Master Plan improvements was completed as a part of the Harbor Master Plan review process. The Phase I Archaeological Evaluation took a programmatic approach to archaeological issues in the Harbor area by identifying areas of sensitivity which would require varying levels of further analysis when subsequent projects were proposed.

The proposed project for the most part is not located within an area known to be sensitive for archaeological resources. The exceptions are for the areas where potential utility route and hook-up areas have been identified near the foot of the rock groin and in the vicinity of the entrance to the gangway for Marina Four. These two areas are classified as "moderate sensitivity areas" for archaeological resources associated with the American Period (1870-1900) and the Early Twentieth Century Period (1900-1920). If these areas are not chosen as utility routes and hook-up areas and therefore no ground disturbance would occur, then no impacts to archaeological resources are anticipated to occur. **However, if either of the areas are chosen as utility routes and hook-up areas, then a potential significant impact could occur and mitigation measures will need to be implemented to ensure that impacts to archeological resources are less than significant.**

- 4.b. A Historic Structures Evaluation for the Harbor Master Plan improvements was completed as a part of the Harbor Master Plan review process. The Historic Structures Evaluation took a programmatic approach to historic resource issues in the Harbor area by identifying buildings and structures of sensitivity which would require varying levels of further analysis when subsequent projects were proposed.

The Historic Structures Evaluation analyzed the existing buildings and structures in the Harbor area to determine potential historical significance. The Evaluation concluded that the addition of slips to the marina would appear to have no potential for adverse impacts to historic resources.

- 4.c. As there are no known ethnic cultural resources of value or religious uses, the proposed project is anticipated to have no impact to such resources or uses.

Mitigation Measures:

CR-1 If utility routes and hook-up areas are chosen which cause ground disturbance in the vicinity of the foot of the rock groin or at the entrance to the gangway to Marina Four (as shown on Site Plan, Exhibit 1), then the following shall be completed:

1. The Owner shall complete the following prior to the issuance of building permits:

Contract with a City-approved archaeologist for monitoring during all ground disturbing activities associated with the project, including, but not limited to, grading, excavation, trenching, vegetation or paving removal and ground clearance in the areas identified in the Phase I Archaeological Resources Evaluation prepared for the Harbor Master Plan Improvements by Dames and Moore, dated September 1991. The contract shall establish a schedule for monitoring and a report to the City Environmental Analyst on the findings of the monitoring. The contract shall be subject to the review and approval of the Environmental Analyst.

2. The following information shall be specified on the construction plans submitted for building permits:

- Schedule for the City-approved archaeologist/s presence during grading and/or construction activities which disturb the area described above.

- The archaeologist's monitoring shall include the following provisions. If cultural resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified. The archaeologist shall assess the nature, extent and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, including but not limited to redirection of grading and/or excavation activities. If the findings are potentially significant, a Phase 3 recovery program shall be prepared and accepted by the Environmental Analyst and the Historic Landmarks Commission. That portion of the Phase 3 program which requires work on-site shall be completed prior to continuing construction in the affected area. If prehistoric or other Native American remains are encountered, a Native American representative shall be contacted and shall remain present during all further subsurface disturbance in the area of the find.

3. Prior to issuance of the Certificate of Occupancy (Final Inspection), the owner of the Real Property shall complete the following:

A final report on the results of the archaeological monitoring shall be submitted to the Environmental Analyst within 180 days of completion of the monitoring and prior to the issuance of the Certificate of Occupancy (Final Inspection), whichever is earlier.

CR-2 If utility routes and hook-up area are chosen which do not cause ground disturbance to occur in archaeological sensitivity areas identified in the Phase I Archaeological Resources Evaluation prepared for the Harbor Master Plan Improvements by Dames and Moore, dated September 1991, then the following shall be implemented:

1. The following information shall be specified on the construction plans submitted for building permits:

- If any archaeological artifacts, exotic rock (non-native) or unusual amounts of shell or bone are uncovered during any on-site grading, trenching or construction activities, all work must stop immediately in the area and a City-approved archaeologist retained to evaluate the deposit. The City

of Santa Barbara Environmental Analyst must also be contacted for review of the archaeological find(s).

If the discovery consists of potentially human remains, the Santa Barbara County Coroner and the California Native American Heritage Commission must also be contacted. Work in the area may only proceed after authorization is granted by the Environmental Analyst.

Residual Impact: With implementation of CR-1, potentially significant impacts associated with archaeological resources are anticipated to be reduced to a less than significant level or with implementation of CR-2, less than significant impacts associated with archaeological resources would be further reduced.

5. GEOPHYSICAL.	NO	YES
Could the project result in or expose people to:		Level of Significance
a) Seismicity: fault rupture?		Less than significant
b) Seismicity: ground shaking or liquefaction?		Less than significant
c) Seismicity: seiche or tsunami?		Less than significant
d) Landslides or mudslides?	✓	
e) Subsidence of the land?		Less than significant
f) Expansive soils?		Less than significant
g) Excessive grading or permanent changes in the topography?	✓	

Discussion:

5.a,b,&d-f. A Preliminary Geotechnical Report was prepared by Fugro West, Inc., (Exhibit 7) to evaluate subsurface conditions in the proposed project area and provide preliminary recommendations for pile design. The Preliminary Geotechnical Report describes the geologic setting of the marina area as being located on an alluviated coastal plain within the Transverse Ranges geomorphic province. The Mesa fault is located trending northwest through the City of Santa Barbara and is offshore in the vicinity of West Beach. The subsurface geologic units interpreted to underlie the Harbor area are in descending sequence the following strata: recent shallow marine sand deposited from littoral currents; older alluvium, and; tertiary and quaternary sedimentary rocks.

The Preliminary Geotechnical Report goes on to calculate axial pile capacities, preliminary allowable axial compression capacities, and allowable uplift capacities for both 16" and 14" concrete piles. The Report also analyzed lateral pile capacity, group capacity, and expected soil resistance to driving for the two pile sizes.

If the proposed project is designed to the preliminary specifications stated in the Preliminary Geotechnical Report, impacts associated with fault rupture, ground shaking or liquefaction, and soil conditions are anticipated to be less than significant.

5.c. The MEA indicates that the project site is an area of tsunami run up. The City's Seismic Safety/Safety Element indicates that tsunamis are very low frequency events in the Santa Barbara area. Two tsunamis have occurred in the past 185 years and only one of those, in 1812, had the potential to cause significant damage. A seiche is a wave or series of waves set up in an enclosed body of water by wind, earthquake, or landslide. The City's General Plan Seismic Safety/Safety Element states that the Harbor is susceptible to the damaging effects of seiche. The primary effect of a large seiche is the inundation and possible damage or destruction of structures and facilities in or very near the Harbor.

Present construction codes minimize the possibility of tsunami and seismic damage to the maximum degree possible. The approach the City has taken in planning for such events is to protect lives rather than property. The City's Natural Disaster Plan and Disaster Contingency Plan contain warning and evacuation procedures for potential tsunamis and seiches. Periodic simulations are conducted by the City and other agencies involved in responding to such disasters. Due to the infrequency of such events and the City's approach to minimizing damage to structures through enforcement of construction codes and then concentrating on the safety of citizens, no significant impacts are expected to occur as a result of tsunamis or a seiche.

- 5.g. The proposed project will not involve excessive grading or permanent changes in topography. The only grading associated with the project will be for the burial of utility lines.

6. HAZARDS.		NO	YES
Could the project involve:			Level of Significance
a)	A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?		Less than significant
b)	The creation of any health hazard or potential health hazards?		Less than significant
c)	Exposure of people to existing sources of potential health hazards?		Less than significant
d)	Increased fire hazard in areas with flammable brush, grass, or trees?	✓	

Discussion:

- 6.a-c. A Water Quality Evaluation was prepared for the project by Science Applications International Corporation (SAIC) (Exhibit 6). The Water Quality Evaluation summarizes impacts to water quality within Santa Barbara Harbor associated with the proposed project. The Evaluation was based on reviews of existing water and sediment quality data, and analyses of plans and specification for the proposed project.

Existing information indicates that the water and sediment quality within the Harbor is generally clean with little indication of bacterial or chemical contamination. Bacterial counts are typically low with the exception of elevated counts that accompany rainfall events, which wash debris and contamination from streets into creeks and culverts and eventually into the Harbor, and also occur periodically in water near the public boat ramp. Sediments within the Harbor are generally free of chemical contamination, indicating that present input sources are negligible.

Short-term (construction) impacts: Impacts to water quality associated with construction of the proposed project should be short-term and limited to localized resuspension of bottom sediments and possibly accidental or inadvertent discharges of debris to the water. Sediment resuspension would cause short-term and localized decreases in water clarity (increases in turbidity). Changes in other water quality parameters, such as dissolved oxygen concentrations, related to resuspended sediments would be negligible. Water quality conditions altered by construction activities would be expected to return to pre-construction levels within a short period of time (i.e. days) following individual disturbances (e.g. pile driving and submarine cable laying) due to dispersion and settling of the resuspended sediments. Discharges of construction debris may cause aesthetic impacts, but these would not significantly impact water quality.

Accidental spills of fuels, lubricants, or hydraulic fluid from equipments working in the Harbor could adversely affect water quality. The level of impact would depend on the type and amount of material spilled,

location, wind and wave conditions, and speed of clean-up. Impacts of most spills would be local, short-term, and not significant. The Harbor has a Coast Guard approved spill response plan that would be implemented for such accidents. In addition, a recommended mitigation measure has been included which required that construction equipment be maintained and checked regularly and that spill containment and clean-up equipment be present at the work site.

Short-term construction related impacts associated with accidental release of hazardous substances and the creation or exposure of people to existing health hazards are anticipated to be less than significant.

Long-term (operational) impacts: Sources of contaminants may include: (1) discharges of sewage and/or gray (wash) water from boats; (2) accidental spills of petroleum products or solvents; and (3) releases of metal or organotin contaminants from anti-fouling paints used on boat hulls and sacrificial anodes. These potential impacts are not unique to the proposed project; instead, they likely occur at a low level with present marina operations, and the proposed project would add incrementally to this low level. Further, the proposed project will not alter circulation within the Harbor which might otherwise reduce the natural flushing rate which currently is good.

Discharges of sewage and/or gray water, which is prohibited by SBMC Chapter 17.16, could result in localized increases in coliform bacteria abundances and nutrient concentrations. Although impacts to water quality from individual discharge events are expected to be transient and localized, repeated discharges could result in chronic bacterial problems that would affect recreational resources within the Harbor. Boats are required to have holding tanks, and to empty tanks at pump-out facilities within the marina. Best Management practices recommend adequate pump-out facilities for boats. The Harbor presently maintains one sewage pump-out facility for vessels at the commercial fueling station at the eastern end of the Navy Pier. The facility has one Keco, Inc. brand "Pump-a-Head" model 200 unit. This unit is specified to provide 20 gallons per minute discharge capacity suction lift up to 20 feet, and discharge head up to 30 feet. The Waterfront Department states that the facility is used about 12 times per week and maintains that this pump-out facility will be adequate for the existing and expanded marina needs. Impacts associated with discharges of sewage and/or gray water are anticipated to be less than significant.

Based on current restroom design guidelines for marinas, (California Department of Boating and Waterways, 1990), one lavatory and one toilet per sex are recommended for every 75 berths. The exact number and locations of these facilities, however, should be based on site-specific needs. The Harbor presently has 1,064 slips and four restroom facilities. The proposed project does not specifically include the installation of new restroom facilities. However, Waterfront Department staff has indicated if the public, Harbor Commission and Planning Commission believe an additional restroom should be provided, it will be included in the project. For the Marina Four expansion area, adequate restroom facilities are located nearby adjacent to the Harbor parking lot. The existing Marina One is equipped with a restroom facility which does not meet the California Department of Boating and Waterways (1990) design guidelines in terms of number of toilets, number of lavatories, or distance from the furthest slip to the restroom.

The Marina One Expansion Feasibility Study (Moffatt & Nichol, 1996) determined that based on the California Department of Boating and Waterways (1990) design guidelines, additional restroom facilities are recommended for Marina One expansion area. In addition, the Water Quality Evaluation (Exhibit 6), concluded that an additional restroom facility in Marina One expansion area is recommended to reduce potentials for wastewater discharge to the Harbor. A recommended mitigation measure to install a new restroom facility at Marina One has been incorporated into this Initial Study to further reduce less than significant impacts associated with discharges of sewage and/or gray water.

Discharges of fuels or petroleum products to the Harbor are also prohibited (SBMC Chapter 17.16). Oil refuse stations are presently available within the Harbor at the Marina Two and Marina Four restrooms. Although the oil refuse stations are assumed adequate to address needs created by the proposed slips, a recommended mitigation measure has been incorporated which requires that the Waterfront Department explore the feasibility of providing a new oil refuse station in the vicinity of Marina One to further reduce less than significant impacts associated with discharge of fuel or petroleum products.

Commercial and recreation... boats berthed in the marina typically use an anti-fouling paint on the wetted surfaces to reduce the growth of fouling organisms (e.g. barnacles). Anti-fouling paints typically contain a biocide, such as copper or organotin, which leaches slowly from the paint or is released to the water when the boat hull is cleaned in place. Leaching of metal or organotins from boat hull anti-fouling paints reduces water quality by increasing contaminant concentrations which may increase levels that are toxic to marine organisms. The proposed project represents an approximately seven percent increase of copper input into the Harbor over existing input conditions. Effects on water quality are considered negligible (less than significant) because the input would be spread throughout the year, much of the copper would undergo chemical reactions and precipitate to the bottom, and natural flushing of the Harbor would dilute and disperse the copper.

Existing information on sediment quality within the Harbor indicate consistently low contaminant levels that are not expected to be deleterious to marine organisms. Because the magnitude of contaminant inputs associated with the proposed project are predicted to be negligible, significant long-term changes in sediment quality are not expected. This assumes that any accidental spills or releases of petroleum products are relatively small and quickly contained and cleaned up.

A Wave Penetration and Harbor Agitation in Santa Barbara Harbor Summary Report was completed for the proposed project by Moffatt & Nichol in May 1996 (Exhibit 8). The Summary Report concluded that the Marina One expansion area can experience relatively active wave conditions with waves up to about four feet for the 100-year condition. However, the proposed project site's wave climate is comparable to a number of other locations in the marina.

The wave climate in the new expansion area is comparable to the existing conditions in Marina One. The wave heights are in excess of normal criteria and there have been problems in the marina due in large part to the active wave climate. The existing Marina One has an established performance record under these wave conditions. It is apparent upon observation of the existing Marina One dock system that it is designed to withstand no greater than a 25-year wave event, if not less. The Water Penetration and Harbor Agitation Summary Report states that an appropriate design for the Marina One expansion area should be for 25-year wind loading and 25-year wave event. Feasible new construction techniques will be incorporated into the proposed project. With this design criteria, impacts associated with exposing people or property to water related hazards are anticipated to be less than significant.

Cummulative impacts: Dredging in the Marina One area, and other periodic maintenance dredging in the entrance to the marina, has potentials for short-term resuspension of sediments with accompanying decreases in water clarity. These impacts are similar to those expected during the construction phase of the proposed project. Since these effects will be short-term and localized, significant cumulative water quality impacts are anticipated to be less than significant.

Recently the Waterfront Department has proposed and completed Harbor Way utility improvements including installation of one new storm drain. Many other existing storm drains empty into the Harbor, bringing water from adjacent parking lots and portions of the city. Storm water runoff can represent a substantial source of coliform bacteria and automobile-derived chemical contaminants. Unless the runoff is contained or treated to remove oils and/or particles, storm drains can result in periodic contaminant releases to the Harbor with the potential for short-term alterations in water quality. Increased coliform bacteria counts commonly are associated with rainfall events. However, elevated bacteria abundances typically persist for periods of one to several days following the storm event. The new storm drain adds a small increment to the existing storm water discharge to the Harbor. Together with the proposed project, cumulative water quality impacts associated with coliform bacteria and chemical contaminants are anticipated to be less than significant.

Other construction projects anticipated occur adjacent to the marina (Breakwater Restaurant, Harbor Parking Lot, Naval Reserve Building, and Waterfront Department Offices) are not anticipated to have a significant impact on Harbor water quality because runoff containing contaminants from construction would be minimal and best managements practices for controlling runoff of pollutants from construction sites would be employed.

6.d. The proposed project is not located in a high fire hazard area.

Recommended Mitigation Measures:

- HAZ-1 All construction related debris should be disposed of properly. Any construction related debris deposited in the Harbor should be promptly removed.
- HAZ-2 A new restroom facility consistent with the restroom design guidelines for marinas (California Department of Boating and Waterways, 1990) should be installed and maintained at the Marina One expansion project area.
- HAZ-3 If feasible, the Waterfront Department should install and maintain a new waste oil recycling facility in the vicinity of Marina One. Prior to submittal for a building permit, the Waterfront Department should provide the Environmental Analyst with evidence that such a waste oil recycling facility is either infeasible or include provisions for the installation of a waste oil recycling facility on the building plans submitted for review and approval.
- HAZ-4 The Waterfront Department should continue its public education and awareness of pollution prevention associated with marina activities. Prior to issuance of a building permit, the Waterfront Department should provide the Environmental Analyst with a long-range public education plan which includes annual reminders to boat owners/operators and the installation of a sign program within the marina area to notify users of the following minimum pollution prevention measures: waste oil recycling facilities locations; prohibition against discharges into the Harbor waters; the preferred use of non-biocidal hull paints, and; the hazardous material disposal program at UCSB.
- HAZ-5 The construction contract should contain a provision that all construction equipment should be maintained and maintenance verified prior to the commencement of construction and regularly (daily) checked by the contractor for leakage of materials toxic to marine life. In addition, the construction contract should contain a provision that spill containment and cleanup materials should be present at all times at the work site.

Residual Impact: With implementation of Recommended Mitigation Measures HAZ 1-5, less than significant impacts associated with hazardous materials would be further reduced.

7. NOISE. Could the project result in:	NO	YES
		Level of Significance
a) Increases in existing noise levels?		Less than significant
b) Exposure of people to severe noise levels?		Less than significant

Discussion:

7.a-b. Noise guidelines are established in the City's Noise Element and in Chapter 9.16 of the Santa Barbara Municipal Code. The Noise Element states that the maximum acceptable exterior Day-Night Noise Level (L_{dn}) for water recreation areas is 70 dB(A) and 60 dB(A) to 70 dB(A) for residential uses and transient lodging, respectively. It is important to note that these guidelines are intended for long-term, permanent land uses, and do not necessarily include short-term construction activities.

The L_{dn} averages the varying sound levels occurring over the 24-hour day and gives a 10 decibel penalty to noises occurring between the hours of 10:00 p.m. and 7:00 a.m. to take into account the greater annoyance of

intrusive noise levels during nighttime hours. Since L_{dn} is a 24-hour average noise level, an area could have sporadic loud noise levels above the maximum acceptable levels which average out over the 24-hour period.

Short-Term (Construction) Impacts: The use of heavy equipment at the site for project construction may produce high ambient noise levels. Noise levels produced by heavy construction equipment and pile driving equipment vary substantially depending on the type of equipment and its operation and maintenance. Construction equipment can generate noise levels between 80 to 85 dB(A) at a distance of 50 feet and shorter impulsive noises from some construction equipment could be even higher, up to and over 100 dB(A).

The noise guidelines established in the Noise Element are intended for permanent land uses, not temporary construction generated noise. Noise during construction is generally intermittent and sporadic. Noise generated during project construction activities could result in a short-term adverse construction impact to receptors in the area (Harbor visitors, marina users, etc.). However, this short-term adverse construction impact is considered less than significant and therefore, requires no mitigation.

Long-Term (Operational) Impacts: The City's MEA estimates that the noise level in the project area is less than 60 dB(A) L_{dn} . This noise level is within the maximum acceptable exterior noise levels specified for water recreation uses and residential/lodging uses (to account for live-aboards and visitors). The proposed project represents an approximately six to seven percent increase in slips over existing conditions. Noise emanating from the proposed project is anticipated to be similar to that generated by existing slip holders. Therefore, no significant long-term noise impacts are anticipated to occur as a result of the proposed project.

8. POPULATION AND HOUSING.		NO	YES
Could the project:		Level of Significance	
a)	Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?	✓	
b)	Displace existing housing, especially affordable housing?	✓	

Discussion:

8.a-b. The proposed project is located in a developed urban area and would not require extension of any major infrastructure. No housing would be displaced by the project.

9. PUBLIC SERVICES.		NO	YES
Could the project have an effect upon, or result in a need for new or altered services in any of the following areas:			Level of Significance
a)	Fire protection?	✓	
b)	Police protection?	✓	
c)	Schools?	✓	
d)	Maintenance of public facilities, including roads?	✓	
e)	Other governmental services?	✓	
f)	Electrical power or natural gas?		Less than significant
g)	Water treatment or distribution facilities?	✓	
h)	Sewer or septic tanks?		Less than significant
i)	Water distribution/demand?		Less than significant
j)	Solid waste disposal?		Less than significant

Discussion:

- 9.a,b,d,e&g. The project site is located in an existing developed urban area where fire protection, police protection, governmental services, adequate water treatment and distribution facilities, and maintenance of public facilities are currently available. No impacts to these services are anticipated as a result of the proposed project.
- 9.c. At this time the proposed project does not have the potential to generate new elementary and secondary students. Live-aboards³ are currently restricted to 100 live-aboard permits in the Harbor. A municipal code change would need to be implemented to allow additional live-aboards to occur at the Harbor. However, at this time it is too speculative to forecast how many additional live-aboards may reside at the Harbor in the future and how many children may be attributable to future live-aboard permits. Therefore, at this time, no impacts to schools are anticipated to occur as a result of the proposed project.
- 9.f. The Marina One Expansion Feasibility Study prepared by Moffatt & Nichol (1996) for the proposed project analyzed the need for gas and electrical power to serve the expanded Marina One area. The Study concluded that the existing Marina One electrical distribution system is not adequately sized to handle the additional load from the marina expansion or a new restroom facility. An existing gas service line extends along the Marina One walkway as far as the existing restroom. However, expansion of gas service to Marina One is not desirable due to safety hazards and cost.

Since the existing utilities within Marina One cannot accommodate the needs of the expansion area and new utilities cannot be accommodated within the existing marina main walkway, the most likely method of utility connection from a land source would be with submarine utility lines. Four possible routes for expansion of electrical were explored in the Feasibility Study. Final design of the electrical service will be determined during final design; however, no significant impacts are associated with any of the four routes (with the exception of potential archaeological resource impacts discussed under Cultural Resources, Discussion Item 4.a.).

³To "live-aboard" is defined as "to use or occupy a vessel for habitation, sleeping, cooking or eating on any four (4) nights during a seven (7) day period. The term does not include the vacation use of a vessel, as defined in Section 17.18.090" (SBMC §17.04.045).

Electrical service to the Marina Four expansion area can be accommodated by extending the existing Marina Four electrical distribution system. No gas service will be provided to the Marina Four expansion area. No significant impacts are anticipated from this minor utility extension.

- 9.h. Discharges of sewage and wastewaters from boats to the Harbor is prohibited (SBMC Chapter 17.16). Boats are required to have holding tanks and to empty tanks at pump-out facilities within the marina. The Harbor presently has a pump-out facility on the Navy Pier that is considered adequate for the present number of boats plus the additional boats associated with the proposed project.

The proposed project does not include the installation of new restroom facilities. For the Marina Four expansion area, adequate restroom facilities are located nearby adjacent to the Harbor parking lot. The existing Marina One is equipped with a restroom facility which does not meet the California Department of Boating and Waterways (1990) design guidelines in terms of number of toilets, number of lavatories, or distance from the furthest slip to the restroom.

The Marina One Expansion Feasibility Study (Moffatt & Nichol, 1996) determined that based on the California Department of Boating and Waterways (1990) design guidelines, additional restroom facilities are recommended for Marina One expansion area. In addition, the Water Quality Evaluation (Exhibit 6), concluded that an additional restroom facility in Marina One expansion area is recommended to reduce potentials for wastewater discharge to the Harbor.

If a new restroom facility is constructed at Marina One expansion area, a new 4-inch force main from the facility to an existing city sewer line will be required. A discharge pump with a discharge head adequate for the sewer force main size and length would also be required. Since the new utilities for Marina One expansion area cannot be accommodated within the existing marina main walkway, the most likely method of utility connection from a land source would be with submarine utility lines. Final design for sewer service will be determined during final design; however, no significant impacts are anticipated to occur. A recommended mitigation measure to require that installation of a new restroom facility at the Marina One expansion area is included as Mitigation Measure HAZ-2.

The Harbor Master Plan concluded that according to the Waterfront Department and Public Works Department staffs the wastewater lines are generally adequate to handle the wastewater generated within the waterfront area. The Harbor Master Plan further concluded that of all the Harbor Master Plan recommendations, the new restaurant in the Naval Reserve Building was the only one that could significantly increase sewer flows. Therefore, impacts to the City sewer system from the proposed project are anticipated to be less than significant.

- 9.i. In 1994, the City Council approved the Long Term Water Supply Program (LTWSP). The LTWSP outlines a strategy to meet the 17,900 acre/feet per year (AFY) demand projected through the year 2009 with an additional 10 percent safety margin (total of 19,780 AFY). For the 1996 calendar year, the actual demand was 12,448 AFY. The Harbor Master Plan estimated that for the addition of 59 new slips, water demand would increase by 0.50 AFY. Extrapolating from that estimation, the water demand for 74 to 76 new slips is estimated to be 0.64 AFY. The addition of 0.64 AFY needed for the proposed project would represent an incremental increase to the present demand and a less than significant impact on the dependable water supply would occur.
- 9.j. Currently, the Waterfront Department maintains 32-gallon trash receptacles on the marina's main walkways and individual fingers. Approximately half of the existing trash receptacles have aluminum mesh recycling bins attached to them. The Waterfront Department will install and maintain similar trash receptacles in the expansion areas.

Most of the waste generated in the City is transported on a daily basis to Tajiguas Landfill, about 30 miles west of the City. There are many environmental impacts associated with the operation and development of landfills. The County of Santa Barbara, which operates the landfill, has developed thresholds related to the impacts of development on remaining landfill capacity. The County's threshold for project specific impacts to

the solid waste system is 150 tons per year. If a project generates over 100 tons per year, then the project would be considered to cause an adverse, but less than significant, cumulative impact. The methodology and factors in the County's Environmental Thresholds and Guidelines Manual do not address the proposed project. However extrapolating from the existing solid waste generation rate for the existing marina facilities it appears that the project could produce approximately 18 additional tons of solid waste per year. This would represent a less than significant project specific impact and cumulative impact relative to solid waste.

10. RECREATION.	NO	YES
		Level of Significance
Could the project:		
a) Increase the demand for neighborhood or regional parks or other recreational facilities?		Beneficial
b) Affect existing parks or other public recreational facilities?		Beneficial

Discussion:

10.a&b. The Harbor Master Plan includes a "needs assessment" section which analyzed the needs of the Harbor area. The Harbor Master Plan states that coastal recreation is the primary use in the study area including recreational boating, commercial fishing, sport fishing and other charters. The number of applicants on the slip waiting list is indicative of the shortage of slips in the Harbor for ocean dependent uses such as commercial fishing and recreational and commercial boating. The Harbor Master Plan also concluded that the addition of as many slips as possible within the existing Harbor was a high priority goal. Therefore, the proposed project will have a beneficial impact on recreational facilities.

11. TRANSPORTATION/CIRCULATION.	NO	YES
		Level of Significance
Could the project result in:		
a) Increased vehicle trips?		Less than significant
b) Hazards to safety from design features (e.g. sharp curves, inadequate sight distance or dangerous intersections)?	✓	
c) Inadequate emergency access or access to nearby uses?	✓	
d) Insufficient parking capacity on-site or off-site?		Less than significant
e) Hazards or barriers for pedestrians or bicyclists?		Significant, avoidable

Discussion:

11.a. The addition of 59 slips to the Harbor was analyzed for potential traffic impacts in the traffic and parking study performed by Associated Transportation Engineers, dated June 19, 1995, for the Harbor Master Plan projects. The Harbor Master Plan projects were found to result in a cumulative traffic impact at the intersection of Castillo and Montecito Streets. The recommended mitigation was to improve capacity of the intersection. The City had planned and funded the improvements for the intersection at the time the study was performed. The intersection improvements have been completed.

The City's threshold of significance for intersection operation is volume to capacity ratio 0.77 or LOS C. If an intersection is operating at a volume to capacity ratio above 0.77, the intersection is considered impacted. If a project adds traffic to an impacted intersection, then the project has a significant cumulative traffic impact. Transportation staff analyzed the intersection and determined that the current level of service (LOS) for p.m. peak hours is a 0.56 volume to capacity ratio, or LOS A. Even with the additional slips proposed

by the current project (74 lanes versus 59 analyzed in the Harbor Master Plan), the Transportation staff has determined that the intersection will operate below the threshold of significance. Therefore, the proposed project is not anticipated to have a project specific or cumulative traffic impact.

- 11.b. The new marina facilities have been designed in accordance with the existing California Department of Boating and Waterways (1990) design guidelines for slip width, pier width, and fairway channel width. Therefore, no safety impacts from design features are anticipated with implementation of the proposed project.
- 11.c. Short-Term (Construction) Impacts: During construction, public access could be negligibly affected. Vessels in slips near the construction areas may be temporarily relocated to other slips by the Harbor Master, as needed. Such relocation is common for maintenance and construction activities unrelated to the proposed project. Existing administrative mechanisms allow such relocation in an efficient manner. Further, there may be temporary vehicular restrictions near the launch ramp to accommodate delivery and assembly of the dock system. These short-term construction related access impacts are anticipated to be less than significant.

Long-Term (Operational) Impacts: The Harbor currently includes a 300 foot wide Federal Channel for navigation purposes which extends from the Navy Pier through the marina area and eventually out into open water. Fingers H, K, M, and O of Marina One currently encroach into the Federal Channel approximately 100 feet and have not posed any problem to navigation. The proposed design of the expansion of Marina One also includes encroachment into the Federal Channel approximately 100 feet. The Waterfront Department has requested de-authorization of the portion of the Federal Channel the proposed project will encroach into to the U.S. Army Corps of Engineers. The Los Angeles District, Corps of Engineers has stated that it has no technical basis for opposing the request (Department of Army memo, July 10, 1997).

The expansion of Marina One will move the path of navigation around the east end of the marina for Marina One users. Adequate width has been allowed for the free navigation of all vessels berthed in the south side of the marina. Boaters will notice little difference from the existing fairway other than traveling closer to the breakwater to the east.

No operational impacts associated with access are anticipated as a result of implementation of the proposed project.

- 11.d. Relative to overall parking resources and constraints at the Harbor, the following summation is provided. Exhibit 9 is a map of Harbor area parking resources which indicates the location of the six parking lots which provide parking for the Harbor area. The total number of parking spaces available is 2043. However, not all 2,043 spaces are available for public use at all times of the year due to a parking agreement with Santa Barbara City College. The Harbor Master Plan parking analysis also determined that parking demand within the study area varies considerably by season, day-of-week, and time-of-day. The parking analysis concluded that there is an ample reserve of parking remaining, below the significance threshold of 85% capacity, even after serving all of the projects proposed in the Harbor Master Plan (remaining parking reserve varies between 97 spaces and 767 depending on the season, day-of-week, and time-of-day). It is important to note that the analysis excluded: the Pershing Park Parking Lot (193 spaces), the recently approved parking lot reconfiguration project which will provide an additional 47 parking spaces, the potential 75 parking spaces identified in the Harbor Master Plan, and the 525 new parking spaces at the City College lots. In other words, it is a "worst case" scenario and there appears to be a sufficient number of parking spaces available for the proposed project at the Harbor. Therefore, the proposed project is anticipated to have a less than significant impact on parking capacity.

While it appears that an ample supply of parking exists, the Harbor Master Plan acknowledged that the location of the parking spaces may not be in the most convenient location to Harbor activities. In particular there have been concerns raised relative to the length of distance from the main Harbor parking facilities (adjacent to Shoreline Drive) and Marina One. However, there are various options for short-term convenience parking to serve Marina One. Currently, 90 minute parking and over 100' of yellow offloading zone are available on Harbor Way, the closest roadway to the Marina One entrance. This area is used by

Marina One boaters to help them transport groceries and other supplies to their vessel. After loading, they park their cars in the harbor parking lot. From long term observation by the Waterfront Department, this adequately addresses the needs of the Marina One boaters. The Waterfront Department has stated that no spaces are allocated for any group of marina users, other than handicapped parking stalls. This has worked well for many years in the past and should work in the future. It should be realized that most recreational boats are not used more than a few times a month.

- 11.e. As stated above under 11.c. Short-Term (Construction) Impacts, there may be some negligible disruptions to marina and Harbor users during construction of the proposed project. Long-term impacts associated with barriers are limited to those associated with disabled marina users. Access on the new main walkway and the header floats are proposed to meet American Disabilities Act (ADA) requirements. However, the individual finger floats of the interior slips will not be wide enough to meet ADA requirements. The end tie floats, which can accommodate a much wider range of boat sizes than the interior slips, can readily be made wide enough to ADA requirements. The Marina One gangway does not meet ADA requirements. The Building and Safety Division has stated that accessibility is a State Regulation under Title 24 and Federal ADA law and the project will be required to be designed to meet these requirements. The Waterfront Department has several options. One option would be to upgrade the existing Marina One walkway to meet the applicable accessibility requirements. The other option would be to propose to upgrade another portion of the marina (e.g. Marinas Two or Three) to supply accessibility to meet ADA requirements. This option would require the Waterfront Department to propose an alternative accessibility plan to Disabled Advisory Committee on Access (DACA) and have it approve such a plan. With the project designed to meet state and federal ADA requirements, barriers for disabled Harbor users are anticipated to be less than significant.

12. WATER ENVIRONMENT.		NO	YES
Could the project result in:			Level of Significance
a)	Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	✓	
b)	Exposure of people or property to water related hazards such as flooding?		Less than significant
c)	Discharge into surface waters?		Less than significant
d)	Change in the quantity, quality, direction or rate of flow of ground waters?	✓	
e)	Increased storm water drainage?	✓	

Discussion:

- 12.a,d,&e. Since the proposed project will occur in the marine environment, no impacts to absorption rates, drainage patterns, surface run-off, changes to groundwater, or increases in storm water are expected to occur.

- 12.b. A Wave Penetration and Harbor Agitation in Santa Barbara Harbor Summary Report was completed for the proposed project by Moffatt & Nichol in May 1996 (Exhibit 7). The Summary Report concluded that the Marina One expansion area can experience relatively active wave conditions with waves up to about four feet for the 100-year condition. However, the proposed project site's wave climate is comparable to a number of other locations in the marina.

The wave climate in the new expansion area is comparable to the existing conditions in Marina One. The wave heights are in excess of normal criteria and there have been problems in the marina due in large part to the active wave climate. The existing Marina One has an established performance record under these wave conditions. It is apparent upon observation of the existing Marina One dock system that it is designed to

withstand no greater than a 25-year wave event, if not less. The Water Penetration and Harbor Agitation Summary Report states that an appropriate design for the Marina One expansion area should be for 25-year wind loading and 25-year wave event. With this design criteria, impacts associated with exposing people or property to water related hazards are anticipated to be less than significant.

12.c. Please see Hazards, Discussion Item 5.a.-c.

MANDATORY FINDINGS OF SIGNIFICANCE.		YES	NO
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓
b)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		✓
c)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		✓
d)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓

INITIAL STUDY CONCLUSION

On the basis of this initial evaluation it has been determined that:

Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in the initial study have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

Case Planner/Initial Study Preparer: Debra Andolaro/BettieHennan (BH)

Environmental Analyst: Debra Andolaro/BH

Date: 12/26/97

Exhibits

1. Site Plan
2. Vicinity Map
3. MMRP
4. Air Quality Evaluation (SAIC, 1997)
5. Biological Resources Analysis (SAIC, 1997)
6. Water Quality Evaluation (SAIC, 1997)
7. Preliminary Geotechnical Report (Fugro West, Inc., 1996)
8. Wave Penetration and Harbor Agitation in S.B. Harbor Summary Report (Moffatt & Nichol, 1996)
9. Harbor Area Parking Resource Map

LIST OF SOURCES USED IN PREPARATION OF THIS INITIAL STUDY

The following sources used in the preparation of this Initial Study are located at the Community Development Department, Planning Division, 630 Garden Street, Santa Barbara and are available for review upon request.

California Environmental Quality Act (CEQA) & CEQA Guidelines

General Plan Circulation Element

General Plan Conservation Element

1995 Housing Element

General Plan Land Use Element

General Plan Noise Element w/appendices

General Plan Map

General Plan Seismic Safety/Safety Element

Geology Assessment for the City of Santa Barbara

Institute of Traffic Engineers Parking Generation Manual

Institute of Traffic Engineers Trip Generation Manual

Local Coastal Plan (Main & Airport)

Master Environmental Assessment

Parking Design Standards

Santa Barbara Municipal Code & City Charter

Special District Map

Uniform Building Code as adopted by City

Zoning Ordinance & Zoning Map

Harbor Master Plan

Harbor Master Plan Initial Study (SB-09-91) and Addendum to ND: Harbor Master Plan (SB-09-91)

Marina One Expansion Feasibility Study (Moffatt & Nichol, 1996)

Phase I Archaeological Evaluation of the HMP Improvements (Dames and Moore, 1991)

Historic Structures Evaluation (Preservation Planning, 1991)

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**SANTA BARBARA HARBOR
MARINA ONE AND MARINA FOUR EXPANSION
SITE MAP**

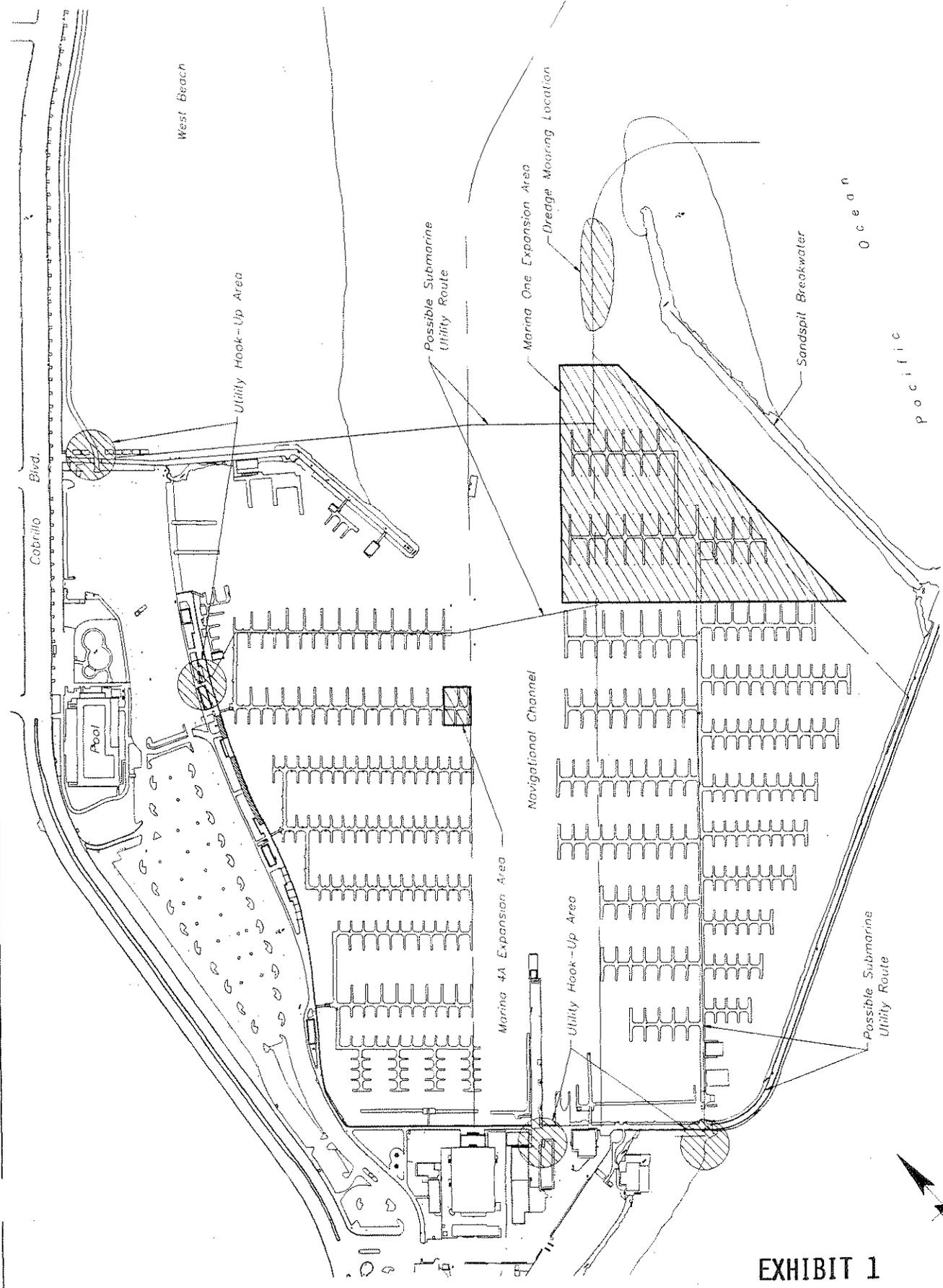
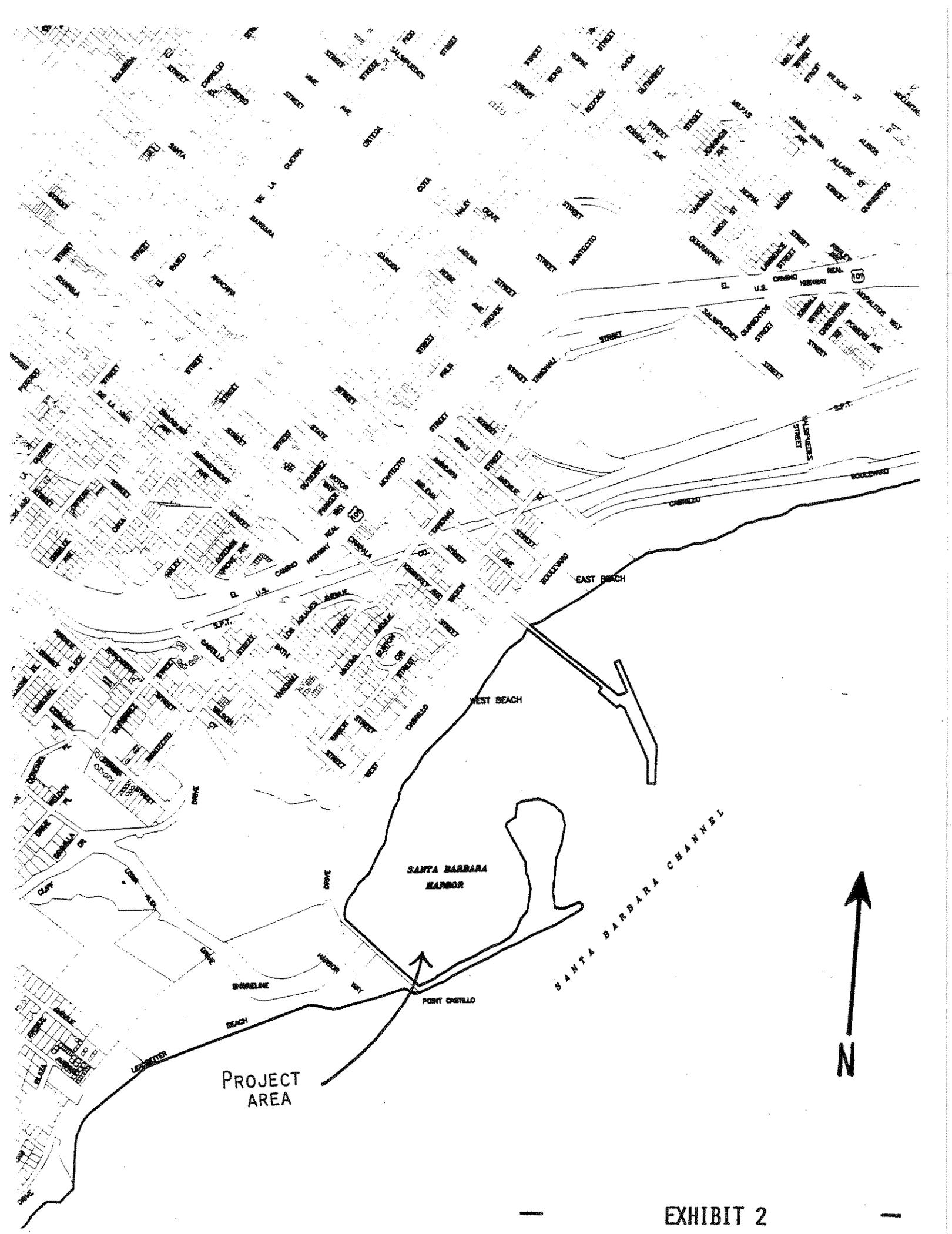


EXHIBIT 1



PROJECT
AREA

Marina 1 Replacement Project (MST2007-00356/CDP2007-00011)

MITIGATION MONITORING AND REPORTING PROGRAM

PURPOSE

The purpose of the Marina 1 Replacement Project Mitigation Monitoring and Reporting Program (MMRP) is to ensure compliance with all mitigation measures identified in the Addendum to the Final Mitigated Negative Declaration to mitigate or avoid potentially significant adverse environmental impacts resulting from the proposed project. The implementation of this MMRP shall be accomplished by City staff and the Waterfront Department, consultants and representatives. The MMRP program shall apply to all of the actions occurring under the Coastal Development Permit for the Marina 1 Replacement Project.

I. RESPONSIBILITIES AND DUTIES

A qualified representative from the Waterfront Department, approved by the City Planning Division and paid for by the Waterfront Department shall be designated as the Project Environmental Coordinator (PEC) for each department. The PEC shall be responsible for assuring full compliance with the provisions of this mitigation monitoring and reporting program to the City for actions undertaken under the Marina 1 Replacement Project. 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 this program.

It is the responsibility of the Waterfront Department to comply with all mitigation measures listed in the attached MMRP matrix table. Any problems or concerns between monitors and construction personnel shall be addressed by the PEC and the responsible department. Staff and/or contractors hired to do work under the Marina 1 Replacement Project shall provide a schedule of activities for review and approval of the PEC. The staff or contractor shall inform the PEC of any major revisions to the construction schedule at least 48 hours in advance. The respective PEC, staff, and contractor shall meet on a weekly basis in order to assess compliance and review future activities anticipated under the construction of the Marina 1 Replacement Project.

A PRE-IMPLEMENTATION BRIEFING

The PEC shall prepare a pre-implementation briefing report. The report shall include a list of all mitigation measures. This report shall be provided to all personnel performing work under this permit.

The pre-implementation briefing shall be conducted by the PEC. The briefing shall be attended by the PEC, supervisors of staff working on the project, necessary consultants, Planning Division Case Planner, and all contractors and subcontractors associated with the project. Additional pre-construction briefings shall be conducted when changes in the PEC, staff working on the project, and a change in contractor occurs.

This MMRP shall be presented to those in attendance at the meeting. The briefing presentation shall include project background, the purpose of the MMRP, duties and responsibilities of each participant, communication procedures,

monitoring procedures, filling out of the mitigation monitoring matrix and summary reports, and duties and responsibilities of the PEC, staff, contractors, and project consultants.

It shall be emphasized at this briefing that the PEC and project consultants have the authority to stop construction and redirect construction equipment in order to comply with all mitigation measures.

II. IMPLEMENTATION PROCEDURES

A. REPORTING PROCEDURES

The PEC for the Waterfront shall utilize the MMRP Matrix Table, attached to the Addendum to the Mitigated Negative Declaration, as the basis for daily monitoring of activities approved as a part of the project. Each time the PEC visits the site the MMRP Matrix Table shall be used to document the date and activities of the monitoring that occurs. As long as no compliance with mitigation measure issues is identified on the completed matrix table, the MMRP forms completed for each sit visit shall be kept on file at the Waterfront Department. If the PEC identifies non-compliance or other problems with mitigation measure issues, the completed forms shall be forwarded to the Planning Division. In addition, monthly summary reports and annual summary reports on the mitigation monitoring program shall be submitted to the Planning Division by the PEC.

A. MMRP MATRIX

The following MMRP Matrix Table provides each mitigation measure, identifies the responsible party, and allows the monitor to indicate the date monitoring occurred, whether the mitigation measure has been implemented, and comments on activities, if necessary.

The MMRP Matrix Table is intended to be used by all parties involved in monitoring the project mitigation measures, as well as project contractors and others working in the field. The Matrix Table shall be used as a compliance checklist to aid in compliance verification and monitoring requirements for all activities conducted under the Marina 1 Replacement Project, whenever activities authorized under this permit are conducted. A copy of the MMRP matrix table shall be kept in the project file at the Waterfront Department as verification that compliance with all mitigation measures has occurred.

**MARINA 1 REPLACEMENT (MST2007-00356/CDP2007-00011)
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX TABLE**

MITIGATION MEASURE	PARTY RESPONSIBLE FOR IMPLEMENTATION	VERIFICATION		
		Date	Successfully Accomplished?	Comments
<p>Noise-1 Noise generating construction activity should be prohibited Saturdays, Sundays, and holidays and between the hours of 5 p.m. to 7 a.m. Holidays are defined as those days that are observed by the City of Santa Barbara as official holidays for City employees.</p>				
<p>AQ-1 Construction Dust Control - Minimize Disturbed Area/Speed. Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.</p>				
<p>AQ-2 Construction Dust Control - Watering. 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 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 swept to remove soil from paved areas and sufficiently moistened to create a crust in unpaved areas not in the creek.</p> <p>Throughout construction on land, sweeping of paved areas and water trucks or sprinkler systems on unpaved areas, shall also be used to keep all areas of vehicle movement clean or 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.</p>				
<p>AQ-3 Construction Dust Control - Tarping. Trucks transporting fill material to and from the site shall be covered from the point of origin.</p>				

**MARINA 1 REPLACEMENT (MST2007-00356/CDP2007-000011)
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX TABLE**

MITIGATION MEASURE	PARTY RESPONSIBLE FOR IMPLEMENTATION	VERIFICATION		
		Date	Successfully Accomplished?	Comments
AQ-4 Construction Dust Control – Stockpiling. If importation, exportation and stockpiling of fill material are involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.				
AQ-5 Construction Dust Control – Paving. All exposed soils, should be paved as soon as possible. Additionally, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.				
AQ-6 Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) shall be utilized wherever feasible.				
AQ-7 The engine size of construction equipment shall be the minimum practical size.				
AQ-8 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.				
AQ-9 Construction equipment shall be maintained in tune per the manufacturer's specifications.				
AQ-10 Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines.				
AQ-11 Catalytic converters shall be installed on gasoline-powered equipment, if feasible.				
AQ-12 Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed, if available.				
AQ-13 Diesel powered equipment should be replaced by electric equipment whenever feasible.				

**MARINA 1 REPLACEMENT (MST2007-00356/CDP2007-00011)
MITIGATION MONITORING AND REPORTING PROGRAM MATRIX TABLE**

MITIGATION MEASURE	PARTY RESPONSIBLE FOR IMPLEMENTATION	VERIFICATION		
		Date	Successfully Accomplished?	Comments
AQ-14 Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units should be used whenever possible.				
AQ-15 Construction worker trips shall be minimized by requiring carpooling and by providing for lunch onsite.				
AQ-16 Biodiesel shall be used to the maximum extent feasible.				
Haz-1 All construction related debris should be disposed of properly. Any construction related debris deposited in the harbor should be promptly removed.				
Haz-4 The Waterfront Department should continue its public education and awareness of pollution prevention associated with marina activities.				
Haz-5 The construction contract should contain a provision that all construction equipment should be maintained and maintenance verified prior to the commencement of construction and regularly (daily) checked by the contractor for materials toxic to marine life. In addition, the construction contract should include a provision that spill containment and cleanup materials should be present at all times at the work site.				
Haz-6 The project shall include a plan for spill containment and cleanup that includes methods for disposal of any spilled hazardous materials.				
Noise-2 The applicant shall notify all Harbor tenants that construction is about to occur at least five days prior to construction and inform people on adjacent docks immediately prior to any pile driving.				

Document2

