



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: February 7, 2013
AGENDA DATE: February 14, 2013
PROJECT ADDRESS: 6551 Hollister Avenue (MST2012-00453)
TO: Planning Commission
FROM: Planning Division, (805) 564-5470
 Danny Kato, Senior Planner
 Andrew Bermond, AICP, Project Planner *ARB*

I. PROJECT DESCRIPTION

The proposed project would consist of the excavation and removal of approximately 130 cubic yards of petroleum-contaminated soil and approximately 9,000 gallons of petroleum-contaminated groundwater on Santa Barbara Airport property and disposal off-site. The excavation would occur in an area approximately 35 feet long by 21 feet wide to a depth of approximately 10 feet below grade. This work is required by the Santa Barbara County Fire Department for remediation of a leak discovered on June 16, 2011 from an above ground storage tank from an above ground storage tank located on the Federal Aviation Administration's (FAA's) remote transmission and receiver facility at 6551 Hollister Avenue on Santa Barbara Airport property. Five monitoring wells were previously installed as part of a site assessment. The discretionary application required for this project is a Goleta Slough Coastal Development Permit (CDP2012-00008) to excavate a 21 foot by 35 foot area to a depth of approximately 10 feet in the Goleta Slough Reserve Zone, which is in the Appealable Jurisdiction of the California Coastal Zone (SBMC §29.25.020).

II. RECOMMENDATION

The proposed project would clean up a leak that was discovered in June 2011. The proposed project is consistent with the plans and policies of the Coastal Act and the Local Coastal Program. Therefore, Staff recommends that the Planning Commission approve the proposed project, making the findings outlined in Section VII of this report.

APPLICATION DEEMED COMPLETE: December 11, 2012



Vicinity Map – 6551 Hollister Avenue

III. SITE INFORMATION AND PROJECT STATISTICS

Applicant:	Nicholas Henegan, Bethel Environmental Solutions	Property Owner:	City of Santa Barbara
Parcel Number:	073-450-003	Lot Area:	725 acres (lot area 16,000 sf)
General Plan:	Open Space	Zoning:	G-S-R, SP-6, S-D-3
Existing Use:	Communications	Topography:	1-5%
Adjacent Land Uses:			
North – Hollister Avenue		East – Wetland habitat	
South – Carneros Creek		West – Tecolotito Creek	

IV. PLAN AND POLICY CONSISTENCY

A. GOLETA SLOUGH RESERVE ZONE (G-S-R)

The proposed project site is within the Goleta Slough Reserve Zone (G-S-R) (SBMC 29.25). The intent of this zone is to ensure that any development in any wetland area is designed to preserve or improve habitat value. The proposed project would remediate contamination in the Goleta Slough. The G-S-R allows for the issuance of a Goleta Slough Coastal Development Permit for incidental public service purposes where the project is necessary to maintain an existing public service and there is no feasible less environmentally damaging alternative. The proposed project is scaled to the minimum size

required by the Santa Barbara County Fire Department. Therefore the proposed project is consistent with the intent of the G-S-R.

B. LOCAL COASTAL PLAN AND COASTAL ACT

Policy F-3 of the Airport and Goleta Slough Coastal Plan states that new development shall protect and preserve culturally sensitive resources. The proposed project is not in an archaeological sensitivity zone identified by the Airport Master Archaeological Resources Report. In the event of an archaeological resource discovery, work would be halted pursuant to Condition of Approval 2.a. Therefore the proposed project is consistent with Policy F-3 by avoiding impacts to cultural resources.

Policy C-12 of the Plan states that new development shall be sited to protect water quality and minimize impacts to coastal waters by limiting disturbance of natural drainage features, vegetation, and storm water quality while also minimizing impervious surfaces. The purpose of the proposed project is to remove contaminated soils and groundwater from the Goleta Slough, which would increase surface and ground water quality.

The California Coastal Act limits diking, dredging, and filling in sensitive coastal resources such as the Goleta Slough. The proposed project would restore and enhance the functional capacity of the Goleta Slough by remediating soil and groundwater petroleum contamination (§30233(b)). Additionally, the proposed project would not occur in the vicinity of any identified wetlands and the completed project would restore the site to its condition and use prior to contamination. Therefore the proposed project is consistent with Section 30233 of the California Coastal Act.

Therefore the proposed project is consistent with Policy C-12 and Sections 30240, 30230, 30231, and 30236 of the Coastal Act.

V. ENVIRONMENTAL REVIEW

The County of Santa Barbara reviewed the project and determined it is categorically exempt from the California Environmental Quality Act (CEQA) review under CEQA Guidelines §15308 “Actions by Regulatory Agencies for Protection of the Environment” and §15330 (a,5) “Minor Actions to Prevent, Minimize, Stabilize, Mitigate or Eliminate the Release or Threat of Release of Hazardous Waste or Hazardous Substance” because the project would excavate soil contaminated with petroleum hydrocarbons with the goal of mitigating potential threats to human health, ground water, and the Goleta Slough. The Case Planner reviewed the County of Santa Barbara’s Notice of Exemption (Exhibit E) and found no need for further environmental review.

VI. RECOMMENDATION

The Planning Commission finds the following:

A. GOLETA SLOUGH COASTAL DEVELOPMENT PERMIT (SBMC §29.25.050)

1. 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 Airport Zoning Ordinance because it would be constructed in previously

disturbed areas and would not adversely affect cultural or biological resources (Policies F-3 and C-12) as described in Section IV of this staff report.

2. The project is consistent with the policies of the California Coastal Act, because it has been designed to minimize environmental impacts to the extent feasible as described in Section IV of the staff report (Coastal Act Section 30236).
3. The project use is dependent upon the resources of the environmentally sensitive area, consistent with Section 30233 of the Coastal Act as described in Section IV of this staff report.
4. The project has been designed to prevent impacts which would significantly degrade environmentally sensitive habitat by restricting remediation activities to the contaminated area on the FAA Remote Transmitter/Receiver Facility site.
5. The project maintains a buffer area between itself and delineated wetlands in the Goleta Slough. The project does not present a threat to wetland habitat.
6. The project will be carried out in a manner that will sustain the biological productivity of coastal waters and maintain healthy populations of all species of marine organisms by requiring that all contaminated material be hauled out of the project site and disposed according to Santa Barbara County Fire Department standards.
7. The project includes adequate impact avoidance and mitigation measures to ensure protection of rare, threatened, or endangered species, that are designated or candidates for listing under State or federal law through the incorporation of the Conditions of Approval.
8. There is no less environmentally damaging alternative to the proposed development, all feasible mitigation measures have been provided to minimize adverse environmental effects, and all spoils shall be removed from the area to avoid significant disruption to wildlife habitat and water circulation.
9. The project does not include channelizations or other substantial alteration of rivers and streams.
10. Archaeological or other culturally sensitive resources within the Goleta Slough are protected from impacts through the incorporation of the Conditions of Approval.
11. Sedimentation from the proposed development has been reduced to a minimum and is compatible with the wetland area.
12. The project enhances public educational or recreational opportunities at the Goleta Slough by remediating the adverse effects of contamination.

Planning Commission Staff Report
6551 Hollister Avenue (MST2012-00453)
February 14, 2013
Page 5

Exhibits:

- A. Conditions of Approval
- B. Site Plans
- C. Applicant letter, dated November 9, 2012
- D. Remedial Action Plan, dated February 29, 2012
- E. Notice of Exemption, dated April 11, 2012
- F. Relevant Policies

PLANNING COMMISSION CONDITIONS OF APPROVAL

6551 HOLLISTER AVENUE
COASTAL DEVELOPMENT PERMIT
FEBRUARY 14, 2013

- I. In consideration of the project approval granted by the Planning Commission and for the benefit of the Santa Barbara Airport and tenants, 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 project site:
- A. **Conditions Agreement.** The Applicant shall execute a *written instrument*, which shall be prepared by Planning staff and shall include the following:
1. **Approved Development.** The development of the Real Property approved by the Planning Commission on February 14, 2013 is limited to excavation in an area 35 feet long by 21 feet wide and to a depth of no more than 10 feet to remove 130 cubic yards of petroleum-contaminated soil and to pump and dispose offsite up to 9,000 gallons of petroleum-contaminated groundwater as shown on the plans signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.
 2. **Uninterrupted Water Flow.** The Applicant shall allow for the continuation of any historic flow of water onto the project site including, but not limited to, swales, natural watercourses, conduits and any access road, as appropriate.
 3. **Recreational Vehicle Storage Prohibition.** No recreational vehicles, boats, or trailers shall be stored on the project site.
- B. **Requirements Prior to Permit Issuance.** The Owner shall submit the following, or evidence of completion of the following, for review and approval by the Department listed below prior to the issuance of any permit for the project. Some of these conditions may be waived for demolition or rough grading permits, at the discretion of the department listed. Please note that these conditions are in addition to the standard submittal requirements for each department.
1. **Public Works Department.**
 - a. **Construction-Related Truck Trips.** Construction-related truck trips for trucks with a gross vehicle weight rating of three tons or more 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.) in order to help reduce truck traffic on adjacent streets and roadways.
 2. **Community Development Department.**
 - a. **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.

- b. **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 draft copy of the notice to the Planning Division for review and approval.
- c. **Letter of Commitment for Pre-Construction Conference.** The Owner shall submit to the Planning Division a letter of commitment to hold the Pre-Construction Conference identified in condition G.2 "Pre-Construction Conference" prior to disturbing any part of the project site for any reason.
- d. **Conditions on Plans/Signatures.** The final Resolution shall be provided on a full size drawing sheet as part of the drawing sets. A statement shall also be placed on the sheet as follows: The undersigned have read and understand the required conditions, and agree to abide by any and all conditions which are 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.

- C. **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, including demolition and grading.
1. **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, and construction conditions 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 and Planning Divisions, the Santa Barbara Airport, Archaeologist, Project Engineer, Contractor and each Subcontractor.
 2. **Construction Contact Sign.** Immediately after Building permit issuance, signage shall be posted at the points of entry to the site that list the contractor name, contractor telephone number, construction 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. Said sign shall not exceed six feet in height from the ground if it is free-standing or placed on a fence. It shall not exceed 24 square feet if in a multi-family or commercial zone or six square feet if in a single family zone.
 3. **Construction Storage/Staging.** Construction vehicle/ equipment/ materials storage and staging shall be done on-site. No parking or storage shall be permitted within the public right-of-way, unless specifically permitted by the Transportation Manager with a Public Works permit.
 4. **Construction Parking.** During construction, free parking spaces for construction workers shall be provided on-site or off-site in a location subject to the approval of the Transportation Manager.
 5. **Nesting Birds.** Birds and their eggs nesting on or near the project site are protected under the Migratory Bird Treaty Act and pursuing, hunting, taking, capturing, killing, or attempt to do any of the above is a violation of federal and state regulations. No trimming or removing brush or trees shall occur if nesting birds are found in the vegetation. All care should be taken not to disturb the nest(s). Removal or trimming may only occur after the young have fledged from the nest(s).
 6. **Air Quality and Dust Control.** The following measures shall be shown on grading and building plans and shall be adhered to throughout grading, hauling, and construction activities:
 - a. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed

- water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.
- b. Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.
 - c. If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.
 - d. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.
 - e. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.
 - f. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to land use clearance for map recordation and land use clearance for finish grading of the structure.
 - g. All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
 - h. Fleet owners of mobile construction equipment are subject to the California Air Resource Board (CARB) Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.
 - i. All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.
 - j. Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.

- k. Diesel powered equipment should be replaced by electric equipment whenever feasible.
- l. If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.
- m. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- n. All construction equipment shall be maintained in tune per the manufacturer's specifications.
- o. The engine size of construction equipment shall be the minimum practical size.
- p. 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. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

D. General Conditions.

- 1. **Compliance with Requirements.** All requirements of the city of Santa Barbara and any other applicable requirements of any law or agency of the State and/or any government entity or District shall be met. This includes, but is not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.), the 1979 Air Quality Attainment Plan, and the California Code of Regulations.
- 2. **Land Development Team Recovery Fee Required.** The land development team recovery fee (30% of all planning fees, as calculated by staff) shall be paid at time of building permit application.
- 3. **Site Maintenance.** The existing site shall be maintained and secured. Any landscaping shall be watered and maintained until demolition occurs.
- 4. **Litigation Indemnification Agreement.** In the event the Planning Commission approval of the Project is appealed to the City Council, Applicant/Owner hereby agrees to defend the City, its officers, employees, agents, consultants and independent contractors ("City's Agents") from any third party legal challenge to the City Council's denial of the appeal and approval of the Project, including, but not limited to, challenges filed pursuant to the California Environmental Quality Act (collectively "Claims"). Applicant/Owner further agrees to indemnify and hold harmless the City and the City's Agents from any award of attorney fees or court costs made in connection with any Claim.

Applicant/Owner shall execute a written agreement, in a form approved by the City Attorney, evidencing the foregoing commitments of defense and indemnification

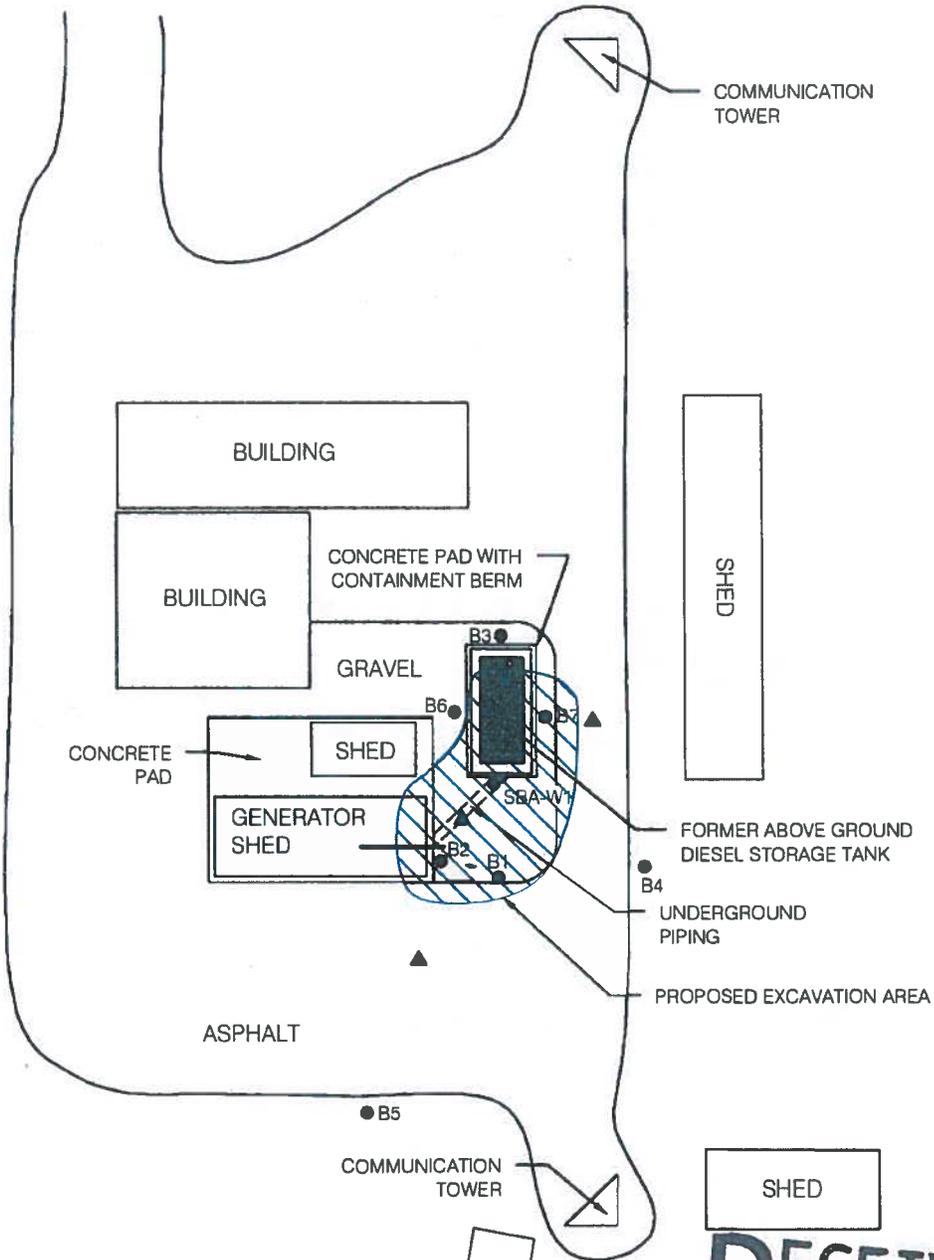
within thirty (30) days of being notified of a lawsuit regarding the Project. These commitments of defense and indemnification are material conditions of the approval of the Project. If Applicant/Owner fails to execute the required defense and indemnification agreement within the time allotted, the Project approval shall become null and void absent subsequent acceptance of the agreement by the City, which acceptance shall be within the City's sole and absolute discretion. Nothing contained in this condition shall prevent the City or the City's Agents from independently defending any Claim. If the City or the City's Agents decide to independently defend a Claim, the City and the City's Agents shall bear their own attorney fees, expenses, and costs of that independent defense.

NOTICE OF COASTAL DEVELOPMENT PERMIT TIME LIMITS:

The Planning Commission action approving the Coastal Development Permit shall expire two (2) years from the date of final action upon the application, per Santa Barbara Municipal Code §28.44.230, unless:

1. Otherwise explicitly modified by conditions of approval for the coastal development permit.
2. A Building permit for the work authorized by the coastal development permit is issued prior to the expiration date of the approval.
3. The Community Development Director grants an extension of the coastal development permit approval. The Community Development Director may grant up to three (3) one-year extensions of the coastal development permit approval. Each extension may be granted upon the Director finding that: (i) the development continues to conform to the Local Coastal Program, (ii) the applicant has demonstrated due diligence in completing the development, and (iii) there are no changed circumstances that affect the consistency of the development with the General Plan or any other applicable ordinances, resolutions, or other laws.

APPROX 160' TO
HOLLISTER AVENUE



SHED

RECEIVED
NOV 15 2012
CITY OF SANTA BARBARA
PLANNING DIVISION



- BORING/SAMPLING LOCATION
- ▲ PROPOSED VERTICAL BORING LOCATIONS
- PROPOSED ANGLE BORING LOCATION
- ▨ PROPOSED EXCAVATION AREA

PROPOSED EXCAVATION LOCATION MAP

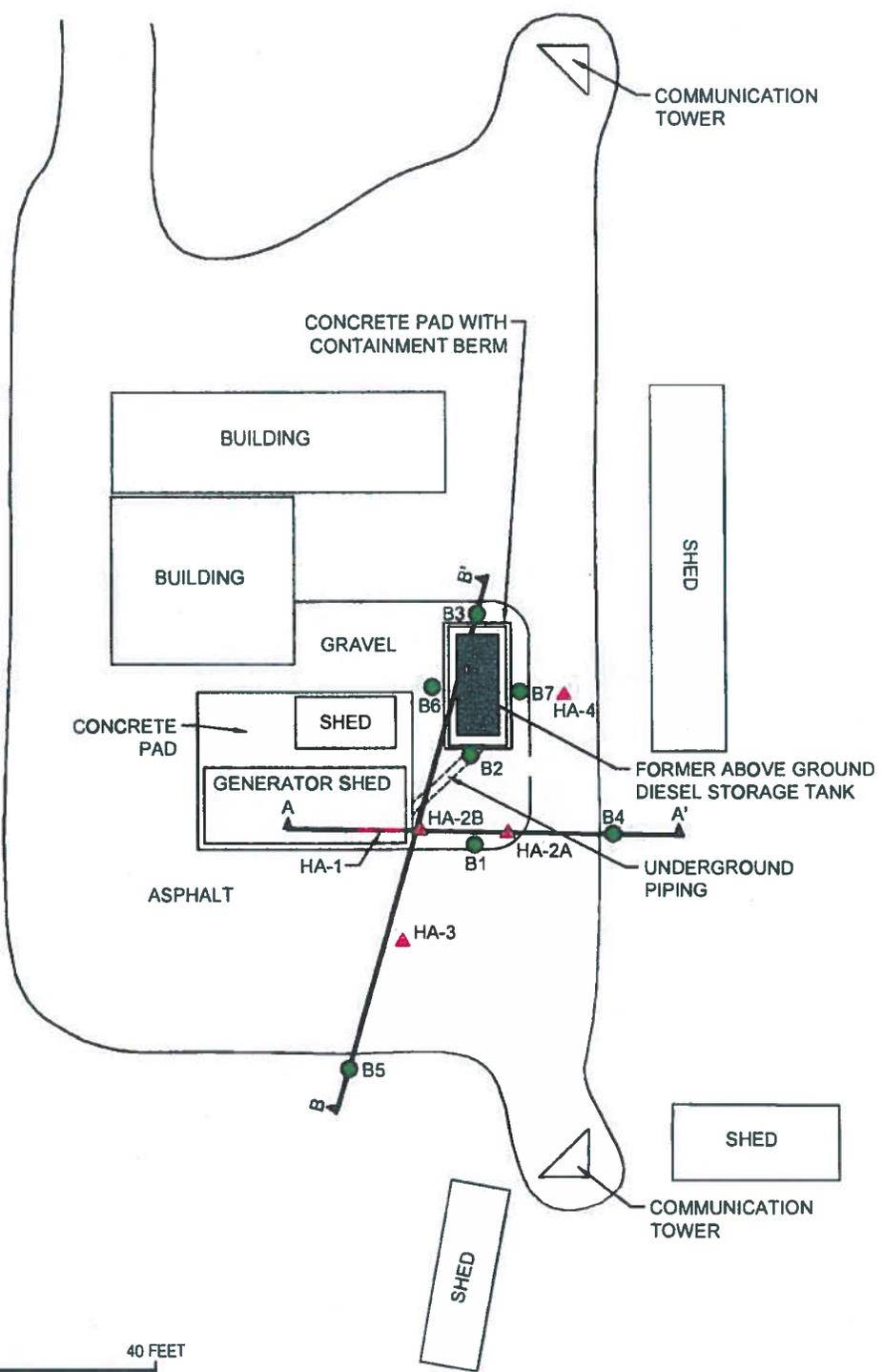
FAA Santa Barbara
6551 Hollister Ave
Santa Barbara, CA.

Date	Drafter
November 22, 2011	JJ

PE/PG	Project Number	Figure
MZ	S2322.01	
Project Manager	File	
DB	FAA-SB-SBCW-04	4

Exhibit: B

APPROX 160' TO
HOLLISTER AVENUE



- DMI-EMK BORING/SAMPLING LOCATION
- ▲ EEC VERTICAL BORING LOCATION
- / EEC ANGLE BORING LOCATION (20° OFFSET FROM VERTICAL)

**CROSS-SECTION
LOCATION MAP**

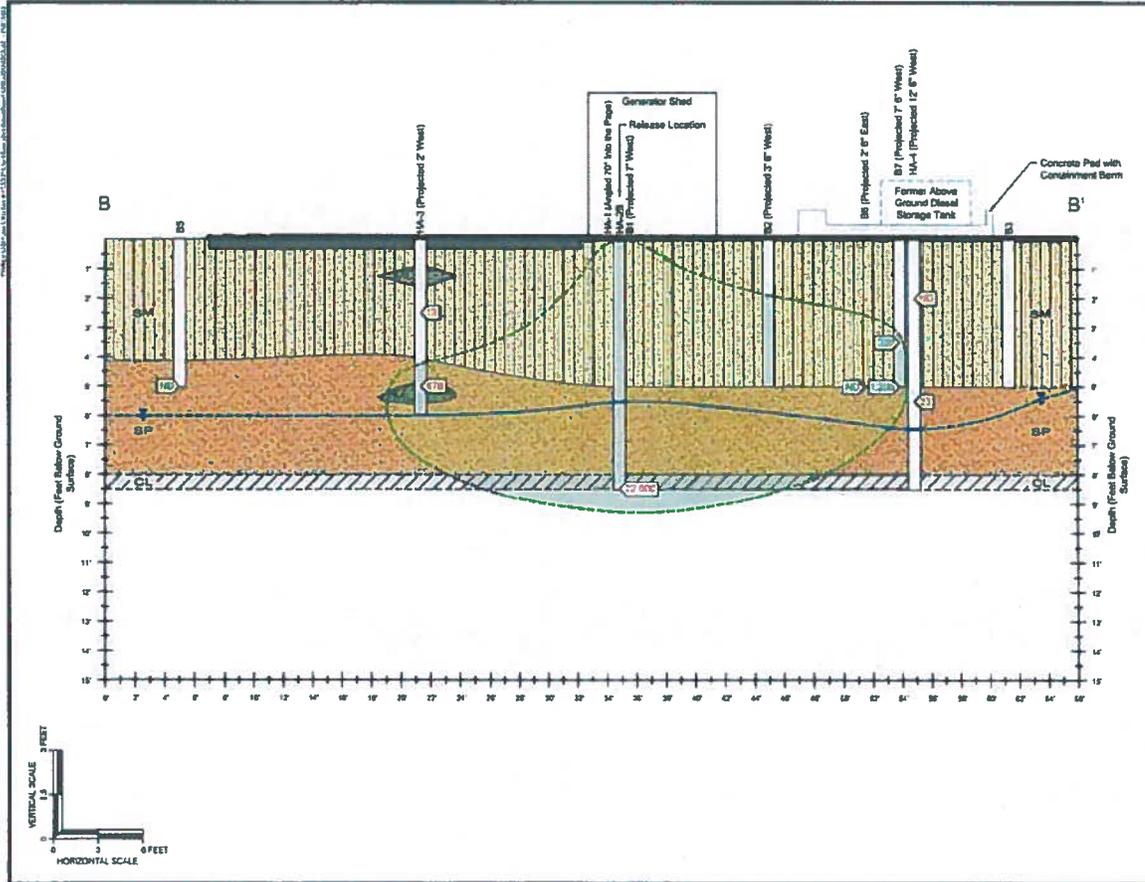
FAA Santa Barbara
6551 Hollister Avenue
Santa Barbara, California

Date
May 1, 2012

Drafter
SS

PE/PG MZ	Project Number S-2322.02
Project Manager DB	File S2322-2012-SBCR-01

Figure
1



LEGEND

- Silty Sand / Sandy SR (SM)
- Sand (SP)
- Clay (CL)
- Silt (ML)
- Asphalt
- Groundwater Elevation
- Soil Flowing
- TPHoc Concentration
- TPHg (C13-C29) Concentration
- Assumed Hydrocarbon Mass



FAA Santa Barbara
 6551 Hollister Avenue
 Santa Barbara, California

CROSS-SECTION B-B'

Project Number	5-2322-02	File Number	52322-2012-SBCR-03
Date	May 1, 2012	Page	3
Prep	MZ	Rev	DB
Drawn	SS		



Bethel Environmental Solutions LLC

A subsidiary of Bethel Native Corporation

RECEIVED
NOV 14 2012
CITY OF SANTA BARBARA
PLANNING DIVISION

November 9, 2012

City of Santa Barbara
Attention: Mr. Andrew Bermond
630 Garden Street
Santa Barbara, CA 93401-7906
Delivered Via Email: ABermond@santabarbaraca.gov

SUBJECT: Request Coastal Development Permit for Environmental Removal Action at Santa Barbara Remote Transmitter/Receiver, 6551 Hollister Avenue, Santa Barbara, California

Dear Mr. Bermond:

On behalf of the Federal Aviation Administration (FAA), Bethel Environmental Solutions LLC (Bethel) requests a Coastal Development Permit for an environmental removal action at the FAA Santa Barbara Remote Transmitter/Receiver facility. The facility is located at 6551 Hollister Avenue, Santa Barbara, California. Bethel has been retained by the FAA to conduct remediation services with the objective of closing the site with no further action.

The scope of work for the project consists of over-excavating approximately 130 cubic yards of petroleum-contaminated soil; pumping out of up to 9,200 gallons of contaminated groundwater, if encountered; applying oxygen release compound (ORC) to promote biodegradation of residual contamination; and backfilling to grade. Contaminated soil and groundwater will be properly disposed off site.

Please find enclosed a check in the amount of \$2,085. This amount is based on \$1,960 for Minor CDP application fee and mailing service of \$125. The following documents are attached to support the application.

- Attachment A; permit application consisting of the following.
 - Submittal Cover Sheet
 - Master Application
 - Coastal Development Permit Application
 - Hazardous Waste and Substances Requirement

- Attachment B; site figures depicting topography, location, estimated contaminated zone, and proposed excavation area.
 - Site Location Map
 - Site Vicinity Map
 - Soil Boring Location Map
 - Proposed Excavation Map

Exhibit: C

Bethel Environmental Solutions LCC
2100 Main Street, Suite 240, Irvine, CA 92614
(949) 474-1560



- Attachment C; Santa Barbara Fire Department documents consisting of the following.
 - Letter of Conditional Approval from the Santa Barbara County Fire Department Site Mitigation Unit to implement the Remedial Action Plan, dated July 3, 2011 ("2012").
 - Notice of Exemption for California Environmental Quality Act from the Santa Barbara County Fire Department Site Mitigation Unit, dated April 11, 2012.
- Attachment D; General Permit consisting of documented enrollment in the General Permit by the Central Coast Regional Water Quality Control Board and conditional approval to apply ORC, dated October 16, 2012.
- Attachment E; Remedial Action Plan consisting of the following.
 - Addendum to Site Investigation Report and Remedial Action Plan, dated April 27, 2012
 - Site Investigation Report and Remedial Action Plan, dated February 29, 2012

The undersigned is the point of contact for this action. He can be reached at (907) 644-1721 or via email at nhenegan@bncak.com. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "N. Henegan".

Nicholas Henegan
Project Manager
Bethel Environmental Solutions LLC

Attachments

cc: FAA; Mr. Keith Carroll

Site Investigation Report

And

Remedial Action Plan

at

**Remote Transmission Facility
6551 Hollister Avenue
Santa Barbara, California**

February 29, 2012

For:

Mr. Paul McCaw
Santa Barbara County Fire Department
4410 Cathedral Oaks Road
Santa Barbara, California 93110

By

David Bernier
Senior Project Geologist

Mark Zeko, PG
Principal Hydrogeologist

Exhibit: D

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Appendices

Appendix A – Santa Barbara County Fire Department Workplan Approval Letter – November 28, 2011.

Appendix B – EEC’s Site Specific Health and Safety Plan

Appendix C – Boring Logs

Appendix D – Laboratory Analytical Report and Chain-of-Custody Documentation

Site Investigation Report

And

Remedial Action Plan

at

**Remote Transmission Facility
6551 Hollister Avenue
Santa Barbara, California**

1.0 INTRODUCTION

Environmental Engineering and Contracting, Inc. (EEC), on behalf of the Federal Aviation Administration (FAA), is presenting this *Site Investigation Report and Remedial Action Plan* for the property located at 6551 Hollister Avenue, Santa Barbara, California (Subject Property). The purpose of this investigation was to define the vertical and lateral extent of diesel impacts to soil and groundwater, and to use the collected data to develop a remedial action plan for the Subject Property. This report documents the field activities proposed in EEC's *Workplan to Perform Additional Soil Sampling*, dated November 23, 2011. The Santa Barbara County Fire Department (SBCFD) approved the work plan in a letter dated November, 28, 2011; a copy of the approval letter is provided in Appendix A.

2.0 BACKGROUND

The following provides a description of the Subject Property and a summary of environmental activities that have occurred on-site.

2.1 **Site Description**

The Subject Property is a FAA remote transmission and receiver facility located on the southern side of Hollister Avenue in the city of Santa Barbara, California (Figure 1). Land use to the north of the Subject Property is primarily commercial, while land to the south, east and west is used in association with the Santa Barbara Municipal Airport (Figure 2). Current facilities on the property include two buildings, two communications towers, four sheds, and an above ground storage tank (AST) with associated product piping (Figure 3).

2.2 Previous Environmental Activities

On June 16, 2011, a diesel fuel leak was discovered to be emanating from the AST piping at the Subject Property. FAA personnel estimated that the leak began in December 2010 and, using the leakage rate observed on June 16, 2011, estimated that approximately 10 gallons were lost per month for an estimated total of 50 to 60 gallons during the period which the leak was believed to have occurred. During repairs to the piping, the AST was relocated from its original position to an area adjacent to the generator shed, and all associated piping was left exposed.

On June 22, 2011, DMI-EMK Environmental Inc. (DMI-EMK) performed a site assessment which included the collection of soil and groundwater samples to identify the extent and magnitude of the release at the Subject Property. Diesel-impacted soil was observed from approximately 2 feet to 6 feet below ground surface (bgs) at the southern and the eastern side of the former diesel AST, as well as at the eastern end of the on-site generator shed (Figure 3). Groundwater was encountered at approximately 6 feet bgs during this investigation. Liquid phase hydrocarbons (LPH) were observed on groundwater directly below the leaking pipe. Laboratory analyses indicated the presence of total petroleum hydrocarbons as diesel (TPH-D) in soil in excess of the SBCFD – Site Mitigation Unit Investigation Level of 100 milligrams per kilogram (mg/kg). A summary of analytical soil data collected during this investigation is presented in Table 1.

3.0 INVESTIGATION ACTIVITIES

On December 1, 2011, EEC advanced four hand-auger soil borings (HA-1 through HA-4) at the Subject Property. The soil boring locations are shown on Figure 3. All field work was performed under the supervision of a California Registered Professional Geologist (PG) and under the field oversight of the SBCFD. The goal of this investigation was to define the vertical and lateral extent of diesel impacts in soil and groundwater, and to use the collected data to develop a remedial plan for the Subject Property.

3.1 Health and Safety

Prior to conducting field activities, EEC developed a site-specific health and safety plan (HASP) for the project. The HASP addressed the potential physical and chemical hazards that could be expected at the Subject Property and described basic safety procedures to be followed during site assessment activities. All field personnel were required to review and understand the HASP prior to the start of field work. A copy of the HASP is included as Appendix B.

3.2 Utility Clearance

In compliance with California Government Code Sections 4216-4216.9, all proposed borehole locations were marked with white paint and Underground Service Alert (USA) was notified more than 48 hours prior to drilling. USA is an organization that provides information about underground utilities at proposed drilling and excavation sites.

Prior to beginning investigation activities, EEC contracted a private utility locating service, Spectrum Geophysical, to clear the proposed boring locations for the presence of buried lines and/or underground structures. Detected subsurface features were marked on the ground with spray paint in a color code established by the American Public Works Association.

3.3 Drilling and Sampling Activities

Soil borings HA-1 through HA-4 were advanced at the Subject Property using a hand auger. Soil borings HA-2, HA-3 and HA-4 were vertical borings advanced to total depths ranging from 5 feet bgs to 8.5 feet bgs. Soil boring HA-1 was advanced at an angle approximately 20 degrees from horizontal to a total depth of 7 feet bgs underneath the generator shed adjacent to the diesel release location. EEC visually examined the soil cuttings from the borings, recorded the observations on field boring logs and classified the soil in accordance with the Unified Soil Classification System (USCS) (ASTM D-2488-00).

Soil samples were collected from each boring at 2.5 feet and 5 feet bgs, and at the bottom of the borehole in the borings which were advanced to depths greater than 5 feet bgs. The total depth and depth of collected samples from each boring are shown on the table below. Boring HA-2A was terminated at 5 feet bgs due to auger refusal and a second boring, HA-2B, was advanced in order to obtain a sample at 8.5 feet bgs.

Boring Identification	Total Depth (feet bgs)	Sample Depth (feet bgs)			
		2.5	5	7	8.5
HA-1	7	x	x	x	---
HA-2A	5	x	x	---	---
HA-2B	8.5	---	---	---	x
HA-3	5	x	x	---	---
HA-4	5	x	x	---	---

X – Sample collected

When the proposed sample depth was reached, the hand auger was removed from the borehole and the sample was collected by advancing a hand sampler containing a 2-inch by 6-inch stainless steel sample sleeve. The undisturbed portion of soil collected in the sleeve was removed from the sampler and one end was covered with Teflon tape and an end cap. Three 5-gram encore samplers were collected from the uncapped undisturbed end of the sleeve. These samples were collected in a manner consistent with the requirements of United States Environmental Protection Agency (US EPA) sampling and preservation Method 5035. The sample sleeve and encores were then sealed, labeled, and placed into a chilled cooler.

Un-sampled soil within the hand auger bucket was field-screened using a photo ionization detector (PID) to evaluate organic vapor content within the head-space. The PID measurements are included on the soil boring logs, provided in Appendix C. Soil boring locations are presented on Figure 3.

3.4 Laboratory Analyses

Following the completion of field activities, a total of 11 samples (10 discrete samples and 1 field duplicate sample) were transferred to TestAmerica Laboratories, Inc., a California State-certified analytical laboratory, under proper Chain-of-Custody protocol for analyses. The soil samples were analyzed for total petroleum hydrocarbons carbon chain C10 to C40 (TPH C10-C40) and benzene, toluene, ethylbenzene, and total xylenes (BTEX) by US EPA Methods 8015B and 8260B, respectively. Soil samples collected from boring HA-1 at depths of 5 feet and 7 feet bgs were also analyzed for volatile organic compounds (VOCs) in accordance with US EPA Method 8260B. TestAmerica's soil analytical report and chain-of-custody documentation is presented as Appendix D.

3.5 Investigation Results

A summary of the lithology and analytical results for this investigation is presented below. A complete copy of the boring logs is presented as Appendix C. A summary of laboratory analytical data is included in Table 1.

3.5.1 Lithology

The lithology encountered in the borings consisted primarily of olive-brown, medium dense, fine grained silty sand with minor hydrocarbon odor. No staining or discoloration was noted.

3.5.2 Analytical Results

A summary of laboratory results from the December 1, 2011 sampling event are summarized below.

- TPH C10-C40 (TPH-D) ranged from non-detect (HA-4-2.5') to 22,000 mg/kg (HA-2B-8.5').
- Ethylbenzene ranged from non-detect (multiple samples) to 620 micrograms per kilograms ($\mu\text{g}/\text{kg}$) (HA-2A-5').
- Total xylenes were detected in only two samples, at concentrations of 800 $\mu\text{g}/\text{kg}$ (HA-2A-5') and 160 $\mu\text{g}/\text{kg}$ (HA-1-2.5').
- p-Isopropyltoluene was detected in only two samples, at concentrations of 38 $\mu\text{g}/\text{kg}$ (HA-1-7') and 1,200 $\mu\text{g}/\text{kg}$ (HA-1-5').
- 1,3,5-trimethylbenzene was detected in only two samples, at concentrations of 34 $\mu\text{g}/\text{kg}$ (HA-1-7') and 2,100 $\mu\text{g}/\text{kg}$ (HA-1-5').
- Concentrations of n-butylbenzene (1,900 $\mu\text{g}/\text{kg}$), sec-butylbenzene (1,500 $\mu\text{g}/\text{kg}$), isopropylbenzene (650 $\mu\text{g}/\text{kg}$), naphthalene (1,200 $\mu\text{g}/\text{kg}$), n-propylbenzene (1,300 $\mu\text{g}/\text{kg}$), and 1,2,4-trimethylbenzene (240 $\mu\text{g}/\text{kg}$) were detected in soil sample HA-1-5'.
- No other VOC constituents were detected at concentrations above the laboratory sampling limits in any of the samples.

3.5.3 Liquid Phase Hydrocarbons

Although liquid phase hydrocarbons (LPH) were not observed during this investigation, it is assumed to be present at the Subject Property based on strong petroleum odor, field monitoring data (PID readings), and visual evidence from the June 2011 on-site investigation.

3.6 Conclusions

Based on the results of the current and previous site investigations, diesel fuel impacted the shallow soil and groundwater at the Subject Property. Diesel fuel concentrations as TPH-D range from non-detect to 22,000 mg/kg at the Subject Property. The highest diesel fuel concentrations were encountered at approximately 5 feet bgs in the soil located primarily to the south of the former AST location. Limited petroleum impact was also observed in soil located to the east of the former AST location. Overall, the diesel-impacted soil and groundwater appear to be relatively limited to a small lateral area, primarily to the south of the AST and product piping location, and beneath the shed housing the generator.

Groundwater was encountered at approximately 5.5 feet bgs in soil boring HA-2. Although LPH was not observed on groundwater during this investigation, it was observed during the June 2011 investigation and therefore is assumed to be present at the Subject Property.

4.0 REMEDIAL WORK PLAN

Based on the TPH-D concentrations and likely presence of LPH at the Subject Property, EEC proposes a remedial scope which includes the excavation of TPH-D impacted soil, limited groundwater extraction, the placement of an in-situ treatment material, the backfill and compaction of the excavation area, and associated reporting and project management. The following section outlines the required items and activities to complete the proposed scope of work.

4.1 Scheduling and Project Coordination

All remediation activities will be scheduled and confirmed with the FAA and SBCFD prior to implementation. The FAA and SBCFD will be notified via email and telephone at least 48 hours prior to performing any field task.

4.2 Underground Service Alert Notification

In compliance with California Government Code Section 4216-4216.9, the proposed excavation area will be marked with white paint so that the proposed location will be visible to USA members. USA is a regional notification center that notifies owners and operators of subsurface utilities (water, gas, electric, sewer, oil lines, etc.) and informs them of a contractors' intent to perform subsurface work. USA will be notified of the intent to perform subsurface work at least 48 hours prior to the beginning of the onsite activities.

4.3 Geophysical Survey

Prior to beginning excavation activities, an independent geophysical survey contractor will be retained to clear the proposed excavation area for the presence of buried lines and/or underground structures. The survey will be performed using a passive electromagnetic receiver and ground penetrating radar (GPR). A high frequency radio signal will be transmitted into the ground via an antenna. As radio waves propagate into the ground, these signals are reflected off structures with differing electrical properties. These reflected signals are then captured by the receiver and are presented as vertical profiles on the GPR unit. Detected subsurface features will be marked on the ground with spray paint in a color code established by the American Public Works Association.

4.4 Santa Barbara County Air Pollution Control District Requirements

Prior to commencing excavation activities, the Santa Barbara County – Air Pollution Control District (SBCAPCD) application Form -07A for soil excavation equal to or less than 1000 cubic yards (yd³) will be completed. All requirements outlined in the approved permit will be adhered to during excavation activities, and a copy of the approved permit will be available on-site during field activities.

4.5 Excavation Activities

Excavation will be utilized to remove diesel impacted soil. It is assumed that 130 yd³ of diesel impacted material will require excavation (Figure 4). It is also assumed that the excavation will extend approximately one to two feet into groundwater. The first stage of excavation will focus on the impacted soils beneath the shed. The proposed excavation area extends approximately 3 feet beneath the eastern portion of the generator shed to a total depth of approximately 4 feet bgs. The shed containing the generator cannot be relocated. To maintain the structural stability of the shed, the impacted material beneath the shed will be excavated in stages. Soil excavated on the first day of remedial activities will be stockpiled on plastic and covered pending profiling. Following the excavation of each section of soil under the shed, slurry will be poured to stabilize the area. Once the slurry has cured, the next section under the shed will be excavated.

A backhoe and hand tools will be utilized to excavate the diesel impacted soil. The extent of contamination and limits of the excavation have been assumed based on previously collected data. However, the actual extent of the excavated area will be determined in the field by visual inspection and field screening results. Once an approved waste profile has been created for soil at the Subject Property, the soil removed from the excavation will be transferred directly into trucks for transportation off-site for proper disposal. Confirmation samples will be collected once it is believed that the majority of the impacted soil has been removed.

It is assumed that additional excavation activities will not be required; however if additional excavation is needed, the activities will be completed in a manner consistent with the approach presented above and will be coordinated with the FAA and SBCFD prior to such implementation.

4.6 Confirmation Soil Sampling Activities

Confirmation soil samples will be collected from the sidewalls of the excavation. Due to the anticipated presence of groundwater in the excavation, it is assumed that bottom samples will not be collected. At least two groundwater grab samples will be collected from standing water in the excavation area. All confirmation sampling will be performed under the direction of the SBCFD.

Collected soil and groundwater samples will be submitted to a State of California Department of Health Services-certified laboratory and will be analyzed for the following:

- TPH carbon chain (TPHcc) by US EPA Method 8015; and
- VOCs by US EPA Method 8260B.
- Soil and groundwater samples collected to profile the waste material will also be analyzed for Title 22 Metals by US EPA Method 6010/7410 on a 24-hour turnaround time.

4.7 Liquid Phase Hydrocarbon and Groundwater Extraction

Once soil excavation and confirmation sampling activities have been completed, vacuum trucks will be used in an attempt to mitigate diesel-impacted groundwater as much as practicable. The goal of the vacuum events is to remove all LPH and the highest concentrations of dissolved phase hydrocarbons in groundwater. This process will be achieved by mobilizing an approximately 2,500-gallon capacity vacuum truck to the Subject Property and directly extracting LPH and groundwater from the open excavation area. It is assumed that the contents of the first two vacuum trucks will be classified as hazardous waste (due to the presence of LPH) and the final two will be classified as non-hazardous waste (dissolved diesel fuel and water mixture only). The collected waste will be properly profiled based on analytical results and transferred to a licensed disposal facility. The frequency of the extraction events will be determined in the field following the first event and will be coordinated with the FAA and SBCFD.

At least one groundwater sample will be collected from the excavation area following each event to evaluate the effectiveness of the remedial approach. The collected groundwater samples will be analyzed for TPHcc by US EPA Method 8015 and VOCs by US EPA Method 8260B.

4.8 In-situ Treatment

Prior to backfilling the excavation area, approximately 500 pounds (lbs) of Regenesi's Oxygen Release Compound Advanced® Pellets (ORC-A Pellets) will be introduced to the excavation area to enhance and accelerate in-situ aerobic degradation of residual dissolved-phase diesel fuel.

ORC Advanced® Pellets (ORC-A Pellets) are designed specifically for direct application into excavations, tank pits and trenches. This pelletized, dry application material minimizes airborne dust while eliminating the need for specialized equipment and spray water required for powder-slurry applications.

The primary function of ORC-A Pellets is to provide a controlled-release oxygen source for the enhanced aerobic bioremediation of petroleum hydrocarbons and other aerobically degradable compounds. A slowed reaction releases oxygen upon hydration of the pellets, producing an optimized and controlled release of oxygen over a period of up to 12 months. ORC-A Pellets deliver up to 17% active oxygen by weight and contain micro-nutrients such as: nitrogen, phosphorous, and potassium (N,P,K) which may be beneficial to aerobic biodegradation processes.

All required permits with the Region Water Quality Control Board – Central Coast Region (RWQCB) for the introduction of ORC-A Pellets will be obtained prior to implementation.

4.9 Backfill and Compaction

Following the completion of all remedial activities the excavation will be backfill and compacted. Engineered fill material will be placed in 6- to 8-inch loose lifts and compacted to at least 90% relative compaction. A geotechnical consultant will test and verify that minimum compaction requirements have been achieved. A copy of the soil report will be submitted as an appendix to the report documenting remedial activities.

4.10 Post-Remediation Reporting

Upon completion of field activities and laboratory analyses, the analytical data will be evaluated and a report which documents the completed remedial activities will be prepared for submittal to the FAA and SBCFD.

The report will summarize the following:

- Introduction and background of the site field activities and sampling and remediation procedures;
- Site hydrology and soil descriptions;
- Laboratory analytical results;
- Remedial results and an evaluation of effectiveness;
- Conclusions and recommendations.

The report will also contain the following documentation:

- Tables summarizing laboratory test results of soil and groundwater samples;
- Figures showing the site location, site plan, excavation location, and analytical data results;
- Waste disposal manifest;
- Soil Compaction Report
- Laboratory analytical reports and Chain-of-Custody forms.

NOTICE OF EXEMPTION

2012 APR 11 AM 11: 59

TO: Santa Barbara County Clerk of the Board of Supervisors
FROM: Santa Barbara County Fire Department, Fire Prevention Division, Site Mitigation Unit – Lead Department/Division

COUNTY OF SANTA BARBARA
CLERK OF THE
BOARD OF SUPERVISORS

PROJECT TITLE: FAA Above Ground Storage Tank Diesel Release Soil Remediation

PROJECT Addresses: 6551 Hollister Avenue, Santa Barbara, California

PROJECT APN(s): 073-450-003

CASE NO.: Site Mitigation Unit (SMU) Site #669

PROJECT APPLICANT: Federal Aviation Administration. Mr. Keith Burns Place, Santa Barbara, California.

RECEIVED
NOV 15 2012

CITY OF SANTA BARBARA
PLANNING DIVISION

PROJECT DESCRIPTION: SMU is overseeing remediation of the site due to the presence of soil and groundwater contaminated with petroleum hydrocarbons as the result of a release of diesel fuel from the buried piping for a former above ground storage tank (AST). The project involves excavation, off-site disposal of contaminated soil at a properly licensed disposal facility(s), verification sampling, soil verification sampling, and enhanced natural attenuation of contaminated groundwater using Oxygen Release Compound (ORC). The goal of the project is mitigation of potential threats to human health, groundwater, and a portion of the Goleta slough while restoring the property to unrestricted land use.

Based on a preliminary review of the project the following activity is determined to be exempt from further environmental review requirements of the California Environmental Quality Act (CEQA) of 1970, as defined in the State and County Guidelines for Implementing CEQA.

Exempt Status: (Check One)

- Ministerial
 Statutory
 Categorical Exemption [Sec. 15308 & 15330(b,5)]
 Emergency Project
 No Possibility of Significant Effect [Sec. 15061(b,3)]

Cite Specific CEQA Guideline Sections: 15308 (Class 8 Exemption) & 15330 (Class 30 Exemption)

Reasons to support exemption findings (attach additional material, if necessary):

Exhibit: E

(a) Actions by Regulatory Agencies for Protection of the Environment. A Class 8 CEQA Exemption applies to actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment. The project involves excavation and proper off-site disposal of soil contaminated with petroleum hydrocarbons with the goal of mitigating potential threats to human health, groundwater, and a portion of the Goleta slough while restoring the property to unrestricted land use.

(b) Minor Actions to Prevent, Minimize, Stabilize, Mitigate or Eliminate the Release or Threat of Release of Hazardous Waste or Hazardous Substance. A Class 30 CEQA Exemption applies to any minor cleanup actions taken to prevent, stabilize, mitigate or eliminate the release or threat of release of a hazardous waste or substance which are small or medium removal actions costing \$1 million or less. The project involves excavation and proper off-site disposal of soil contaminated with petroleum hydrocarbons with the goal of mitigating potential threats to human health, groundwater, and a portion of the Goleta slough while restoring the property to unrestricted land use. The total estimated cost of the removal action is less than \$1 million.

Lead Agency Contact Person: Rick Joyner, Deputy Fire Marshal, PH: (805) 681-5525

Department Representative: Kate Sulka, Supervising Hazardous Materials Specialist,
PH: (805) 686-8140

Acceptance Date:

Distribution: Hearing Support Staff for posting

Kate Sulka

Date

NOTE: A copy of this document must be posted with the County's Planning & Development Department at least 6-days prior to the consideration of the activity by the decision-makers to comply with County CEQA guidelines and a copy must be filed with the County Clerk of the Board after project approval to begin a 35-day statute of limitations on legal challenges.

RELEVANT POLICIES

Environmental Review

California Environmental Quality Act Guidelines

15308. ACTIONS BY REGULATORY AGENCIES FOR PROTECTION OF THE ENVIRONMENT

Class 8 consists of actions taken by regulatory agencies, as authorized by state or local ordinance, to assure the maintenance, restoration, enhancement, or protection of the environment where the regulatory process involves procedures for protection of the environment. Construction activities and relaxation of standards allowing environmental degradation are not included in the exemption.

15330. MINOR ACTIONS TO PREVENT, MINIMIZE, STABILIZE, MITIGATE OR ELIMINATE THE RELEASE OR THREAT OF RELEASE OF HAZARDOUS WASTE OR HAZARDOUS SUBSTANCES

Class 30 consists of any minor cleanup actions taken to prevent, minimize, stabilize, mitigate, or eliminate the release or threat of release of hazardous waste or substance which are small or medium removal actions costing \$1 million or less.

(a) No cleanup action shall be subject to this Class 30 exemption if the action requires the onsite use of a hazardous waste incinerator or thermal treatment unit or the relocation of residences or businesses, or the action involves the potential release into the air of volatile organic compounds as defined in Health and Safety Code Section 25123.6, except for small scale in situ soil vapor extraction and treatment systems which have been permitted by the local Air Pollution Control District or Air Quality Management District. All actions must be consistent with applicable state and local environmental permitting requirements including, but not limited to, off-site disposal, air quality rules such as those governing volatile organic compounds and water quality standards, and approved by the regulatory body with jurisdiction over the site.

(5) Excavation and/or offsite disposal of contaminated soils or sludges in regulated unites.

Cultural Resources

Local Coastal Program

Policy F-3: New development shall protect and preserve archaeological or other culturally sensitive resources from destruction, and shall minimize and, where feasible, avoid impacts to such resources. "Archaeological or other culturally sensitive resources" include human remains, and archaeological, paleontological, or historic resources.

- Coastal Development Permits for new development within or adjacent to archaeologically or other culturally sensitive resources shall be conditioned upon the implementation of appropriate mitigation measures to minimize and, where feasible, avoid impacts to such resources.
- New development on or adjacent to sites with archaeologically or other culturally sensitive resources shall include on-site monitoring by a qualified archaeologist/s and appropriate Native American consultant/s of all grading, excavation, and site preparation that involve earth-moving operations.

Biological Resources

California Coastal Act of 1976

30240. (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

EXHIBIT F

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

30230. Marine resources shall be maintained, enhanced, and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

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.

30236. Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

Local Coastal Program

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

- Protect areas that provide important water quality benefits, that are necessary to maintain riparian and aquatic biota and/or that are particularly susceptible to erosion and sediment loss.
- Limit increases of impervious surfaces.
- Limit disturbance of natural drainage features and vegetation.
- Minimize, to the maximum extent feasible, the introduction of pollutants that may result in significant impacts from site runoff from impervious areas. New development shall incorporate Best Management Practices (BMPs) or a combination of BMPs best suited to reduce pollutant loading to the maximum extent feasible.

Development

Zoning Ordinance:

GOLETA SLOUGH COASTAL DEVELOPMENT PERMIT

29.25.050 Findings.

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

- A. The project is consistent with the City's Coastal Land Use Plan and all applicable provisions of the Code.
- B. The project is consistent with the policies of the California Coastal Act.
- C. The proposed use is dependent upon the resources of the environmentally sensitive area or the proposed use is found to be consistent with Section 30233 of the Coastal Act.
- D. Development in areas adjacent to an environmentally sensitive area shall be designed to prevent impacts which would significantly degrade such area and shall be compatible with the continuance of such habitat.
- E. A natural buffer area of 100 feet will be maintained in an undeveloped condition along the periphery of

all wetland areas. Where development of the Airfield Safety Projects renders maintenance of a 100 foot buffer area between new development and delineated wetlands infeasible, the maximum amount of buffer area is provided and all impacts to wetland habitat will be mitigated to the maximum extent feasible such that no net loss of wetland habitat occurs.

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

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

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

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

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

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

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

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

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

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

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

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

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

