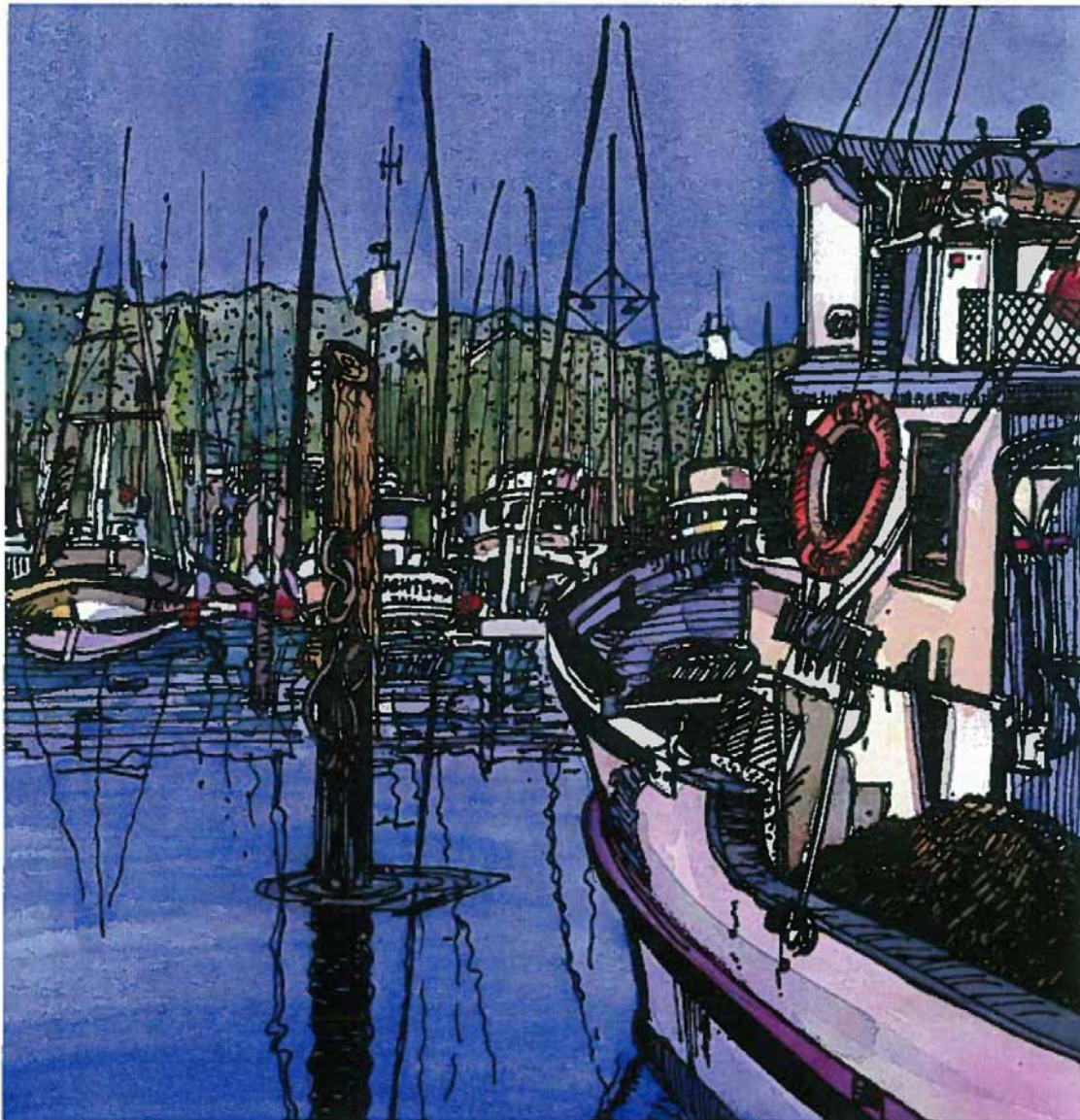


# **HARBOR MASTER PLAN**



**CITY OF SANTA BARBARA**

**June 1996**

# **HARBOR MASTER PLAN**

## **Appendix F to the City of Santa Barbara's Local Coastal Program Land Use Plan**

**Prepared for:**

**CITY OF SANTA BARBARA  
WATERFRONT DEPARTMENT**

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**June 1996**



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**NOTE: Most of the data included in this document is accurate through the end of 1992. Since that time, most of the changes have been in Section VIII, Policies of the Harbor Master Plan.**



# Harbor Master Plan

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## **I. EXECUTIVE SUMMARY**

The Coastal Act includes goals and policies that apply to coastal areas of California, including the Harbor and Stearns Wharf portion of Santa Barbara's Waterfront. The Coastal Act policies strive to ensure that everyone has access to the coast and activities that must be located near the ocean have priority over other uses. Pursuant to the Coastal Act, the City of Santa Barbara's Local Coastal Plan (LCP) requires the preparation of a plan for the Harbor and Stearns Wharf that will maintain the existing "working harbor" nature of the area. The goals of the Harbor Master Plan are to provide for primary ocean dependent uses, such as commercial fishing and recreation boating, and for secondary uses such as ocean related and visitor serving uses. Existing City policy also requires that the area be fiscally self supporting. The Harbor Master Plan covers the ten year period from 1995 to 2004.

The development of the Harbor Master Plan included four phases: Phase I, Background and Needs Assessment Report; Phase II, Alternatives Report; and Phase III, development of the Draft Harbor Master Plan and environmental assessment. The fourth and final phase, the public review and hearing process, began once the Draft Harbor Master Plan was released publicly in July 1992. Public hearings were held before the Planning and Harbor Commissions from August through November, 1992, with hearings held before the City Council in January and March 1993. Additional hearings were held in August 1994 and early in 1996 on proposed revisions to the Plan. Final Coastal Commission approval occurred in June 1996.

The Harbor Master Plan includes updated information from the first two reports and goals, policies and actions as follows:

### **BACKGROUND**

The study area encompasses about 252 acres in the Harbor and Stearns Wharf area. About two-thirds of the area is water and one-third is land. Stearns Wharf, the oldest working wooden wharf in California, was built by John Peck Stearns in 1867 to facilitate the transfer of cargo and people from ships to shore. In 1925, the State conveyed the Tidelands and the Harbor area to the City to be held in trust for certain priority uses and purposes. In 1926, Max Fleischmann offered the City \$200,000 toward the construction of a harbor if the City would match the amount. A detached breakwater was completed in 1928 with a extension to shore constructed in 1930. Sand accretion began immediately with Leadbetter Beach and the current Harbor Commercial areas being created within seven years after the Breakwater was completed.

Planning policies and documents that relate to the study area include the Coastal Act, Local Coastal Plan, the General Plan and Harbor Lease Policies. All of these give priority to ocean dependent uses such as commercial fishing and recreational boating in the Harbor area. Numerous technical studies have been done over the years relating to the appropriate uses in the area, sand accretion and protection from storm damage. Commercial fishing has been an important component in the Harbor for over sixty years with the Harbor being the biggest port in the state for sea urchins.

## **EXISTING USES**

There are a total of 1,064 slips in the Harbor that are subject to slip permits, with about 19% used by commercial fishermen and 81% by recreational boaters and others. The number of visiting boats varies with an average of 70 boats per day from 1986 to 1992. The commercial area includes nine major buildings, all of which are in City ownership, including the Naval Reserve Building which is the largest building in the area. While the Harbor area is a mixture of ocean dependent, ocean related and visitor serving uses, the Wharf primarily has visitor serving commercial uses including restaurants, a fish market, bait and tackle store and limited office space.

## **NEEDS ASSESSMENT**

This section of the report discusses the six major issue areas that relate to the Harbor Master Plan: Fiscal Considerations; Ocean Dependent Activities and Recreation; Shoreline Access, Locating New Development and Public Services; Visitor Serving Uses; Visual Resources; and Water and Marine Environments. Much of this assessment is based on interviews with people who use the area on a regular basis and previous studies that have been done in the study area.

In terms of Fiscal Considerations, the area must be self supporting while providing for ocean dependent, ocean related and visitor serving uses. The discussion of Ocean Dependent Activities and Recreation concludes that there is limited water area and land area available within the study area and not all of the items identified will be able to be accommodated. The need for more slips, a quiet water area for small boats, improvements to the Harbor entrance and additional parking were a few of the more important needs identified. In terms of Shoreline Access, Locating New Development and Public Services, improvements are needed to accommodate vehicles, pedestrians, bicyclists and other people using the area. The study area is very popular with visitors and locals, and the Visitor Serving Uses discussion supports the need to maintain the ambiance of the Harbor and Wharf which in turn attracts people to the area. The need to establish architectural themes and develop design guidelines are important Visual Resource issues. Finally, in terms of Water and Marine Environments, the City's efforts to promote good water quality in the Harbor needs to continue. Continued dredging of the Harbor is also very important to keep the Harbor open for commercial fishing, recreational boating and other boating uses, as well as to replenish downcoast beaches.

## **PLANNING AND ENVIRONMENTAL ISSUES**

This section of the report addresses the following planning and environmental issues:

**Dredging, Storm Damage and Storm Protection** - Dredging of the Santa Barbara Harbor is necessary to maintain its viability and to replenish beaches. Storms in the past have caused sand accretion which has closed the Harbor, resulting in lost revenue to fishermen and merchants that use the area. The City and Army Corps of Engineers are studying the possibility of the City owning and operating a dredge with a final report due in 1993.

**Traffic and Circulation** - Existing traffic levels in the Waterfront are acceptable with the exception of the Castillo St./Montecito St. intersection during Friday and Sunday peak hours. The Harbor Master Plan recommendations are expected to add from 40 to 42 peak hour trips, which would result in a significant impact at that one intersection. The recommendations of the Harbor Master Plan include a commitment to participate in a Waterfront traffic and parking study that will address and recommend solutions to areawide problems to avoid significant traffic impacts. An action has also been included requiring that all necessary intersection improvements be completed before the major Harbor Commercial area recommendations are implemented.

**Parking** - Parking is an important issue in the Waterfront in general and near the Harbor in particular. The perception is that there is not enough parking close to the Harbor. While the Harbor Lot may be full on weekends, there is usually an adequate supply of parking nearby at the Leadbetter and La Playa Parking Lots. Approximately 50 spaces are expected to be added through restriping the Harbor Parking Lot and another 50 to 75 new spaces are possible to the west of Harbor Way. Additionally, short term parking will be provided near all four marinas to make it easier to load and unload vessels. The improved entrance at Harbor Way and improved signage recommended in the Plan will help guide people to the available parking. The peak parking demand associated with the recommendations of the Plan is 177 spaces assuming no conjunctive use of parking spaces (i.e., assuming that people come to the Harbor for only one reason, whereas realistically most people come for more than one reason). Given the parking supply in the vicinity of the Harbor and Wharf and the proposed addition and location of new parking, the parking demand increase associated with implementation of the Harbor Master Plan can be accommodated.

**Public Services** - The retrofitting and conservation that have occurred over the last five years in the Harbor and Wharf area, coupled with additional retrofitting that is possible, result in a net savings of water with the implementation of the Harbor Master Plan. The public sewer system, drainage and fire flow are also adequate. Improvements to drainage in the Harbor will be accomplished as individual projects are implemented.

**Harbor Water Quality** - Harbor Water Quality has been found to be exemplary by the County's Environmental Health Department and efforts will continue to maintain that high standard.

**Aesthetics and Design** - The Wharf has a Coastal Marine architectural style whereas the Harbor has a mix of styles. The long term goal is for the Harbor to be the Santa Barbara regional style of architecture which has a Mediterranean influence, but to respect the architectural diversity in the area. Draft Design Guidelines are included in Appendix I of the report. These guidelines address architectural design, landscaping, street furniture, lighting and signage.

**Cultural Resources** - The study area includes both archaeological and historic resources that must be considered in the design of several of the recommendations of the Plan. The Naval Reserve Building is the largest building in the area and the most significant architecturally. In 1995, the building was designated a Historical Landmark by the City Council. A Phase II Architectural History Report has been completed to address the proposed improvements to the building which were found to be insignificant. The existing seawall that runs along the Breakwater and the two pylons near the Harbor Parking Lot kiosk are also significant and should not be changed. Most of the recommendations of the Harbor Master Plan can be implemented without impacting archaeological resources. Mitigation measures are identified and incorporated into an action of the Plan to avoid impacts.

## **FISCAL ISSUES**

The Waterfront Department budget is organized into three major elements: Harbor, Stearns Wharf and Waterfront Parking. Revenues total over \$7 million in FY 1992-93 and are derived equally from fees and charges and leases. Salaries and benefits comprise the largest single expenditure component of the budget, with transfers, capital and material expenditures making up most of the remainder. A conscious effort is being made as a part of this Plan to diversify the revenue base and create more revenue from landside activities to reduce reliance on revenues from ocean dependent activities such as slip fees. Excluding funds for dredging, storm damage repair and implementation of the Harbor Master Plan, the ten year financial forecast shows that the budget should remain balanced. Some or all of the funding for these important items could come from the Federal government (dredging), the Harbor Preservation Fund (storm damage repair) and the various recommendations of the Harbor Master Plan will finance other recommendations of the Plan.

## **RECOMMENDED POLICIES OF THE HARBOR MASTER PLAN**

The Harbor Master Plan Goal is:

*The Harbor shall be a working harbor with priority given to ocean dependent uses, such as commercial fishing and recreational boating, for all users and income groups. Stearns Wharf shall consist of a mixture of visitor serving and ocean dependent and ocean related uses. The Harbor-Stearns Wharf area shall be developed and maintained as a resource for residents of the community and visitors pursuant to these goals while recognizing the need for economic self sufficiency of the area.*

This goal is followed by policies and actions addressing the major coastal issues that are relevant in the Harbor Master Plan study area:

***Cultural Resources*** - This policy and its actions provide for appropriate archaeological and historic structures studies prior to undertaking developments in culturally sensitive areas.

***Fiscal Considerations*** - These policies and actions recognize that adequate amounts of revenue must be raised to ensure viability of ocean dependent uses and economic self sufficiency of the area.

***Ocean Dependent Activities*** - These activities are the highest priority in coastal areas. The policies and actions provide facilities for commercial fishing, recreational boating, ocean oriented recreational activities, boat charters and tour operations and other ocean dependent uses. The policies and actions encourage ocean related facilities in order to support ocean dependent uses.

***Public Services*** - These policies support the distribution of public facilities throughout the study area to avoid overcrowding and overuse of the study area. Projects must include public improvements if necessary to mitigate significant environmental effects. Alternate modes of transportation are encouraged so that overall access to the study area is improved. Water conservation, recycling, hazardous waste disposal and continued upgrading of the sewer and drainage systems are priorities.

***Recreation*** - Recreation activities are encouraged throughout the study area, particularly lower cost recreational activities, such as the new Small Boat Quiet Area, the addition of some lawn area and recreational volleyball courts to West Beach, and passive recreation areas.

***Shoreline Access*** - These policies and actions promote the maintenance and enhancement of public access through the careful planning of the location, amount and timing of new development. Public access to the shoreline and along the coast is also very important. A Waterfront traffic and parking study will be initiated within one year of adoption of the Plan to ensure access is adequate.

***Visitor Serving Uses*** - The policies state that visitor serving uses shall be subordinate to ocean dependent uses but shall be provided in adequate amounts to serve visitors to the area and to provide adequate revenue to support ocean dependent uses.

***Visual Resources*** - The visual policies and actions strive to protect and enhance coastal and scenic visual qualities. Design Guidelines are also an important recommendation of the Plan.

***Water and Marine Environments*** - These policies relate to maintaining and enhancing marine resources, protection of facilities from major storms and continuing dredging to keep the Harbor open and to replenish downcoast beaches.

## **PHYSICAL IMPROVEMENTS RECOMMENDED IN THE HARBOR MASTER PLAN**

- Improvements to parking including the addition of between 50 and 125 parking spaces.
- Improvements to public access throughout the study area and a redesigned Harbor Way.
- City ownership of the Naval Reserve Building which will become the focal point of the Harbor including uses such as marine related public offices, a public meeting room, a maritime museum/exhibit area, a new restaurant, etc.
- Relocation of the Harbor Maintenance Shop to a new building in the Maintenance Yard.
- Possible demolition of Breakwater Restaurant with parking and open space added to that area.
- Improvements to the rock groin including relocating government boats and the Harbormaster, adding a small deli and restrooms, etc.
- Increased commercial fishing use of the Navy Pier assuming the Harbor Patrol and Coast Guard vessels are relocated to the rock groin.
- Addition of approximately 50 slips within the existing Harbor.
- Dredging West Beach to provide a Small Boat Quiet Water area/sand trap.
- Extending the wye to the beach to provide secondary pedestrian, bicycle and emergency access to the Wharf; minor enhancements to the Wharf include restrooms, public seating, etc.

## **PHASING OF MAJOR PROJECTS**

Phase I improvements that are expected to be completed during the 1995 to 1997 time period are:

- Addition of 50 slips to Marina 1
- Addition of parking
- Harbor Way improvements
- Naval Reserve Building

Phase 2 (1998-2000) improvements are:

- Second access to Wharf
- Harbor Maintenance Facility

Phase 3 (2001-2004) improvements are:

- Reconfiguration of Rock Groin
- Relocation of Harbor Patrol and Coast Guard
- Addition of 5 slips to Navy Pier

## **POLICY CONSISTENCY ANALYSIS**

The Harbor Master Plan is consistent with the Coastal Act, Local Coastal Plan, General Plan and Harbor Lease policies that pertain to the area. The Plan provides for ocean dependent uses while recognizing that there is limited water and land area available within the study area and not all of the priority items can be accommodated. The Plan also recognizes that the cost of constructing facilities for these uses and ongoing maintenance will have to be considered, as well as the revenue generation aspects.

## **IMPLEMENTATION**

The Harbor Master Plan will be administered by the Waterfront Department with reviews of the mix of uses as required by the Harbor Commercial Zoning Ordinance (SBMC Section 28.70.030.4). Possible funding sources for the recommendations of the Plan include current revenue, State loans, Federal funding, bond financing and other sources. Most of the recommendations can be financed through current revenues, but some larger projects, such as the improvements to the rock groin, would have to be funded through some outside source such as a State Loan. The purchase of the Naval Reserve Building has been achieved through refinancing of existing bonds. The relationship between the revenue from one recommendation offsetting the cost of another such as the revenue from the Breakwater Restaurant offsetting the costs to slip holders



## **II. INTRODUCTION**

### **Goals of the Harbor Master Plan**

One of the most important goals of the Coastal Act and the City of Santa Barbara's Local Coastal Plan (LCP) is to provide for ocean dependent uses, such as commercial fishing and recreational boating, in the coastal zone. The LCP requires that a plan be developed for the Harbor and Wharf area which meets this and other goals. The primary goal of the Harbor Master Plan is to have the Santa Barbara Harbor remain a "working harbor" while accommodating ocean dependent and ocean related uses and visitor serving recreational activities. Another important goal of the Plan is that the area remain self supporting, i.e., that revenues raised are sufficient to offset needed expenditures.

The Harbor Master Plan addresses 252 acres of land and water area in the vicinity of the Harbor, West Beach and Stearns Wharf over a ten year period through 2002 (Figure 1). The Harbor Master Plan has been developed in four phases under the direction of the Harbor Master Plan Overview Committee. This Committee was comprised of two Harbor Commissioners, two Planning Commissioners, the Waterfront Director, Community Development Director and staff from several City departments.

Several studies have been prepared in the course of developing the Harbor Master Plan. This approach has been taken to ensure that the policies or actions recommended in the Plan will be: 1) geared to an identified need or shortcoming in the area; and 2) within environmental parameters so as to create a Harbor Master Plan that mitigates any impacts it may create.

*The final Harbor Master Plan is not a detailed blueprint of specific improvements in the Harbor and Wharf area, but it is a comprehensive look at the area to ensure its continued viability. The projects recommended in this Plan will go through the City's development review process sometime during the ten years covered by the Harbor Master Plan.*

### **Harbor Master Plan Phase I "Background and Needs Assessment" Report**

The Phase I Report, titled "Background and Needs Assessment," was released in March 1990. This report addressed the background, policies and history of the study area. The report included a summary of traffic, parking, water and fiscal issues that affect the area. The report concluded with a "Needs Assessment" Section which was an overview of what is needed in the area to have it better meet the goals of the Harbor Master Plan. Input for this phase of the report was received at a public hearing held in October 1989 and from extensive interviews conducted with people who live, work

and play in the Harbor and Wharf area. The Phase I Report ended with some preliminary alternatives that were suggested to address the needs identified. Much of the background information contained in the Phase I Report is repeated and updated in this report.

### **Harbor Master Plan Phase II "Alternatives" Report**

The Phase II Report represents the second of four phases in the development of the Harbor Master Plan. Based on the Needs Assessment and preliminary alternatives discussed in the Phase I Report, this report developed and analyzed the alternatives that address the needs of the study area. The alternatives or preliminary recommendations were analyzed for policy consistency, environmental and public service issues and their fiscal and economic implications. As with Phase I, the Phase II Report was released publicly and comments were received. Public input received on the Phase II Report has been considered in the development of the Harbor Master Plan in the next phase of the process.

### **Harbor Master Plan Phase III "Draft Harbor Master Plan and Environmental Assessment"**

This phase began with the development of technical studies which address the issues of traffic, circulation and parking, water, archaeology and historic structures. Next, an Initial Study (or staff report) was released that analyzed the potential environmental impacts associated with the alternatives or preliminary recommendations contained in the Phase II Report. At public hearings held on September 20, 1991 and in May and June 1992, the Environmental Review Committee determined that a Negative Declaration should be prepared on the Draft Harbor Master Plan. The mitigations of the Negative Declaration are included in the policies and actions of the Harbor Master Plan to ensure that the Plan is environmentally sound and that significant environmental impacts will not occur when the recommendations of the Plan are implemented.

The final Harbor Master Plan is intended to be a "stand alone" document, i.e., it incorporates the relevant information from the Phase I and II Reports but those two reports have not been approved along with the Harbor Master Plan. Only the Harbor Master Plan was subject to hearings and the approval process. The most important section of the Harbor Master Plan is Section VIII, "Recommended Policies of the Harbor Master Plan." This section modifies most of the preliminary recommendations from the Phase II Report into policies and actions that comprise the Harbor Master Plan. The Plan also includes an Implementation section that discusses the priority, timing and funding of the recommendations.

## **Harbor Master Plan Phase IV "Public Hearings and Adoption"**

The final phase in the development of the Harbor Master Plan included public hearings before the Harbor Commission, Planning Commission, City Council and California Coastal Commission. Changes required by the Coastal Commission have been incorporated into the Final Harbor Master Plan and have been accepted by the City Council. In addition, the City has requested some changes to the policies and actions that were conceptually approved by the Coastal Commission on March 13, 1996. The City Council formally accepted and agreed to the Harbor Master Plan as amended by the Coastal Commission and final approval of the Plan occurred in June 1996.

Now that the Harbor Master Plan is adopted, the recommendations will be implemented based on their priority, timing and funding availability. Each improvement will still have to be designed and studied further, and will be submitted for development review approval pursuant to the adopted Harbor Master Plan. Public hearings will also be held prior to implementation of major components of the Plan.



### III. BACKGROUND

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 Channel Islands lie approximately 25 miles off the coast with some boat service provided from the Harbor. The Harbor has over 1,000 boat slips and it is considered a "working harbor" with a viable commercial fishing industry. Commercial recreational boat use, including boat rentals and charters, recreational boating and sailboarding are among the activities that occur in the Harbor and Stearns Wharf area.

#### A. STUDY AREA

The Harbor Master Plan study area extends from the Harbor to Stearns Wharf and includes all the land from Cabrillo Boulevard to the ocean within this area (see Figure 1)\*. The study area extends westerly to include the boat yard, some parking and the area near the Santa Barbara Yacht Club where boats are stored on the beach. On the east, the area includes the west end of Chase Palm Park, Salsipuedes Creek, as well as some of the open mooring area. In the Harbor area, the four marinas, the boat launch ramp, the rock groin, the breakwater and sand spit are all included. West Beach is in the center of the study area. All of the study area is in public ownership. Table 1 includes a detailed breakdown of the land and water area within the study area.

#### B. HISTORY OF THE HARBOR AND STEARNS WHARF AREA

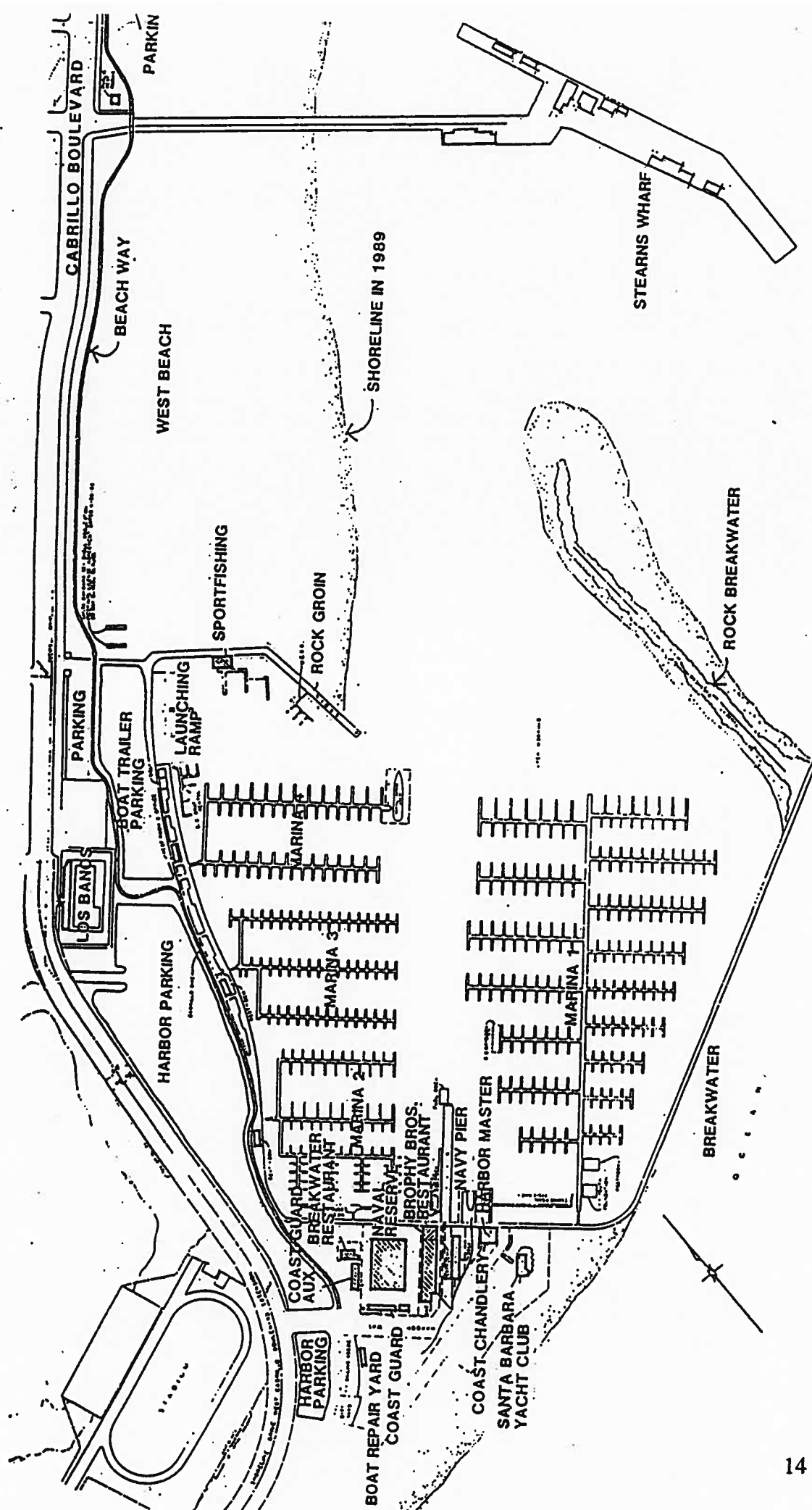
The history of the Harbor and Stearns Wharf area is very interesting as outlined below and summarized in Table 2.

##### 1. Tidelands Trust for Santa Barbara

The City of Santa Barbara first received "title" to the tidelands area in 1925. The State of California conveyed "...all the right, title and interests of the state of California, ... in and to all tidelands and submerged lands (whether filled or unfilled), situated in or upon that portion of the Pacific Ocean known as the Santa Barbara Channel... to be forever held by the City of Santa Barbara in trust for the uses and purposes and upon the express conditions ..." (Chapter 78 of the Statutes of 1925). The grant stated that the City must

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\* - In the Phase I and II Reports, the study area also included Los Baños Pool and the Mission Creek outfall. These have been omitted from the study area because they are not in the jurisdiction of the Waterfront Dept.



HARBOR MASTER PLAN STUDY AREA

FIG.1

Table 1

**STUDY AREA STATISTICS**  
(in acres)

<b>AREA</b>	<b>SUBTOTAL</b>	<b>TOTAL</b>
<b>AREAWIDE</b>		
Water Area	167.2	
Beaches		
West Beach	24.6	
East of Stearns Wharf	18.8	
West of Yacht Club	<u>2.6</u>	
Subtotal	46.0	
Sidewalks and Landscaping	9.5	
Paved Areas (Public)		
Cabrillo Blvd.	10.1	
Cabrillo Bikeway	1.0	
Parking and Drives	<u>12.1</u>	
Subtotal	23.2	
Areawide Total		245.9
<b>HARBOR AREA*</b>		
Building Coverage	1.1	
Boatyard	1.1	
Navy (Paving and Open Area)	<u>0.2</u>	
Harbor Area Total		2.4
<b>STEARNS WHARF</b>		
Building Coverage	0.5	
Parking and Circulation	<u>3.3</u>	
Stearns Wharf Total		<u>3.8</u>
<b>STUDY AREA TOTAL</b>		<b>252.1</b>

\* - Includes Harbor Commercial area, rock groin and boat launch ramp area.

**Table 2**

## MAJOR EVENTS IN THE HISTORY OF THE HARBOR AND STEARNS WHARF

<b><u>Year</u></b>	<b><u>Event</u></b>
1872	Stearns Wharf built
1925	Tidelands granted to Santa Barbara from the state
1927	Detached breakwater to provide a mooring area for small boats constructed
1928	Littoral sand transport problems begin and beaches downcoast begin to erode
1930	Breakwater is extended 600' to shore; Sand is immediately impounded on the updrift side of the Harbor creating Leadbetter Beach and the Harbor Commercial area; 1st East Beach Revetment is constructed
1935	The River and Harbor Act resulted in the first dredging for a cost not to exceed \$30,000 per year
1937	Sand deposited within the Harbor and sand spit formed; Sand spit fully dredged every 1 to 2 years over next 15 or so years
1938	Leadbetter Beach fully accreted
1952	Studies conducted on the sand spit, dredging practice and beaches
1955	The City requested that they be responsible for Harbor dredging
1956	The hydraulic dredge "La Reina" is purchased and operated by the City
1957	Marina 1 constructed of floating docks, a change from previous moorings
1959	Slips added to Marina 1; New round of erosion studies indicated
1960	Marinas 3 and 4 and launch ramp constructed; Breakwater grouted
1963	Major storms and damage to Marinas 3 and 4; Sand spit breached; 350 foot groin extension
1966	Slips added to Marina 1
1967	Marina 2 constructed; Army Corps of Engineers' plan to shelter Harbor by building easterly breakwater defeated in an election by 2 to 1 vote
1970	Federal government started to maintain and dredge the Harbor entrance channel using "La Reina" ; Private contractor awarded contract 2 yrs later
1972	Proposition 20 (Save Our Coast) passes in California
1973	Sand spit eroded during SE storm which caused damage to Marinas 3 and 4; Timber bulkhead constructed on sand spit; Major fire closes Stearns Wharf
1975	Breakwater repaired; Marina 1 reconstructed with new slips added
1976	Requirement for coastal cities and counties to prepare Local Coastal Programs passes
1978	SE storm waves damage Harbor and sand spit eroded and collapsed
1981	Stearns Wharf reopened; Land Use Plan portion of Local Coastal Program adopted
1983	Major storm eroded sand spit, damaged timber bulkhead and marinas and Harbor channel blocked for 6 weeks; Leadbetter Beach eroded with damage to buildings, picnic and parking areas; Stearns Wharf damaged; Rubble-mound breakwater constructed on sand spit to repair timber breakwater
1985	Marinas 3 and 4 reconstructed; 240' sand spit breakwater extension constructed
1987	Harbor groin repaired
1991	Draft Army Corps/City study recommends Federal purchase of dredge for City
1992	City and Navy agree on purchase of Naval Reserve Center; CG Auxiliary burns down
1994	City acquires Naval Reserve Building

Sources: Adapted from Walker, 1987, Army Corps of Engineers and other sources

*use the tidelands exclusively for Harbor activities, wharves, piers and other structures "necessary or convenient for the promotion of commerce and navigation and fisheries."*

In 1937, the State amended the grant to expand the tidelands area and to expressly permit "public parks, parkways, highways or playgrounds." The construction of an athletic field and stadium for "Santa Barbara State College" (now Santa Barbara City College) were authorized by this grant amendment. The grant was amended again in 1940 to allow the United States Government to use existing structures within the Tidelands as a naval reserve armory at which point the Naval Reserve Center was conveyed to the U.S. Navy. In 1975 the grant was amended for the last time to allowed more expanded use categories consistent with tidelands grants to other coastal cities.

The grant reflects the concept of the "public trust doctrine" where the City has fee simple title to the tidelands in perpetuity subject to the superior rights of the people of the State of California. The City has the responsibility to hold, manage, use and preserve the tidelands "in trust" for the general public in strict accordance with the terms of the grant. The City cannot sell or convey outright any portion of the tidelands to a third party. The grant also requires that any revenue raised in the tidelands area can only be spent in that same area.

## **2. History of Stearns Wharf**

Up until the 1870s, Santa Barbara was virtually cut off from the outside world by its natural barriers of the ocean and the mountains. In 1867, John Peck Stearns moved to Santa Barbara and opened a lumberyard at the foot of State Street. Mr. Stearns noted that the town needed a long wharf so that ocean ships could tie up at low tide. In 1872, with the financial backing of Colonel William Welles Hollister, Stearns completed the Wharf and Santa Barbara's isolation from the outside world was over.

The Wharf has endured since 1872, making it the oldest working wooden wharf in California. It is 2,300 feet long and has an area of 3.8 acres supported by 2,307 pilings. There are currently seventeen businesses on the Wharf including three restaurants, a shellfish market, a bait and tackle shop, tourist oriented shops, a Channel Islands exhibit hall and a marine museum.

In 1878, a Chinese junk crashed into the Wharf during a severe storm, destroying 1,000 feet of decking. Before this damage could be repaired, the first tornado in the City's history struck on New Year's Eve, causing even more damage to the Wharf. In 1887, due to the heavy and regular tread of two hundred Civil War veterans, the Wharf almost

collapsed which would have thrown 3,000 people into the ocean. That same year marked the arrival of the railroad into Santa Barbara, signaling the decline of ship traffic.

In response to the arrival of the railroad, J. P. Stearns built a 1,450 foot wye onto the Wharf to carry a railroad spur so that lumber could be quickly transferred from ships onto flat cars. The wye proved too expensive to maintain and, after being battered by more than a decade of storms, was abandoned. A small portion of the wye remains today, housing the Sea Center marine museum and the Nature Conservancy exhibit hall.

In 1921, the Wharf narrowly escaped destruction by fire. The 600 room Potter Hotel burned down and a 50 mile/hour gale sent sparks which ignited the pilings on the Wharf and palm trees along West Beach.

In 1973, the famed Harbor Restaurant was destroyed by a spectacular pre-dawn fire, closing the Wharf. The Wharf was reopened eight years later. The Wharf was rebuilt with approximately the same building area that had existed previously (28,410 sq. ft.) and the same number of parking spaces (126). There had been other proposals for considerable increases in commercial space on the Wharf, but they had been denied by the Coastal Commission during the 1970s.

In February 1983, the Santa Barbara area was hit by a "100 year storm" which heavily damaged the Wharf and Harbor. Damage to the Wharf was estimated at over half a million dollars. In December 1987, another fierce storm struck and a derelict barge and fishing boat broke free from their moorings east of the Wharf and were hurled, along with their mooring balls, into the Wharf. About 30 pilings were knocked out, causing the Wharf to sag near the beach and closing the Wharf for one week. Damage was estimated at \$100,000 to the Wharf and several hundred thousand dollars in lost revenue to the Wharf merchants.

In June 1986, a fire occurred on the shoreward finger of the Wharf. A fire caused by a damaged water pump caused heavy damage to the recently opened Sea Center as well as damaging the Wharf underpinnings and the Nature Conservancy Building. The two grey whale models exhibited in the Sea Center building were not damaged but the shoreward finger of the Wharf was closed for six months for repairs.

In 1992, the Wharf is in good condition and produces revenue for the City in excess of \$1.6 million annually. According to the UC Santa Barbara Department of Economics, in 1988, of the nearly ten million visitors who come to Santa Barbara each year, 52% visit Stearns Wharf, making it the number one visitor attraction in Santa Barbara.

### **3. History of the Harbor Area**

There had been interest in a harbor in Santa Barbara going back as far as 1850, but the federal government was not willing to fund one. In the early 1920s, interest in a harbor grew but money was still a problem. In 1926, Max Fleischmann offered the City \$200,000 toward a harbor if the City would match the amount. Mr. Fleischmann apparently thought the City needed a harbor and he also wanted a safe haven for his 250 foot yacht, the "Haida." Later that year a bond measure passed and construction began on a detached breakwater using rock quarried on Santa Cruz Island. Mr. Fleischmann had to contribute an additional \$250,000 before the project was completed in 1928.

As outlined in the "Dredging" discussion below, sand immediately began accreting in the Harbor once the breakwater was constructed. In hopes of solving the shoaling problem, the breakwater was extended to shore in 1930. Over the next seven years Leadbetter Beach and the current Harbor Commercial areas were created through sand accretion. The sand spit soon formed at the end of the breakwater while downcoast beaches were experiencing problems due to erosion. Lawsuits were filed against the City by both private owners and by beach resort hotel owners downcoast.

Federal dredging in the Harbor was authorized in 1935 at an initial cost of \$30,000 per year. In 1992, dredging of the navigation channel is coordinated by the Army Corps of Engineers at a cost of approximately \$800,000 per year. Numerous studies, outlined later in this report, have been done over the years attempting to solve the various problems associated with storm damage and sand transport. Dredging of the Harbor is crucial for local Harbor users and for the replenishment of beaches downcoast.

The Harbor has suffered considerable damage from storms in the past, particularly winter storms from the southeast. Major storm damage occurred in 1963, 1973, 1978 and 1983. The 1983 storm damage was from several storms, including a "100 year storm." The sandspit was breached and sand filled the channel, closing the Harbor for six weeks. Half of Marinas 1 and 2 were severely damaged and Marinas 3 and 4 were heavily damaged. Total Harbor damages were about \$3 million, and the loss to commercial fishermen and others who rely on the Harbor was in excess of one million dollars.

The Corps of Engineers and the City of Santa Barbara cosponsored a study, completed in August 1993, on the feasibility of buying a dredge for the City. The current funding of the dredging is decided annually in the federal budget and there is no guarantee that funding will be continued. This is a major concern given the cost of on-going dredging and the importance of dredging to the Harbor and properties downcoast.

#### **4. Waterfront Department and Relationship to the City**

The Waterfront Department is one of ten City departments. The Waterfront Director is appointed by the City Administrator and he is responsible for the day to day operation of the Harbor and Waterfront. Some of the Waterfront is maintained by other City departments, but the Waterfront Director and his staff have primary responsibility for the area which lies shoreward of Cabrillo Boulevard between East Beach on the east and Leadbetter Beach on the west. There are facilities within the Waterfront which are controlled by other departments of the City.

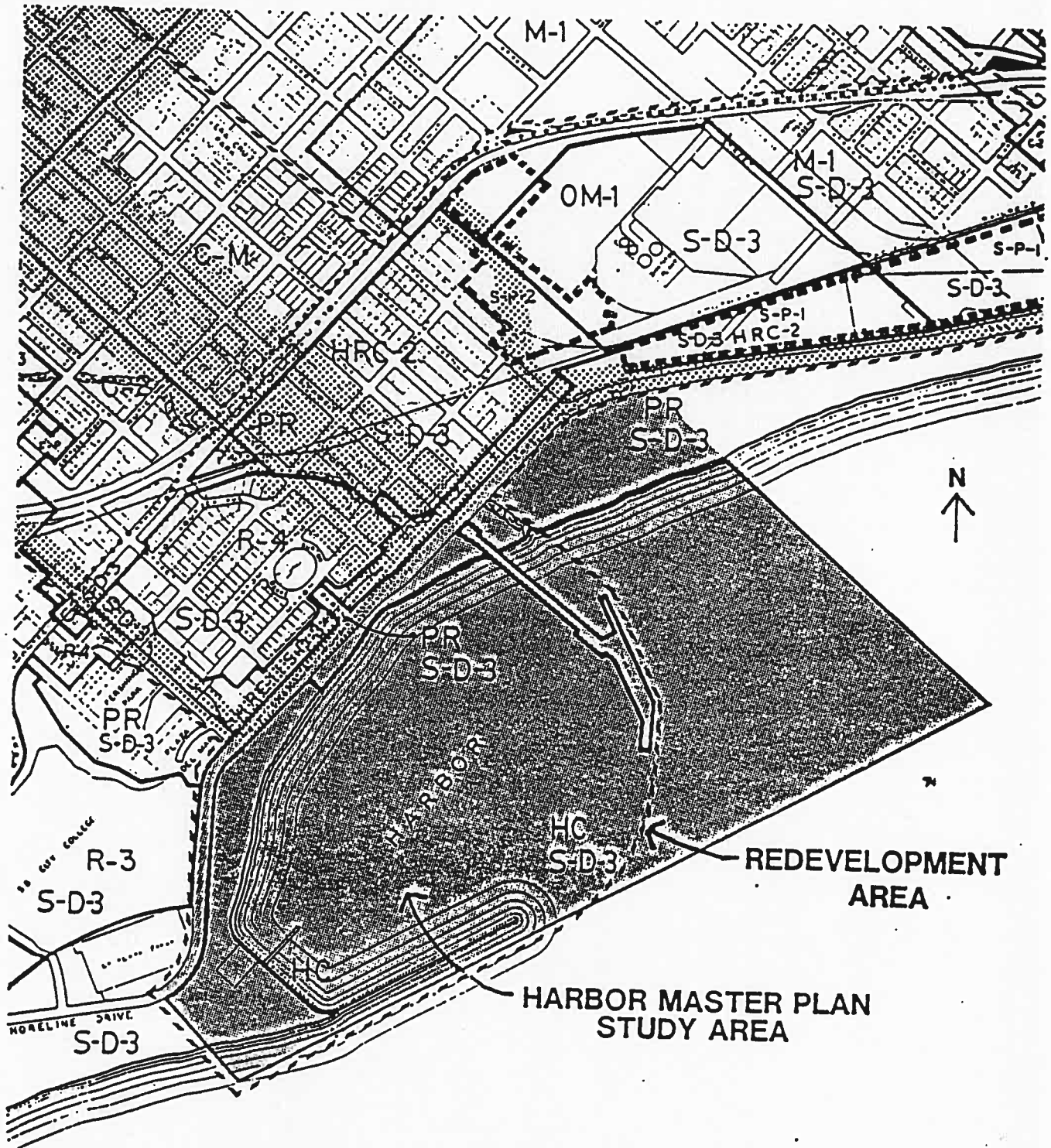
Section 811 of the City Charter establishes the Board of Harbor Commissioners which has the power and the duty to advise the City Council on all matters pertaining to the Waterfront. This jurisdiction includes the Harbor, all of the tidelands and navigable water within the City limits, Stearns Wharf and all the parking lots and related structures and facilities along Cabrillo Boulevard and Shoreline Drive. All decisions affecting the Waterfront are ultimately the responsibility of the City Council based on input from their staff and appointees of various committees and commissions.

The Community Development Department also plays an important role in the Waterfront. New development proposals or uses are reviewed by this department to determine if the Local Coastal Plan and other documents are being met. Environmental assessment is done on proposed projects to determine if environmental impacts will occur and, if so, how those impacts can be mitigated. The Planning Commission reviews development proposals to determine whether a Coastal Development Permit should be issued. Some of the study area is in the permanent jurisdiction of the Coastal Commission and the City makes recommendations to that commission in those instances. The City's Architectural Board of Review reviews all new development proposals relative to the appropriateness of design in the study area. The Historic Landmarks Commission reviews those projects located along Cabrillo Boulevard that are within El Pueblo Viejo (see Figure 2).

#### **C. PLANNING POLICIES AND DOCUMENTS**

There have been many planning documents written which address the Harbor and Stearns Wharf area. The two most important ones are the Coastal Act and the City's Local Coastal Plan. These and other documents produced over the last twenty years that have a bearing on the study area are summarized below. This discussion addresses the zoning designations in the area as well as the El Pueblo Viejo (Landmark) District, Redevelopment Area and Coastal Zone in the vicinity of the study area as shown in Figure 2.

PR - PARK & RECREATION  
 HC - HARBOR COMMERCIAL  
 S-D-3 - SPECIAL DISTRICT-COASTAL  
 [Stippled Pattern] EL PUEBLO VIEJO  
 [Dashed Line] REDEVELOPMENT AREA



HARBOR MASTER PLAN  
 ZONING & SPECIAL DISTRICTS

FIG.2

## **1. Coastal Act**

Proposition 20, which promoted public access to oceanfront beaches throughout California, was adopted in 1972. That was followed in 1976 by the Coastal Act which mandated that Local Coastal Programs be prepared by all cities and counties within the coastal zone, including Santa Barbara. The Coastal Act included policies which pertain to and recognize the uniqueness of coastal areas. The policies give priority to "ocean dependent uses," which are dependent on the ocean and cannot be located elsewhere. Examples of ocean dependent uses include commercial fishing, recreational boating and related activities such as boat launch ramps, fish hoists, etc. "Ocean related uses" are those that rely on the ocean but do not have to be located on or adjacent to the water, although that may be preferable. Examples of ocean related uses include bait and tackle shops, boat storage and offices for marine related businesses. These terms are defined further in the Glossary at the end of this report.

Along with ocean related uses, the second highest priority use in the Coastal Act is visitor serving uses, especially water oriented recreation. The Act allows for restaurants and marine oriented gift shops within this category, but these facilities must not preclude the opportunity for the highest priority ocean dependent uses, particularly in the Harbor area.

Public access is another high priority of the Coastal Act, including assuring that people can get to the coast on public streets and that sufficient parking is provided. The Act also encourages alternate modes of travel such as shuttles, buses, bicycles and walking to get to and along the coast.

The policies referenced above are summarized in Table 3. All of the Coastal Act policies which relate to the study area are included in their entirety in Appendix A.

## **2. Local Coastal Plan**

The City's Local Coastal Plan (LCP) takes the policies of the Coastal Act that apply statewide and tailors them to Santa Barbara. The policies tend to be more specific, referencing particular types of activities or locations that are unique or important to the City. While all the LCP policies are important, there are two from the "Ocean Dependent Activities" section that are of particular relevance to this plan:

### ***POLICY 7.1:***

***"The Harbor/Wharf complex and its associated recreational facilities shall be considered as the highest priority land use in the waterfront area."***

**Table 3**

**SUMMARY OF COASTAL ACT AND  
LOCAL COASTAL PLAN POLICIES**

**Ocean Dependent Activities and Recreation**

- ☐ Priority shall be given to coastal dependent uses; facilities serving commercial fishing and recreational boating shall be protected and, where feasible, upgraded.
- ☐ Protect oceanfront areas suited for coastal and water-oriented recreation; increased recreational boating use of coastal waters shall be encouraged.
- ☐ Low cost visitor serving and recreation uses shall be protected and encouraged.
- ☐ The Harbor/Wharf area and associated recreational facilities are the highest priority land use in the Waterfront.
- ☐ Encourage shuttles and parking to meet recreational demands.
- ☐ Public facilities shall be distributed to avoid overcrowding and overuse of an area.
- ☐ The Harbor/Wharf area shall be redesigned and restructured to protect the Harbor from southeast storms and to reduce Harbor shoaling. The redesign and restructuring shall be accomplished only after careful evaluation.

**Public Services**

- ☐ Limit new or expanded services to that necessary and consistent with policies. Where limited capacity, reserve a portion for essential uses and recreation.
- ☐ Locate and develop new parking in larger multi-use facilities whenever feasible.
- ☐ Improve capacity at the Castillo/Shoreline/Cabrillo intersection.
- ☐ Encourage carpooling, bus use, etc. Develop a shuttle bus system if possible.
- ☐ Encourage safe pedestrian and bicycle movement throughout the area.

**Shoreline Access and Locating New Development**

- ☐ Ocean dependent uses shall have priority over other developments.
- ☐ Maximum access to be provided from the nearest public roadway to the ocean. New development shall not interfere with public access to the shoreline.
- ☐ The location and amount of new development should maintain and enhance public access to the coast. Public facilities, including parking, should be distributed to avoid overcrowding or overuse of a single area.

**Visitor Serving Uses**

- ☐ Priority shall be given to visitor serving uses over private projects, especially lower cost visitor serving uses.

**Visual Resources**

- ☐ Protect, preserve and enhance coastal and scenic visual qualities.
- ☐ Screen all parking facilities from public view.

**Water and Marine Environments**

- ☐ Marine resources shall be maintained and restored, including water quality.
- ☐ Revetments, groins and other necessary permitted construction shall minimize impacts on local shoreline sand supply.
- ☐ No permanent above-ground structures shall be permitted on the beach except facilities necessary for public health and safety in order to avoid the need for future protective devices that could impact sand movement.

**POLICY 7.2:**

*"The Harbor/Wharf complex shall be redesigned and restructured to:*

- (1) Protect Harbor/Wharf facilities from southeast storms;*
- (2) Reduce Harbor/Wharf shoaling;*

**Actions:**

*"The City shall develop a .... design/development plan for the Harbor/Wharf complex which will:*

- (1) Create a breakwater and such other structures as necessary to protect the Harbor area;*
- (2) Delineate [the] location of Harbor dependent facilities and uses;*
- (3) Provide adequate circulation for all modes of transportation within the Waterfront;*
- (4) Provide limited expansion of recreational and commercial boating, with the needs of commercial fishing being given priority;*
- (5) Relocate commercial fishing to the proposed easterly breakwater;*
- (6) Improve and where necessary increase facilities such as boat hoists, launch ramps, ice machines and fuel stations;*
- (7) Establish a design theme for both the Harbor and Wharf structures....;*
- (8) A quiet water sailing and recreation area shall be provided west of Stearns Wharf.*

These two policies are the primary reason this plan is being prepared. The actions listed above summarize the major issues to be resolved.

All of the LCP policies that specifically relate to the study area are included in Appendix A. These policies were adopted by the City and the Coastal Commission in 1981.

### **3. Current Zoning**

Most of the study area is zoned Harbor Commercial including all the water and marinas, the Harbor commercial area and Stearns Wharf. West Beach and the beach area to the east of the Wharf are zoned Parks and Recreation or PR (see Figure 2). The zoning, LCP and General Plan designations are the same throughout the study area.

The Harbor Commercial (or HC) Zone addresses the uses allowed in the Harbor and on Stearns Wharf separately. The balance of uses between primary (or ocean dependent) and secondary (ocean related and visitor serving) in the Harbor area is of particular

importance. The HC zoning ordinance requires an annual review of uses in order to insure that the Harbor remains a working harbor, consistent with the purposes and intent of the HC Zone, the LCP and the Coastal Act.

In the Harbor, primary or ocean dependent uses are listed in the HC zoning ordinance including marinas, boat moorings, marine oriented government agencies, boat yards and activities necessary to support commercial fishing. Secondary uses, which are ocean related and visitor serving uses, include bait and tackle shops, boat sales and storage, offices for ocean related businesses, restaurants and marine oriented specialty and gift shops. Stearns Wharf uses are generally more tourist oriented and include art galleries, bait and tackle shops, museums which relate to the ocean, fast food and other restaurants. A copy of the HC Zone, as amended by this Plan, is included in Appendix B.

The Land Use Plan portion of the City's LCP was adopted in 1981. The zoning ordinance amendments, guidelines and other measures necessary to implement the LCP were reviewed and ultimately adopted by the Coastal Commission in 1986. The Coastal Commission, in reviewing the HC Zone, was very concerned about the need for a long term plan before any large project proceeded through the development review process. Their feeling was that the need to balance primary and secondary uses and ensure the long term viability of a working harbor was so important that nothing should prejudice that goal. As the new Breakwater Restaurant had already filed for development review, it was permitted to proceed through the development review process. Within certain limits, the Coastal Commission also allowed small additions to museums, offices and gift shops to proceed before the plan was done.

The Breakwater Restaurant project is still pending before the City Council. In early 1988, Planning Staff recommended approval of the new 9,565 square foot restaurant, but it was denied by the Planning Commission. The project was appealed to the City Council, where three hearings were held before the project was sent back to the drawing board to be scaled down to no more than 6,000 sq. ft. The City Council also requested an economic analysis of the expanded restaurant. The project is still pending before the City Council and is discussed later in this report (Sections VII and IX).

#### **4. City of Santa Barbara Goals Report**

In April 1971, the Citizen's General Plan Goals Committee produced a Goals Report which included a discussion of the Harbor and shoreline. There were three main goals relating to the study area, all of which were taken into consideration in the development of the Local Coastal Plan and Harbor Master Plan:

- a. *Prepare and adopt a comprehensive plan to guide development and use of the shoreline and water areas. The plan should investigate the feasibility of an inland marina, should determine the best balance between interests of all Harbor users and should determine the optimum balance between areas devoted to beaches, Harbor and parks;*
- b. *Provide a Harbor, Wharf, beach and ocean related environment for the entire community; and*
- c. *Establish and enforce a water quality standard designed to preserve the ecology of Harbor and shoreline waters and control all forms of water pollution.*

## **5. Shoreline Master Plan**

This July 1976 study identified the four main problems in the Harbor area as:

- a. Downcoast littoral drift of sand which continually necessitates dredging;
- b. Protection of the Harbor from southeasterly storms if the sand spit is removed;
- c. Demand for slip spaces far outnumbering the amount available; and
- d. Inadequate landside facilities provided to support the Harbor activities.

The recommended solutions to these problems included building another harbor and associated storage areas elsewhere in the County. Many of the recommendations related directly to boats including dredging West Beach to create a small boat recreation area, reorganizing and expanding boat trailer parking, providing dry land boat storage and the boat yards. The plan suggests that the Coast Guard be relocated to the rock groin thereby freeing up space on the Navy Pier for other uses and that a floating dock be constructed for the Harbormaster. The plan goes on to recommend the expansion of charter boat service, small boat rentals, whale watching trips, sailing classes, etc. In addition to the above, it also recommends expanded and improved parking facilities and greater use of West Beach by hotel and motel guests. The plan points out that a major issue in the planning for this area is the competing uses and what is the optimal balance between them.

The Shoreline Master Plan was never discussed at a public hearing although the recommendations of the Plan were considered in the development of the Local Coastal Plan.

## **6. Redevelopment Plan**

The City of Santa Barbara's Redevelopment area includes the Harbor and Stearns Wharf (see Figure 2). The Central City Redevelopment Plan, adopted in 1977, designates the entire Harbor Master Plan study area as "Public Facilities -- Large Land Area Uses, Harbor Wharf and Related Commercial and Ocean Oriented Recreation Facilities." The policies of the plan relating to the Harbor are reflected in the land use designation quoted above. The policies relating to the Wharf focus on the need for revitalization as it had been closed for four years when the plan was adopted (see discussion on Stearns Wharf above).

## **7. El Pueblo Viejo Landmark District**

The Historic Structures Ordinance (Santa Barbara Municipal Code Chapter 22.22) establishes the boundaries of and procedures for reviewing proposed projects within Landmark Districts. The intent of this ordinance is to ensure that projects proposed within the historic areas be compatible with the historic and aesthetic character of the City. The study area lies primarily south of the District's boundary which runs along Cabrillo Boulevard. Improvements associated with the proposed extension of the Stearns Wharf wye to shore and any improvements on the south side of West Cabrillo Boulevard starting 150 feet east of Bath Street may require Historic Landmarks Commission review. The remainder of the improvements of the study area, including the Harbor and Stearns Wharf, are outside Landmark's jurisdiction.

## **8. Santa Barbara City College Long Range Development Plan**

In 1985, SBCC adopted a Long Range Development Plan (LRDP) which is the facilities planning document for the completion of the campus. Amendments to the plan were approved by the Coastal Commission in 1988 and again in 1991.

The LRDP includes a Land Use and Facilities Element which describes existing and proposed facilities including the addition of a 436 space parking structure on West Campus (completed in Summer 1992), the net addition of about 74 spaces on East Campus and the deletion of the proposed parking structure in Pershing Park. There are other changes including the remodeling the existing Library, which has been replaced by a new structure on West Campus, into an Administrative Center. In most cases the changes involve the replacement of temporary buildings with permanent structures.

The Resources and Policy Element describes the natural and human resources of the Campus and sets forth policies and development standards consistent with the requirements of the Coastal Act. The plan also includes an Educational Program Direction Element and a Procedures Manual.

**9. Santa Barbara City College Joint Powers Agreement**

Santa Barbara City College and the City of Santa Barbara have a Joint Powers Agreement governing the joint use of parking facilities near the Harbor and the College. The City and the College share the two La Playa parking lots (506 spaces), the Leadbetter Beach parking lots (a total of 494 spaces) and the Pershing Park lots (194 spaces).

The College has the use of the parking lots from the third Monday in August to June 15th every year, exclusive of weekends and some holidays. The Joint Powers Agreement originally provided for City College use of the lots from September 1st each year, but the agreement was amended in Spring 1992 to allow the additional weeks of use. This is a three year amendment to the agreement (through 1995) with the City receiving compensation for the students' use of the parking lots.

The theory behind the joint use of the lots is that the public and student parking requirements are complementary. The students tend to park from 8:00 am to around 2:00 pm on weekdays during the school year and the public use of the lots is heavier in the afternoons and during the summer. This agreement, which runs through 2037, will be discussed more fully in the Parking Section below.

**10. General Plan Update / Charter Section 1508**

The City of Santa Barbara worked for over two years on a comprehensive update to the General Plan. Major decisions were made by the Council in April of 1989 regarding future nonresidential development in the City. In addition, a package of long term implementation strategies was endorsed which aimed at balancing the effects of a limited growth future with the needs of the community. The preparation of a Harbor Master Plan is one of those long term strategies. The decisions provide for a limited amount of new nonresidential construction over twenty (20) years. The concept behind the limitation on development is that there is only a small amount of resource capacity left in the City and those resources should go to projects which minimize impacts on the community and which provide some important benefits to the community.

The major recommendations of the General Plan Update were included in Measure E, an amendment to the City Charter which the City Council placed on the ballot in November 1989. This ballot measure, which became Charter Section 1508, was approved by the voters. The measure incorporates the limitations on growth consistent with the General Plan Update decisions and standards for all future nonresidential development. Through 2009, a maximum of 3,000,000 square feet of nonresidential development may be constructed in the following categories:

Approved Projects	900,000 sq. ft.
Pending Projects	700,000 sq. ft.
Vacant Property	500,000 sq. ft.
Small Additions	600,000 sq. ft.
Community Priorities	<u>300,000 sq. ft.</u>
<b>TOTAL</b>	<b>3,000,000 sq. ft.</b>

There are several ways in which these growth decisions could affect the study area and the development options of the Harbor Master Plan. All requests for additional square footage in the City must be drawn from one of the categories listed above (minor additions of less than 1,000 square feet are exempt). All projects will be scrutinized before they are approved and all public projects will have to demonstrate a need for the use proposed before an approval is granted. The standards for approval include that the project will not have any significant and unavoidable traffic, water or housing impacts. Depending on the recommendations of the Harbor Master Plan, there are many options for development within the future growth limitations of Measure E. The recommendations of the Harbor Master Plan have been assessed in terms of consistency with the General Plan Update and Charter Section 1508 standards in the Policy Consistency Analysis Section of this report (Section IX).

#### **11. General Plan Elements**

The Conservation, Open Space and Scenic Highways Elements of the General Plan were all adopted prior to the writing and adoption of the Local Coastal Plan. The policies of these elements, therefore, are embodied in the policies of the LCP. The Circulation Element was adopted in 1988, after the adoption of the LCP. A summary of the policies of each element that relate to the study area is given below with the full text of the policies included in Appendix C.

**a. Conservation Element**

This element addresses marine resources and visual quality, among other issues. Relevant goals are:

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

*"The biotic resources of the Harbor shall be maintained, so far as possible within the framework of the LCP and other Harbor Restoration plans."*

*"Protect and enhance the scenic character of the City."*

**b. Open Space Element**

The overall goal of this element is to protect the character of Santa Barbara by conserving and providing significant open and natural landforms in the community. The categories of open space include the ocean and the shoreline. In discussing the Harbor, the element notes that *".... excessive development for one particular group of users could easily deprive the community as a whole of the shoreline as an open space."*

**c. Scenic Highways Element**

Highway 154 is the only State of California designated scenic highway within the City of Santa Barbara. Cabrillo Boulevard, from Highway 101 to Castillo Street, is a potential scenic highway. This element describes the land use controls and planning standards that are necessary to preserve the vistas along this coastal highway.

**d. Circulation Element**

Some of the policies of the Draft Circulation Element Update were adopted in early 1988. This Interim Circulation Element is being revised in the early 1990s to be consistent with the General Plan Update recommendations. The overall goals of the element are to develop an efficient street circulation system that is visually attractive and sensitive to environmental constraints while accommodating a reasonable amount of future traffic. Parking, pedestrians, bicycles and safety are also important considerations in the element. The relevant policies and actions from the Harbor Master Plan will be incorporated into the Circulation Element Update.

The relevant goals and policies relating to aesthetics, transportation and parking are discussed in the "Planning Issues" Section below. (Sections VI B and C)

The General Plan also includes the Land Use Element that was adopted in 1964. This element has been superseded by the LCP in the Coastal Zone, which includes all of the study area, so it is not reviewed in this report.

## **D. LEASE POLICIES**

This section discusses the lease policies and a study that pertain to the study area. A breakdown of all the leases is given in the following section (Existing Uses) with more detailed information presented in Appendix E (Harbor Area Existing Uses).

### **1. Harbor Lease Management Study**

In 1984, the Harbor Lease Management Study was prepared by Tom Giordano for the Waterfront Department. The purpose of the study was to analyze the leases of the John Dory Building (now known as the Brophy Brother's Building), the Breakwater Restaurant and Coast Guard Building to determine the appropriateness of the present uses to the Harbor setting. Recommendations were included to optimize the use of the space prior to lease negotiations that were to follow within two years of the study. Suggestions for the John Dory Building were relatively minor although the recommendations for the Breakwater Restaurant and Coast Guard Building were more extensive. It was suggested that this area be razed and replaced with a new building complex which would become the Harbor's main visitor serving, income generating focal point.

### **2. Adopted Harbor Lease Policies**

In 1984, the City Council adopted policies which relate to Harbor leases. These policies mandate that the Waterfront be self supporting. In addition, the State Tidelands Grant requires that all funds raised in the Tidelands be spent there. The Harbor Lease policies that relate specifically to leases are:

- " a. *The primary goal of the leasing policy shall be to provide essential supplies and services to the boating public to include recreational boaters, commercial fishing, industrial shipping and the U.S. Coast Guard;*
- b. *The second goal shall be 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. However, this goal may be constrained by Goals 3, 4 and 5*

*[c,d and e], below;*

- c. The third goal shall be to provide passive recreational opportunities and an aesthetic waterfront for the enjoyment of the general public;*
- d. The fourth goal shall be to provide an opportunity for nonprofit marine oriented individuals, groups and associations to benefit from the physical plant of the Harbor as long as they pay the incremental cash cost of their operation, or the same rental as would be gained if the facilities devoted to their operation were leased to a higher priority goal function; and*
- e. A negative goal is the preclusion of any lease to an activity which provides supplies or services tending towards a carnival atmosphere, non-marine sports, non-marine oriented business offices, or public services which can equally be served outside of the Tidelands Area."*

The Waterfront Department staff negotiates leases with existing and prospective tenants, then makes individual recommendations to the Harbor Commission which in turn makes recommendations to the City Council. According to Waterfront staff, over the last ten years there has been little turnover in the types of uses in the Harbor area, although the lessees have changed (see Appendix E). The staff is usually able to fill a space with a tenant that meets the five goals listed above and with a use that is either an ocean dependent, ocean related or visitor serving as required by the Local Coastal Plan and Coastal Act.

### **3. Stearns Wharf Lease Policies**

While there are adopted policies guiding the Harbor area leases, there are not any policies which deal specifically with Stearns Wharf. The uses listed in the Harbor Commercial Zone, which includes the Wharf, are ocean dependent, ocean related and visitor serving and the latter uses have dominated since the Wharf reopened in 1981. The LCP recognizes that the Wharf is primarily tourist oriented and it serves that purpose very well.

## **E. BOAT SLIP POLICIES**

There are two boat slip issues, liveaboards and slip transfers, which have historically been controversial. Current policies and other information on these two issues is presented below.

### **1. Liveaboards**

To "liveboard" is defined "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 Section 17.04.045). In order to have a liveaboard permit, the applicant must be the registered owner of the vessel and it must be the applicant's principal residence. In addition, the vessel must be equipped with a fully operational sanitation device which is suitable to prevent direct discharge of human waste into the Harbor.

In 1992, there are about 100 liveaboard permits in the Harbor. In the past, there had been many more liveaboards than there are in 1992, some of whom lived on boats that were not navigable. In January 1986, in response to pressure from the State Lands Commission which has jurisdiction up to the mean high tide line, the City restricted the number of liveaboard permits to 100. Existing permit holders were "grandfathered" and the reduction to 100 permits has been achieved through attrition. The State's action reflects their policy that residential use is not appropriate in the tidelands.

The Harbormaster maintains a waiting list for liveaboard permits. In 1992, there were 35 applications on file and each applicant must own a vessel in the Harbor and possess a slip permit. In 1992, the applicants pay a fee of \$20 per year to remain on the waiting list.

## **2. Slip Transfers**

The slip transfer policy is essentially that if a boat in a slip is sold, then the slip may go with the boat to the new owner. Slips that are no longer needed are transferred to the next person on the slip waiting list. In 1992, the slip waiting list consists of about 122 applicants while previously the list numbered in the hundreds. An initial fee of \$50 and a \$40 fee every year thereafter is required. A majority (76 of 128 or 59%) of the slip applicants are requesting slips of 40 feet or less with the remainder requesting slips of 43 feet or greater, end ties and side ties. According to Waterfront staff, while there are not a great number of applicants for longer slips, throughout the West Coast slips in excess of 43 feet are also in high demand.

## **F. TECHNICAL STUDIES AND INFORMATION**

The Harbor area has been studied extensively since the first breakwater was built over sixty years ago. Given the ongoing problem of sand accretion and eroded beaches to the south, there have been many studies on how to have offshore sand bypass the Harbor and continue downcoast. The Harbor's vulnerability to southeastern storms has also prompted studies and recommendations that offer protection from winter storms.

The information available about dredging, storm protection, the commercial fishing industry and other technical issues which affect the study area is summarized below. This information does not reflect all that is available, but is representative of the past and current situation relating to these issues.

## **1. Dredging**

In 1928, a detached 1,800 foot breakwater was completed 600 feet off Point Castillo to provide a protected mooring basin for small boats. The structure interrupted littoral transport of sand and shoaling occurred in the Harbor. In 1930, the breakwater was extended 600 feet to shore in the hope of solve the shoaling problem. Over the next seven years, the shoreline moved seaward approximately 1,000 feet to form Leadbetter Beach and the current Harbor Commercial area. The sand then migrated along the southern side of the breakwater to form a sand spit at the mouth of the Harbor. In addition to creating a navigation hazard, the accrual of sand resulted in erosion of beaches downcoast.

West Beach has changed markedly in width over the years in response to dredging and storm activity. The short concrete wall adjacent to the sidewalk on Cabrillo Boulevard was originally constructed as a seawall. Several people interviewed mentioned seeing waves against the wall in the past, indicating that West Beach, as we know it, has been virtually nonexistent in the past. West Beach has been dredged back to half the current width at least once during the 1980s and in late 1992-early 1993..

The River and Harbor Act of 1935 authorized Federal funds for dredging the Harbor. The estimated cost was \$30,000 per year with the City and County responsible for any additional costs. In that first year, 202,000 cubic yards were dredged. The initial agreement between the City and County and the Federal Government was that the Harbor would be dredged at two year intervals and the dredged material would be deposited along downcoast beaches.

During the 1940s and 50s, several studies were done which addressed the Harbor shoaling and downcoast erosion problems. In 1954, it was decided that some of the sand spit at the end of the breakwater should remain to offer protection from southeastern storms. In 1955, the City requested that they be responsible for Harbor dredging and in 1956 the hydraulic dredge "La Reina" was purchased. This dredge was operated by the City until 1972 when maintenance costs accelerated due to the age of the dredge.

In 1963, severe winter storms breached the sand spit and damaged the recently constructed Marinas 3 and 4. A 350 foot extension of the breakwater was constructed in response to the storms and damage. Ten years later, after another major southeast storm, a timber bulkhead was constructed on the sand spit. The erosion of the sand spit during southeast storms, the shoaling of the Harbor and the penetration of waves into the Harbor continued to be a problem.

In December 1970, the Federal Government assumed responsibility for dredging the entrance channel leading into the Harbor. In 1972, a contract was awarded to a private contractor to dredge about 365,000 cubic yards of sand from the Harbor. The Army Corps of Engineers' philosophy was to excavate a large quantity of sand in a short period of time once a year or less frequently if possible. A large sand trap was dredged to provide a means for collecting sand that would otherwise shoal the navigation channel and require more frequent dredging. Severe storms in 1973 resulted in major erosion to the sand spit and, while the City's dredge tried to restore the spit and therefore offer protection for the Harbor, extensive wave damage occurred in the Harbor. In retrospect, it appears that dredging of the sand trap resulted in major Harbor damage during the southeast storms of 1963, 1973 and 1978.

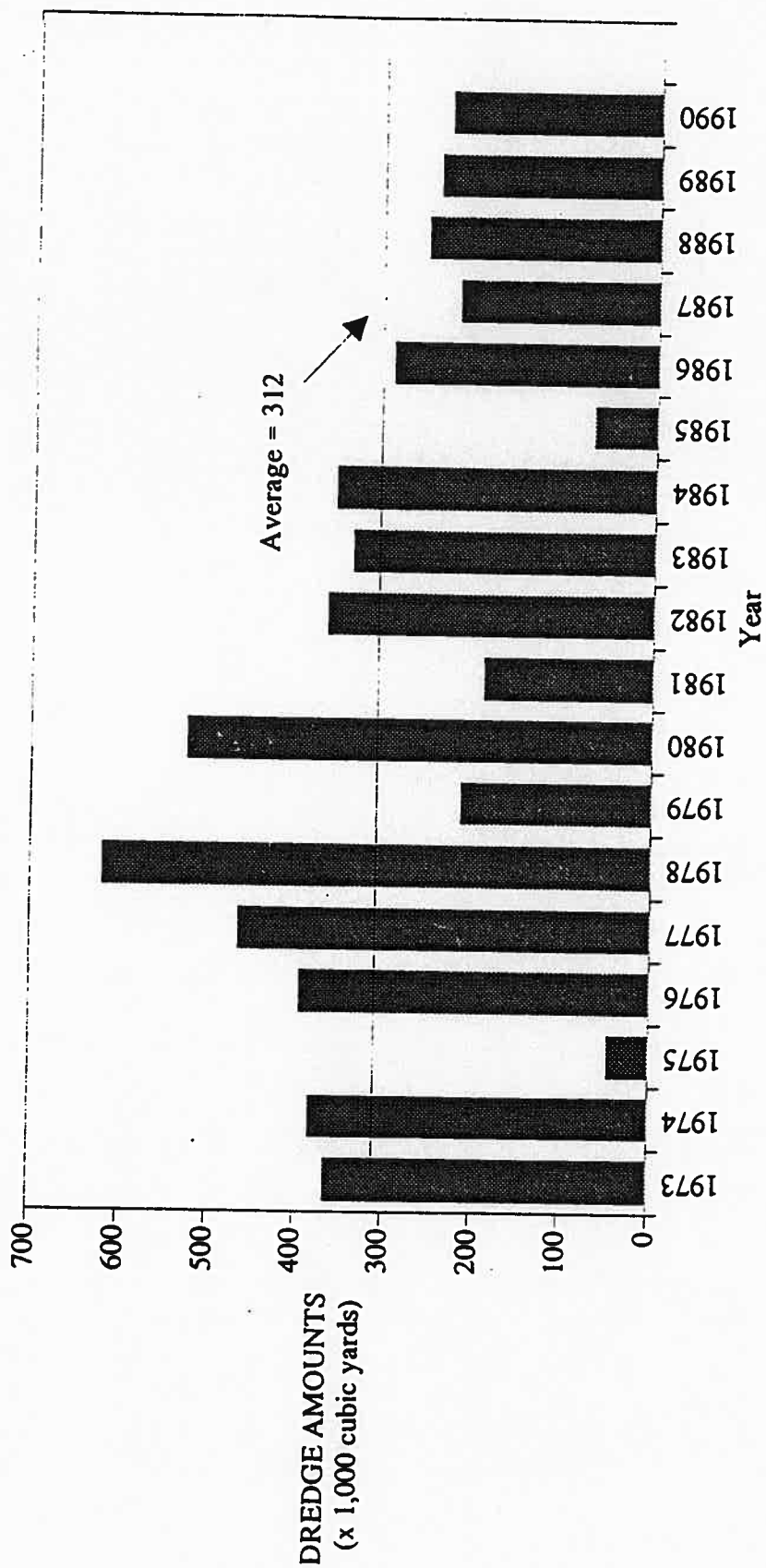
While the Corps has responsibility for dredging the entrance channel, the City has responsibility for the rest of the Harbor. The City has periodically contracted to have maintenance dredging done in other areas in the Harbor.

Through 1992, studies continue to recommend continued dredging of the Harbor to keep the Harbor open and to replenish downcoast beaches. The funding of dredging still relies on the annual allocation of Federal funds, a situation that could change in any year. The Corps generally considers the profile of the Harbor, i.e. the uses occurring in the Harbor on an annual basis, in recommending that federal funds be used for dredging.

The City and the Corps are cosponsoring a study on the feasibility of the City purchasing and operating a dredge. This would give the City the opportunity to dredge as frequently as necessary and wherever is appropriate, depending on funding. As noted earlier and in the Fiscal Section of this report, the Waterfront budget now and for the next ten years does not include funds for dredging. The 1992 costs for dredging are approximately \$800,000.

The frequency and amount of dredging from 1973 to 1990 are shown in Figure 3 with an average of 312,000 cubic yards per year dredged over that eighteen year period.

# Dredging History 1973-1990



Source: Army Corps of Engineers

FIGURE 3

## **2. Studies Relating to Sand Accretion, Wave Action and Storm Damage**

There have been many studies done of the Harbor, most right after a major storm season such as 1983. Moffatt and Nichol, Engineers, from Long Beach, California, have conducted most of the recent studies as follows:

**"On the Penetration of Wave Energy into Santa Barbara Harbor" - This January 1984 report addressed how wave energy might be reduced in the Harbor, thus reducing the associated damage. The report recommended that the sand spit breakwater be extended approximately 300 feet, the rock groin near Marina 4 be extended approximately 200 feet, the main breakwater be grouted and the sand spit be dredged on a more frequent basis to maintain the shape and depth of the spit.**

**"Proposed Leadbetter Beach Protection at Santa Barbara" - Leadbetter Beach was created once the original breakwater was extended to shore in 1930. During the 1983 storms, the area sustained major damage to parking lots, picnic areas, some structures and loss of the beach. This January 1984 study looked at proposed structures to protect the beach area including a 1,100 foot long rock revetment and a 750 foot vertical bulkhead. None of these recommendations was implemented and most of the damage was repaired when the Leadbetter East Parking Lot was rebuilt in 1990.**

**"Feasibility of Extending the Sand Spit Breakwater at Santa Barbara Harbor" - As a follow up to the January 1984 wave energy report referenced above, this July 1984 report addressed the primary source of waves into the Harbor which is waves refracting around the end of the existing sand spit breakwater. The report addressed the feasibility of extending that breakwater to prevent or reduce wave energy entering the Harbor. A 240-foot long rubble mound breakwater was recommended as well as dredging on a more continuous basis. The sand spit breakwater was extended 250 feet in 1985.**

**"Feasibility of a City-Operated Dredging Program for Santa Barbara Harbor" - In September 1984, this report was done to address the feasibility of the City owning and operating a dredge to maintain the Harbor, sand spit and navigation channel. The report pointed out that the Corps of Engineers' funding of dredging may be reduced or eliminated in the future. It also noted that the present dredging program does not adequately respond to the needs of the Harbor in terms of controlling the shape of the sand spit and in maintaining the appropriate depths in the mooring areas. The report recommends that the City pursue continued Federal funding of**

the dredging and, should that funding be discontinued, the City should consider purchasing and operating a 12-inch hydraulic dredge. The City's purchase of a dredge is recommended in the Army Corps/City study completed in August 1993.

### **3. Miscellaneous Reports Relating to Improving and Expanding the Harbor**

There have been several reports done that address expansion of the Harbor, some that involve a modest expansion and some that are very ambitious.

In October 1961, the Army Corps of Engineers prepared the "Review Report for Navigation -- Santa Barbara Harbor" which found that the need exists for harbor facilities for light-draft vessels for commercial fishing, recreational boating and party boat sport fishing. That report found that an economically feasible small craft harbor could be provided to accommodate 2,700 boats while improving the method of sand by-passing and insuring the stability of downcoast beaches. This project would involve an extension of the existing breakwater, the addition of a 2,500 foot east breakwater and a 1,600 foot long detached breakwater between the two which would form a sand trap.

In February 1967, the "Preliminary Report on the Design and Feasibility Study of Interior Harbor Facilities for Santa Barbara Harbor Expansion" was released. This report refined the recommendations of the 1961 report, including recommending that the construction be phased. The first phase recommended moving the Harbormaster and Coast Guard to the existing rock groin (the "Bath Street Peninsula") which would be increased considerably in size. Phase Two would be the construction of the Anacapa Street Peninsula and the third phase included the construction of the East Breakwater and a Commercial Peninsula near East Beach. A bond measure to finance this project failed in 1969 on a 2 to 1 vote. The sentiment at that time was that the project was too large and oriented to boaters only, the Mission Creek outfall question was unresolved, too much beach area was devoted to parking and generally the aesthetics of the plan were a problem.

In August 1972, City staff prepared the "Harbor Improvement Project" report with the assistance of the Mayor's Committee. The goals of the report were to determine needs and develop concepts for improvement relating to Harbor safety and redesign. The report recommends the enlargement of Marina 1, improving the rock groin to accommodate the Harbormaster, Coast Guard and sportfishing facilities and conversion of the Navy Pier to "Fisherman's Wharf." Parking lot and landscaping improvements were also proposed.

These recommendations were considered in the drafting of the LCP.

During 1985 and 1986, the Harbor Commission considered several options to modify and/or expand the number of slips in the Harbor. In 1985, the West Beach Marine Company, a boat rental business located in front of the Naval Reserve Building, was replaced by commercial diver's boats (called Cabrillo Landing). There had been a proposal to return the area to regular slips of greater length (approximately 500 linear feet increase but fewer slips). Around that same time, there was also a conceptual proposal to reconfigure Marinas 1, 2 and 3 to add additional slips. The increase in slips was to be provided primarily by adding slips to the end of some of the shorter fingers and by narrowing the area between the fingers of slips. This idea was reviewed in a work session with the Council and the Harbor Commission in October 1986 and was not considered appropriate at that time.

#### **4. Harbor Preservation Task Force Report**

The Harbor Preservation Task Force was created in the early 1980 by the Chamber of Commerce to address Harbor problems. Members of the Task Force included architects, engineers, representatives of businesses, the Yacht Club and fishermen. In addition to addressing the problems of southeast storms and sand accretion, as other reports had done, this report also looked at the demand for additional commercial and pleasure boat facilities. The recommendations of the Task Force are shown in Figure 4 and were as follows:

- a. Provide a fully enclosed and protected Harbor, including Stearns Wharf, with a breakwater extension and a separate easterly breakwater;
- b. Control the sand dredging problem by providing a localized sand trap and dredge location for efficient sand bypass;
- c. Decentralize the major traffic generators by placing the commercial fishing fleet, boat repair facilities and launching ramp at the east end of the Harbor; Place the Harbormaster and Coast Guard in the center near the Harbor entrance;
- d. Clean up the Mission Creek and Central Drainage Channel [Salsipuedes Creek], improving the hydraulic characteristics of both;
- e. Add the potential of some additional boat slips should this be an objective of the City (approximately 400 additional slips were proposed); and
- f. Provide a quiet water area for youth boating activities and an aquatic park.



In response to this report and others preceding it, an action of Policy 7.2 of the LCP states: "Relocate commercial fishing to the proposed easterly breakwater." Policy 7.4 states that the Harbor redesign shall be accomplished only after careful evaluation of the project's public service, environmental and fiscal impacts as well as community acceptance. This issue, which is beyond the scope of this study, will be discussed later in this report (Section VI A).

## **5. Other Army Corps of Engineers Studies**

The Army Corps of Engineers' "Reconnaissance Report for Santa Barbara Harbor, Restudy of a Deferred Project," was completed in March 1988. This study investigated the feasibility of Federal improvements or modifications to the Harbor in order to improve navigation, reduce shoaling and maintenance dredging, reduce storm damage and expand the Harbor. The study included an economic analysis to determine whether there is Federal interest in the project based on its preliminary economic feasibility. About fifteen different alternatives were studied, including the easterly breakwater referenced in the previous section, groin extensions and purchase of a dredge. The report recommended that six of the alternatives proceed to the feasibility study phase:

- a. Purchase a dredge (Alternative #2);
- b. Stearns Wharf Breakwater (Alternative #5);
- c. Alter channel dimensions (Alternative #8);
- d. Leadbetter groin with fixed sand bypass and dredging of West Beach (Alternative #9A);
- e. Leadbetter groin with dredging of West Beach (Alternative #9B); and
- f. Leadbetter revetment (Alternative #10).

The easterly breakwater (Alternative #15), similar to that envisioned in the Harbor Preservation Task Force Report, was one of the alternatives studied by the Army Corps of Engineers. This alternative was not recommended for further study because its cost-benefit ratio was 0.643 and the Corps seeks a ratio of 1.0 or better. The report states that an easterly breakwater would have minimal effect on wave heights within the existing breakwater because of the gap between the new and old breakwater, but would significantly decrease wave heights near the Wharf.

In August 1988, the City and the Corps entered into an agreement for a three year "Feasibility Phase Study (Shoaling Study)." Of the six alternatives listed above that were recommended for further analysis, the study focuses on three: the purchase of a dredge, alteration of the channel dimensions and a groin with fixed sand bypass system. The

Stearns Wharf Breakwater, which would involve attaching a sheetpile bulkhead to the outer pilings of the Wharf, was not an acceptable solution to the City. The other Leadbetter options did not seem to address the major issues of the original reconnaissance study. This \$400,000 study, which is being financed equally by the City and the Corps, was completed in August 1993.

## **6. Commercial Fishing Information**

Commercial fishing has been an important component of the Harbor since it was built over sixty years ago. The Santa Barbara Channel and the Islands have been a rich source of fish and shellfish. According to the National Marine Fisheries Service, in 1984 Santa Barbara Harbor was ranked among the top 50 to 60 ports in the nation in terms of poundage and value, and it is sixth among the 36 ports in California in recent years. There are some who believe that the channel has been "fished out" but the commercial fishing industry seems to be thriving in this area. Due in part to the increase in oil activity over the last decade, and its effect on commercial fishing, there is a considerable amount of information available about the fishing industry in this area.

In 1992, Santa Barbara Harbor was the biggest port in the state for urchins, with the catch totalling 6.5 million pounds in 1987 and 4.9 million pounds in 1988. The value of this catch alone to the fishermen was \$2.3 and \$2.8 million respectively. The number of pounds of fish and shellfish caught and the value to fishermen for 1978 and 1988 is shown in Table 4.

There appears to be a core group of fishermen that has worked out of this harbor for an average of 15 to 20 years. These fishermen have boats that are working several fisheries depending on the season and the market. Competition requires that the fishermen be as flexible as possible in terms of switching quickly from one fishery to another and having access to Harbor facilities when needed.

Local commercial fishermen use a variety of methods to catch fish. Purse seining is employed to encircle a school of fish in a net which is lifted onto the deck of the boat. This method is used to take anchovies, mackerel and bonita. Set and drift gill nets are used for white sea bass, thresher and angel sharks, swordfish (which is also harpooned) and halibut. Trawling or drag net fishing, where a net is pulled behind a boat, is done for halibut, ridgeback and ocean shrimp, sole, rockfish and spot prawn. Trolling involves towing lines behind a moving boat to catch salmon, albacore, bonito and occasionally barracuda. Stationary hook and line fishing for rockfish or rock cod also occurs. Trap fishermen catch lobster, rock, box and spider crabs and slime eels (also called hagfish).

**Table 4**

**COMMERCIAL FISH LANDING IN  
SANTA BARBARA HARBOR\*  
1978 and 1988**

SPECIES	POUNDS		VALUE**	
	1978	1988	1978	1988
Abalone	760,990	303,509	\$893,363	\$1,035,826
Bonito	1,199	2,270	319	655
Butterfish	1,148	5,587	478	2,851
Crab Claws	n/a	120,691	n/a	33,322
Crab, Rock/Spider	166,634	193,591	79,591	174,034
Croaker	1,870	5,070	196	1,488
Halibut	102,040	175,450	119,627	378,556
Lobster	42,061	57,757	104,757	299,007
Mackerel	17,637	1,260	1,306	193
Prawn, Ridgeback	45,695	100,325	29,124	130,055
Rockfish	1,446,768	731,806	355,930	357,951
Salmon	9,160	8,951	20,394	27,909
Sea Bass	24,457	47,998	28,158	94,984
Sea Cucumber	1,413	156,825	714	31,080
Sea Urchins	5,304,380	4,949,500	633,920	2,755,160
Shark, Bonito	10,878	50,421	1,465	69,359
Sharks, Other	509,548	23,139	52,923	13,024
Sharks, Thresh/Angel	205,492	264,731	59,609	213,617
Shrimp, Pac. Ocean	4,937	2,804	7,600	1,476
Sole	1,257,158	58,672	203,839	27,337
Spot Prawn	55,133	25,732	81,787	100,077
Swordfish	179,682	36,261	326,310	132,263
Thornyhead	2,082	500	423	100
Tuna	2,830	10,806	1,417	39,309
Miscellaneous	20,751	69,654	9,487	35,087
<b>TOTAL</b>	<b>10,173,943</b>	<b>7,403,310</b>	<b>\$3,012,737</b>	<b>\$5,954,720</b>

n/a - Not available.

\* - These numbers differ from those given in the Waterborne Commerce Report Section because some fish landed in the S.B. Harbor are reported in Ventura, i.e., the reporting techniques of DFG and those for the Waterborne Commerce Reports are different.

\*\* - Value to fishermen.

Source: Department of Fish and Game

In the Summer of 1989, many fishermen caught slime eels which are made into products such as purses, belts and wallets. Sea cucumbers, a delicacy in the Orient, are a significant fishery here. These are caught by drag fishing and by divers at the Channel Islands and along the coast.

Commercial diving for urchins and abalone occurs mostly in the nearshore waters of the Channel Islands. There is a limited amount of aquafarming in this area, with abalone the primary fish being grown commercially.

Proposition 132, the gill net ban, was passed in late 1990. There is currently a variety of legal interpretation as to the extent of the ban and the issue is still unresolved. In any case, there is an Alternate Gear Program at the state level which is looking at other types of fishing gear to keep fishermen's options open.

There are currently two fish processors in the study area, one in the Harbor and one on the Wharf. When the City's Local Coastal Plan was written in 1980 there were seven processors in the Waterfront area. Commercial fishermen interviewed indicated that the variety of fish caught in this area and the relatively small catches per species, combined with the expense of doing business in Santa Barbara, forced most of the processors to leave the area.

## **7. Recent Commercial Fishing Reports and Studies**

There have been several studies done locally and Statewide on the health of the commercial fishing industry. There have been other reports and studies done on the commercial fishing industry, but those discussed below are representative of the information available.

In September 1987, the County's Energy Division did a study entitled "An Assessment of the Needs of the Local Commercial Fishing Industry and a Plan to Mitigate Impacts from Increased Oil Development in the Santa Barbara Channel and Santa Maria Basin." This study included interview results with commercial fishermen, fishing representatives and processors. Of the eight top project priorities, those that relate directly to the Harbor are a new ice machine, a net repair area and a fish hoist. The ice machine was installed on the Navy Pier on May 1, 1992.

Another study is "An Assessment of Harbor Facility Needs and Improvements to Assist the Commercial Fishing Industry in San Luis Obispo, Santa Barbara and Ventura Counties." This study is part of the "Local Marine Fisheries Impact Program, Element 2,

**Vessel and Gear Staging and Repair Space Program." The State Coastal Conservancy sponsored an April 1989 study which addressed the impacts of offshore oil and gas activities on the commercial fishing. The study included an assessment of the need and space for additional vessel and gear staging and repair facilities at six ports, including Santa Barbara. The important findings are:**

- a. Lack of harbor space for slips, docking, unloading and vessel and gear storage and repair is adversely affecting commercial fishing operations, particularly in the Santa Barbara Harbor;**
- b. Lack of gear storage space is a common problem for commercial fishermen. The loss of traditional fishing grounds and other impacts associated with offshore oil exploration and development have contributed to the need to diversify and the lack of storage space has hampered that need;**
- c. Adequate berthing and docking facilities for fishermen must be available;**
- d. High costs of operating and living in Santa Barbara, combined with overcrowded facilities, have caused some Santa Barbara fishermen and processors to relocate to Ventura and Morro Bay; and**
- e. Of the six ports studied, Santa Barbara is not one of the best for vessel haul-out, repair and dry storage.**

**Santa Barbara is not mentioned in the priorities for the first year funding, although support is indicated during the second and third years for the location, leasing and improvement of space near the Harbor for a vessel and gear storage and repair facility.**

**Since the study was completed, the boat launch ramp has been reconstructed which has improved the boat launch capabilities in the Harbor. Gear storage and dry storage are ongoing needs that are difficult to address in the limited space available in the Harbor.**

**In March 1990, the Coastal Conservancy leased 10,770 sq. ft. off Yanonali and Garden Streets near US 101. The purpose of this lease is to provide gear storage areas to mitigate the impact of oil activities on commercial fishing. Seventeen large containers have been installed for equipment storage and eight boat trailer spaces will be available for fishermen. The storage area will be self managed by the fishermen and is expected to be improved with a graded base and an entrance and exit. The City Planning Commission approved the necessary permits in September 1991.**

**During early 1989, a questionnaire prepared by consultants working for the Coastal Conservancy was mailed to active commercial fishermen in the tri-counties area. Almost half of the questionnaires went to Santa Barbara fishermen and the response rate**

was very good overall (31%). The purpose of the survey was to detail the fishermen's fishing experience, current facility needs and opinions on the future of local fisheries. The results of the survey are still in draft form, but they indicate that storage space for gear is an important issue, as 72% of the respondents store their gear at home. Most fishermen felt that a dedicated area, close to if not at the Harbor, is of primary importance. The draft findings of the survey were similar to the five findings above.

## **8. Waterborne Commerce Reports**

The Corps of Engineers requires that Waterborne Commerce Reports be filed annually. These reports indicate the type and amount of commerce or commodities that go through a harbor or port. These reports are used by the Corps in deciding whether federal dredging funding, for example, is warranted. In 1989, the Corps required that 25 tons of commerce go through a harbor annually to qualify for federal funds for dredging.

In calendar year 1988, a total of 30,326 tons of "commerce" was handled at Santa Barbara Harbor. The commerce includes fish and shellfish and considerable amounts of equipment of all kinds including gasoline, animal feed, and ice. In 1989, the amount of commerce increased slightly to 30,642 tons. In 1990, the tonnage decreased slightly to 30,158 and it increased to 37,257 in 1991. The amount of fish and shellfish caught and handled through the Santa Barbara Harbor is detailed in the Commercial Fishing Section above. (Note: These figures differ from those given in Table 4, "Fish Landings and Value 1978 and 1988," as that information may not include catches from the Santa Barbara Channel that were taken to another port to land).

## **9. Mission Creek Study**

In August 1986, the Corps of Engineers completed the Mission Creek Study which was done with the assistance of a citizen's committee. The study addressed Mission Creek, which poses a serious flood threat to the City, especially from Carrillo Street to the ocean. In 1992, the City and Corps are restudying the proposed Mission Creek improvements that had been approved six years earlier. The creek outfall, which was originally in the study area, has been removed from the Harbor Master Plan study area because it is not under the control of the Waterfront Department.

## **10. Coastal Sand Management Plan/BEACON**

The Coastal Sand Management Plan was completed in July 1989 for BEACON, the Beach Erosion Authority for Control Operations and Nourishment. BEACON is

comprised of representatives of the coastal cities and counties of Santa Barbara and Ventura as well as other government representatives. The goals of the plan were to:

- a. Develop an understanding of the shoreline processes and a means to predict future changes;
- b. Develop a regionally-coordinated program to manage existing sand resources in an environmentally and economically sound manner;
- c. Identify and develop regionally-coordinated mitigation measures to prevent further damage; and
- d. Develop viable methods to fund needed studies and economically feasible mitigation measures.

The management plan found that sand bypassing at the four harbors in the study area was crucial, particularly at Santa Barbara Harbor, to preserve the littoral sand supply downcoast. The plan also recommends that sand be "borrowed" from offshore sites and West Beach to replenish downcoast beaches. An Environmental Impact Report is being prepared in 1992 and funding is being pursued to finance the pilot program recommended in the study.



## IV. EXISTING USES

The following section summarizes the existing uses and activities, both on land and in the water, in the Harbor and on Stearns Wharf.

### A. HARBOR AREA

#### 1. Water

##### a. Slips

There is a total of 1,064 slips with amenities in the Harbor that are subject to slip permits and twelve moorings, for a total of 1,076. The number of slips can vary over time, however, depending on several factors. For example, the number of end and side ties changes depending on the length of these slips, i.e., a side tie could have two 25 foot vessels or one fifty foot boat. The Harbormaster also keeps a number of slips for visitor use which affects the number of slips available to boat owners. The number of slips in 1993 is shown in Table 5.

**Table 5**  
**NUMBER OF SLIPS BY**  
**LOCATION IN THE HARBOR - 1993**

<u>Area</u>	<u># of Slips</u>
Marina 1	530
Marina 2	187
Marina 3	201
Marina 4	115
Fish Floats	24
Side Ties	<u>7</u>
<b>TOTAL</b>	<b>1,064*</b>

\* - Does not include 12 moorings near Marina 1, UCSB and commercial operator's boats.

There are approximately sixty permits for boats (mostly catamarans) stored on the beach to the west of the Yacht Club. There are open water moorings to the east of Stearns Wharf with the number of vessels moored varying depending on the season. These moorings are available free of charge. A detailed breakdown of slips by length and location is given in Appendix D.

Each slip space is provided with a storage dock box, a hose spigot and an electrical outlet. A narrow docking platform is shared with an adjacent berth. End and side ties do not have storage boxes or docking platforms and open water moorings have no amenities. Slips available to the public are shown in Table 6.

<p><b>Table 6</b> <b>USE OF SLIPS - 1990</b></p>	
<b><u>Type</u></b>	<b><u>Number</u></b>
Commercial*	202 (19%)
Pleasure*	<u>862 (81%)</u>
<b>TOTAL</b>	<b>1,064 (100%)</b>
<p>* - Includes commercial fishing and commercial recreational boats (see Glossary for definitions).</p>	

#### **b. Commercial Leases Including Boats**

The number of slips listed in Table 5 does not include slips associated with leases that the City has with commercial charter operators and UC Santa Barbara. These leases are in the vicinity of the boat launch ramp and Rock Groin. Santa Barbara Sailing Center operates a sailing school, the largest one on the West Coast, boat rentals and a sailing club with 350 members. They have approximately 40 boats under their control including some that are in slips. UCSB has approximately twenty small boats that it uses for classes. Sea Landing is a large sportfishing business that offers fishing and diving trips, whale watching, charter trips to the Channel Islands and other excursions. In 1992, they operated the 65 foot "Truth," the 75 foot "Conception," the 85 foot "Vision" and the 88 foot "Condor" for commercial passenger fishing and diving trips.

#### **c. Fisherman's Floats and Cabrillo Landing**

Floating docks, called Fisherman's Floats or Fish Floats, are located near the Navy Pier. These are available to professional fishermen at reduced fees because of their proximity to the commercial fishing facilities and their inappropriateness for use by recreational boats.

Cabrillo Landing is located in the northwestern corner of the Harbor near the Breakwater Restaurant. Harbor cruise boats and other commercial boats use the southern half of this dock and urchin divers use the north end of the dock.

#### **d. Visitor Slips**

Approximately 30 slips are held by the Harbormaster for visitor use, although the number held specifically for visitors varies. Due to the temporary cruising status of numerous resident vessels, there are usually an additional 60 or 70 slips available for visiting boats. Visiting boats can usually be accommodated during the winter months, but during peak summer months, all available visitor slips are full and additional visiting vessels moor in the open water east of Stearns Wharf. The number of visiting boats varies with an average of 70 visiting boats per day from 1986 to 1992.

#### **e. Government Boats**

There are also government boats docked in the Harbor, including the 82 foot U. S. Coast Guard Cutter the "Point Camden," and the City's four Harbor Patrol boats. SBCC also has a Boston Whaler in a slip in the Harbor. NOAA, the National Oceanic and Atmospheric Administration that oversees the Channel Islands National Marine Sanctuary, sponsors tours to the Channel Islands. The tours, co-sponsored by the City's Parks and Recreation Department, are operated by a concessionaire from Ventura. Passengers park at the Louise Lowry Davis Center in Downtown Santa Barbara and are shuttled to the Harbor for embarkation.

#### **f. Oil Industry Boats**

There are oil industry boats in the Harbor including the "Cyndy Tide," a fire fighting boat owned by Texaco. This boat is on call for offshore oil fire protection. Clean Seas, an oil clean up operation, moors the vessel "Mr. Clean" in the Harbor and moors a large barge with supplies east of Stearns Wharf. These boats use the Harbor to pick up fuel and provisions.

## **2. Piers, Docks and Drydock Facilities**

The Navy Pier is located in the middle of the Harbor between Marina 1 and Marinas 2, 3 and 4. The City owns the pier and Union Oil has a lease for a fuel dock and floating platform at the seaward end of the pier. The fuel dock has space to service two vessels simultaneously and it also has a sewage pump-out station for vessels with sanitation holding tanks. The 82 foot Coast Guard Cutter Point Camden is docked at this pier.

The pier is used heavily by commercial fishermen during the day and into the night. There are two 1,000 pound hoists and a 6,000 pound stiff leg hoist on the pier. A new ice machine, funded by the County's Fisheries Enhancement Fund, was placed on the north end of the pier on May 1, 1992. The machine is able to manufacture and store ten tons of ice daily and is used by fishermen to ice down their boats prior to leaving the Harbor.

The Accommodation Dock is located to the south of the Navy Pier. The Harbor Patrol boats are berthed at this dock. Boaters using the Travel Lift tie up at this dock to load and unload their boats. Visiting boats come to this dock to check in with the Harbormaster before proceeding to their assigned visitor space or mooring.

The Travel Lift Pier is a short pier that is used for launching and haul out of boats. Boaters also tie up at this pier to load, unload and rig their boats. The Santa Barbara Yacht Club's hoist, which is also used by Santa Barbara Sailing Club members, is located on this pier.

Drydock facilities are located on an end tie of Marina 1. The boat yard is located to the west of the Harbor Commercial area. The operator provides boat repair service including a mobile rig for boat haul-out and boat repair jobs.

## **3. Shore**

### **a. Commercial area**

The Harbor Commercial area includes nine (9) buildings of varying sizes and uses as outlined in Table 7. A tenth building, the Coast Guard Auxiliary, burned down on August 25, 1992. This 1,875 square foot building was primarily used for meetings of the Coast Guard Auxiliary and recreational boating groups.

**Table 7**  
**HARBOR AREA BUILDINGS**  
**1992**

Building Name	Address	Size (sf)	Stories	Owner	Use
Breakwater Restaurant	107 Harbor Way	1,472	1	City	Coffee shop.
Cabrillo Landing/ Brophy Brothers	119 Harbor Way	3,090	2	City	Restaurant, yacht brokerage, fish market, tee-shirt shop and public restrooms.
Coast Chandlery	132 Harbor Way	5,684	2	City	Harbormaster's office and a chandlery.
Launch Ramp	305 E. Cabrillo Bl.	250	1	City	Convenience market.
Marine Center	125 Harbor Way	4,954	2	City	Yacht broker, leasing, marine surveying and off- shore supply offices, Waterfront Dept & marine- related public classroom, mail center, market, marine electronics sales & service firm, diving & boat maintenance co., marine specialty boutique & tenant restrooms.
Naval Reserve	113 Harbor Way	17,500	2	City	Navy used this for 2 week-end drills/month; now recreational use & exercise classes.
Old Coast Guard	117 Harbor Way	7,005	1	City	City maintenance shop, bait & tackle shop, fast food rest., abalone proc. co., marine hardware, diving store, sail maker & restaurant office.
S B Yacht Club	130 Harbor Way	6,789	2	City	Private, non-profit yacht club with private parking lot.
U. S. Coast Guard	111 Harbor Way	5,062	2	City	Office for Coast Guard.
<b>TOTAL</b>		<b>51,806</b>			

\* - In 1994, the City acquired the building from the Navy.

Note: The Coast Guard Auxiliary Building, located at 109 Harbor Way, burned down on August 25, 1992. This one-story City owned building was 1,875 sf and was used for meetings of recreational boating groups and the Coast Guard Auxiliary.

Government uses in the Harbor Commercial area include the Harbormaster's office, the Coast Guard building and the Naval Reserve Building. The Naval Reserve Building was originally owned by the City and was sold to the Navy for \$1.00 during World War II. In 1994 the City purchased the building from the Navy.

Commercial uses include about thirty marine oriented and visitor serving businesses, marine oriented offices, three restaurants, a small market and the mail center. The boat yard is located on the western side of this area and the Santa Barbara Yacht Club, including its private parking lot, is located to the south. There are also eight restrooms in the Harbor, some of which are open to the public. Some of the restrooms are for slipholders only and are accessible by key card.

Business Activity Permits are required for all commercial activities in the Harbor, including six passenger charter operations. Due to space and parking constraints, there are few new permits being issued for new businesses and none for new or expanded charter companies. All commercial activity requires a City business license and insurance with the City named as additional insured. Commercial filming also occurs in the Harbor. Any filming is closely coordinated with the Harbormaster and Waterfront's Business Division to avoid problems. Commercial still photography, demonstrations, aquatic activities and exhibits all require a fee to work or set up in the Harbor.

There are also sixteen commercial and public organizations that have licenses to operate in the Harbor area. Examples of these include the Yacht Club's private boat hoist, six passenger Harbor tours and cruises and sail board lessons and rentals. The Coast Guard has a license for a radio beacon that is located on the end of the Wharf.

There are several nonprofit organizations that operate or meet in the Harbor area including the Santa Barbara Sailing Club, Santa Barbara Seashells, Santa Barbara Youth Foundation and the Coast Guard Auxiliary.

#### **b. Breakwater**

The breakwater, running parallel to the ocean, features flags representing prominent organizations in Santa Barbara. The walkway is wide and offers views of the Harbor and the City. At certain tides and when there is a swell, the breakwater can be splashed by waves, much to the surprise of people strolling along it. During storms the waves are quite large and walking on the breakwater is dangerous. Silt is carried over and through the breakwater into the Harbor, requiring ongoing patching of the breakwater to reduce

the sand infiltration. The area along the south side of the sandspit is a recognized surfing spot during occasional strong swells usually during the winter months.

**c. Boat Launch Ramp and Rock Groin**

The boat launch ramp was built in 1961 with four launching lanes and two floating docks. It is the only coastal public small boat launching ramp between Ventura and Morro Bay and an estimated 16,500 launchings per year take place there. In late February 1990, the City received a Coastal Resource Enhancement Fund Grant to rehabilitate the ramp. The rehabilitation work, completed in April 1991, included rebuilding the ramp and correcting the existing sharp drop off into deep water. The work has made it easier to maintain and use the ramp.

The rock groin is located to the south of the launch ramp. It houses Sea Landing, a commercial recreational business, UCSB's sailing facility and the Marine Mammal Center which administers to sick and injured marine mammals.

**d. Los Baños Pool**

Los Baños Pool dates back to the early days of the Harbor when it was known as "the Plunge." The pool is administered by the City's Parks and Recreation Department and is used by Santa Barbara City College students as well as the community for swimming lessons, swim meets and lap swimming. In early 1992, the pool was designated a Landmark Structure by the City Council. It was placed on the National Register of Historic Places in 1993. The pool has been removed from the Harbor Master Plan study area as the Waterfront Department has no jurisdiction over it.

**d. Parking**

The traffic and parking reports prepared on the Harbor Master Plan (see Appendix H) address a study area that extends from Loma Alta Drive on the west to the future extension of Garden Street on the east. The traffic and parking study area and the location of all the public parking lots are shown in Figure 6 (included in the Parking Section VI C of the report).

The number of public parking spaces within this study area are shown in Table 8. The 2,630 public parking spaces shown in this table include the reconstruction of the Leadbetter East parking lot that was damaged in the 1983 storms. This project added

**Table 8**

**PUBLIC PARKING SPACES<sup>A</sup>  
HARBOR MASTER PLAN AREA -1992**

<u>Lot</u>	<u>Spaces</u>
<b>HARBOR AREA</b>	
La Playa West	168
La Playa East	338
Leadbetter West <sup>B</sup>	264
Leadbetter 90-minute	18
Harbor West/Leadbetter East <sup>B</sup>	209
Harbor Pay Lot	607
Harbor 90-minute	173
Launching Ramp (boat spaces)	<u>69</u>
Subtotal - Harbor Area	1,846
<b>STEARNS WHARF AREA</b>	
Stearns Wharf	127
Palm Park	277
Santa Barbara Street	<u>186</u>
Subtotal - Stearns Wharf Area	590
<b>PERSHING PARK AREA<sup>C</sup></b>	<u>194</u>
<b>TOTAL</b>	<b>2,630</b>

A - The study area for the parking discussion is larger than the study area for the Harbor Master Plan.

B - The number of spaces for the Leadbetter lots reflects the 1991 Leadbetter East reconstruction project.

C - The number of spaces for the Pershing Lot reflects the 1991 restriping of the lot.

Source: ATE

approximately 194 spaces to the parking supply, bringing the total to 2,630 spaces. Table 8 also includes the restriping of the Pershing Park parking lot which resulted in a reduction of spaces. The supply and demand of parking spaces is discussed more fully in the Planning Issues Section of this report. (Section VI C).

**e. Beach Area near the Yacht Club**

The beach area to the west of the Yacht Club is used to store catamarans and other boats. Because of space limitations, a total of sixty permits is allowed. Some boats, such as outriggers, are permitted to use West Beach for storing their boats.

**B. WEST BEACH**

The history of the formation of this beach is explained in the discussion of dredging in the "Background" Section of this report. To summarize, once the breakwater was built in the 1920s, sand immediately began to accrete to create the Harbor commercial area and Leadbetter Beach. Sand then flowed along the front of the breakwater and the sand spit was formed. Before long, sand began accreting on what is now West Beach. Most readers have seen pictures or talked to people who remember when waves lapped up against the seawall near Cabrillo Boulevard. That has not been the case for many years. West Beach has historically served an important role in storing accreted sand that would otherwise fill the navigation channel and the remainder of the Harbor.

Depending on the width of the beach, the uses vary. The narrower the beach, the more use of the water for recreational boating, windsurfing, etc. As the beach was very wide in 1992, sun bathing and boat storage are the primary uses. The beach was dredged about half way back in the early 1980s with money from a grant from the Department of Boating and Waterways. The sand has since filled back in. In late 1992-early 1993 the beach was dredged back about half way to replenish downcoast beaches and to provide a small boat quiet water area.

**C. STEARNS WHARF**

The history of the Wharf, the oldest working wooden wharf in California, is detailed in the "Background" Section of this report. In summary, the Wharf was built in 1872 by J. P. Stearns to connect Santa Barbara to the rest of the world. When the railroad came, lines were placed on the Wharf. There have been many winters when storms caused damage and the Wharf has withstood fires on several occasions. The most serious fire was in 1973 when the Harbor Restaurant burned, resulting in the closing of the Wharf for eight years.

The rebuilding of the Wharf after the fire was very controversial. There were many different ideas and the one ultimately chosen was to essentially rebuild it as it had been before. The Coastal Commission permit allowed the following development: "Structurally rehabilitate the existing Stearns Wharf structure, construct upon structure 28,410 sq. ft. of building area and 126 parking spaces." Five of the six conditions address parking, which was a very sensitive issue.

### **1. Stearns Wharf Uses**

The project description for the Wharf in the Coastal Commission permit states that: "Building area will be utilized predominantly for visitor serving commercial uses including two restaurants, a fast food enterprise, fish market, bait and tackle store, retail shops and office space. 5,000 sq. ft. of commercial offshore loading space is to be provided along the easterly side of the Wharf." The uses on the Wharf today closely parallel those indicated in the Coastal Development Permit. There are two sit down restaurants and a fast food enterprise. Santa Barbara Shellfish, located near the end of the Wharf, is a fish market and a fish processor. There is a bait and tackle shop near the large open area at the end of the Wharf. This open area is used heavily by visitors, local residents and fishermen, especially on weekends. Harbor and other boat tours embark and debark from the new ramp that is located near the end of the Wharf.

Stearns Wharf is very heavily used by pedestrians, particularly on weekends. As noted previously, the Wharf is the number one tourist attraction in Santa Barbara, visited by over half of all tourists to the area. Consistent with the coastal permit, in addition to the restaurants, there are about ten visitor serving commercial uses on the Wharf. These include clothing and marine related gifts, wine sales and tasting and an ice cream shop.

The wye or shoreward finger of the Wharf, which is closed to private vehicles, houses two non-profit marine related organizations. The Santa Barbara Museum of Natural History and Channel Islands National Marine Sanctuary operate the Sea Center, which includes two large scale models of whales and other coastal displays. In 1991, the Sea Center opened a "touch tank" where people can touch tide pool animals. The other structure on the wye houses the Nature Conservancy, which features displays of the Channel Islands, particularly Santa Cruz Island which is owned in part by the Conservancy.

The City has several public facilities on the Wharf including one set of public restrooms which is used heavily throughout the week. There are approximately 126 parking spaces on the Wharf and public parking is also provided in the Palm Park and Santa Barbara Street parking lots on Cabrillo Boulevard. The seaward end of Stearns Wharf is recognized as open space and is intended to remain as an open space and recreational area.

## **2. Santa Barbara Arts and Crafts Show**

The Arts and Crafts Show has been a Sunday fixture in the Waterfront for over twenty years. It is a popular tourist attraction and it offers low cost visitor serving recreation. There are about 280 exhibitors who have permits to set up booths on the ocean side of Cabrillo Boulevard every Sunday, weather permitting. Of these permittees, about 90 are artists and 190 are craftsmen. The artists and craftsmen are required to make all of their products by hand.

The temporary booths stretch along the south side of Cabrillo Boulevard from Stearns Wharf down to the restroom across from Salsipuedes Street. On special occasions (e.g., the Saturday of Fiesta in August and the third Saturday in May) the show is also held on Saturday. On holiday weekends, the show is held an extra day. Policy 3.5 of the LCP speaks to encouraging the Art Show.

As in the past, there continues to be a waiting list for permits to exhibit at the Art Show. Old Spanish Days, the group that coordinates the Fiesta celebration, sponsors a similar show during Fiesta in August. This show is located to the west of the Art Show between the Wharf and Castillo Street.

### **D. OTHER PUBLIC FACILITIES OUTSIDE THE STUDY AREA**

Public buildings located just outside the study area include a restaurant that is located adjacent to the Leadbetter West parking lot. The Chamber of Commerce's Visitor Information Center is located on the north side of Cabrillo Boulevard at Santa Barbara Street. Rent is not charged for this 160 sq. ft. building although the City receives a percentage of their sales over a certain amount. The City's Waterfront Director had offices at 321 East Cabrillo Boulevard. These offices are slated for removal in the future, pending development of the property as an extension of Palm Park, and must be replaced somewhere in the Waterfront.

There are other governmental agencies that are located in the Santa Barbara area. The National Park Service's Channel Islands National Marine Sanctuary office is located in Downtown Santa Barbara and their headquarters is in Ventura. California Department of Fish and Game biologists and wardens are very involved in the Harbor. These people generally work out of their homes.

### **E. SUMMARY OF EXISTING USES**

The uses described above reflect the Harbor as it is today and has been for several years, with minor changes. To demonstrate that there has been little change in Harbor uses in recent years, a table has been included in Appendix E that details the Harbor area uses in 1982 as compared to 1992 uses.

That table shows that the uses in the Harbor area have changed very little over the last decade. Appendix E also includes a detailed breakdown of uses in the Harbor and Stearns Wharf by category (ocean dependent, ocean related and visitor serving uses).

Table 9 on the following page summarizes the square footage associated with the various uses. This summary breaks the uses down into several categories based on the priorities established by the Coastal Act and the Local Coastal Plan (Note: A more complete definition of these terms is given in the Glossary):

"Ocean dependent uses" are those that must be on or near the water including anything dealing directly with boats. The ocean, including the marinas and navigation areas, comprises 66% of the study area. Beaches comprise another 18% and on shore ocean dependent uses comprise another 1.5% of the area for a total of approximately 85.5%.

"Ocean related uses" are those that are related to the ocean but need not be directly on or near it such as fish processing and bait and tackle shops. "Visitor serving uses" are those that serve visitors in the beach and ocean setting including restaurants and retail shops which cater to tourists. Ocean related and visitor serving uses total 14% of the study area of which the majority (32.9 of 34.51 acres) is streets, sidewalks, parking and landscaping.

While the 1992 uses can be described in narrative form and quantified as shown in Table 9, this does not give a complete picture of the study area. For example, there are sixteen commercial licenses which do not involve assigned square footage but are ocean dependent or ocean related. There are also many local residents and tourists that use the area for a variety of activities. For example, small boat users that launch from West Beach or people strolling along the breakwater and watching the fishermen unload their catch are not included in these numbers. Neither are people attending the Sunday Art Show, roller bladers or families riding bicycles along the Beachway.

## **F. CONCLUSION**

One of the challenges of drafting the Harbor Master Plan was to establish and maintain a balance of appropriate uses over the next ten years. There are a number of competing uses and interests interacting within the limited space of the Harbor. Generally, the need to provide space and facilities for high priority ocean dependent and ocean related uses must be balanced with the need to generate revenue to pay for the services and facilities within the area. Typically the highest revenue generating uses are visitor serving uses. It is recognized that the ocean dependent uses and the services to support those uses do not necessarily pay for themselves and that there must be alternate revenue streams to offset the cost of these activities. Achieving the appropriate balance among these uses is a complex issue which requires balancing a variety of considerations.

Table 9 SUMMARY OF EXISTING USES IN THE STUDY AREA (a)				
AREA	BLDGS (b)	LEASES (c)	TOTAL (sf)	TOTAL (ac)
<b>A. NON-LEASE AREA</b>				
Water (Ocean Dependent)				167.20 acres
Beaches (Ocean Dependent)				46.00 acres
Circulation, Parking and Landscaping (Ocean Related)				32.90 acres
<i>Subtotal</i>				<u>246.1 acres</u>
<b>B. LEASE AREA</b>				
<b>HARBOR</b>				
Ocean Dependent (Primary Use)	13,944 sf	151,394 sf	165,338 sf	3.80 acres
Ocean Related/Visitor Serving (Secondary)	31,569 sf	0 sf	31,569 sf	0.72 acres
Other	17,500 sf	0 sf	17,500 sf	0.40 acres
<i>Subtotal</i>	<u>95,413 sf</u>	<u>173,894 sf</u>	<u>269,307 sf</u>	<u>4.92 acres</u>
<b>STEARNS WHARF (d)</b>				
Ocean Dependent (Primary Use)	1,174 sf	0 sf	1,174 sf	0.03 acres
Ocean Related/Visitor Serving (Secondary)	30,239 sf	17,450 sf	47,689 sf	1.09 acres
<i>Subtotal</i>	<u>31,413 sf</u>	<u>17,450 sf</u>	<u>48,863 sf</u>	<u>1.12 acres</u>
<b>TOTALS</b>				
Ocean Dependent (Primary Use)				217.03 acres
Ocean Related/Visitor Serving (Secondary)				34.71 acres
Other				0.40 acres
<b>TOTAL</b>				<u>252.14 acres</u>

(a) - Square footage and acreage based on information in Table 1, Appendix F and Appendix G.

(b) - Includes all City owned buildings and major buildings on the leaseholds that would probably remain when the lease expires.

(c) - Lease area equals lease area minus building footprint.

(d) - While these uses are called out as Ocean Dependent (Primary), Ocean Related and Visitor Serving (Secondary), the HC Ordinance does not separate uses into categories for the Wharf



## V. NEEDS ASSESSMENT

This section will summarize the "needs" of the study area in terms of the policy, technical and fiscal issues that are discussed elsewhere in this report. Much of this assessment is based on interviews with people who use the area on a regular basis and on previous studies that have been done in the study area (for a list of those interviewed, see Section XIII, "Organizations and Persons Contacted").

This section is organized by subjects that reflect the major policies that guide this plan:

- A. Fiscal Considerations
- B. Ocean Dependent Activities and Recreation
- C. Shoreline Access, Locating New Development and Public Services
- D. Visitor Serving Uses
- E. Visual Resources
- F. Water and Marine Environments

The following discussion addresses the entire study area with Stearns Wharf or the Harbor being called out where appropriate. Short term issues are discussed in some detail and long term issues, i.e. those that extend beyond the scope of the Harbor Master Plan, are also mentioned. The analysis in each area is organized as follows:

1. **Policies:** Each subject begins with a summary of the relevant Coastal Act, Local Coastal Plan and Fiscal policies. Subheadings are used to separate issues within that subject where appropriate. The policies that are summarized in Table 3 are described more fully in the "Background" Section of this report with the full text of the Coastal Act and Local Coastal Plan policies contained in Appendix A. The Fiscal policies, which have been adopted by the City Council, are contained in the "Background" Section of this report.
2. **Existing Situation:** An overview of the existing situation is given which includes a summary of the information provided in earlier sections of this report and input from the people interviewed. The existing situation will be reviewed in light of the relevant policies to help determine inconsistencies or needs.
3. **Needs:** The "needs" relating to that subject are then discussed based on the policies and existing situation. Most of the needs relate to ocean dependent uses although ocean related and visitor serving uses are also given careful consideration. The term "Needs Assessment" is defined further in the Glossary.

4. **Goals of the Harbor Master Plan:** The last paragraph will provide a conclusion or goals for consideration in the Harbor Master Plan relative to that subject. This discussion will summarize the issues that will be studied in greater detail in the next phase of the planning process with priority going to ocean dependent uses. If a policy is being adequately addressed under the status quo, and assuming that the status quo is maintained, that policy will not be a major consideration in the development of the plan.

*While all of the needs and key issues listed above are high priority uses as defined in the Coastal Act and Local Coastal Plan policies, there are two important facts that must be considered in developing this Plan. First, there is limited water and land area available within the study area, and probably not all of these items can be accommodated. Second, the cost of constructing facilities for these uses and ongoing maintenance will have to be considered, as well as the revenue generation aspects.*

## **A. FISCAL CONSIDERATIONS**

### **1. Policies**

In 1984, the City Council adopted policies relating to Harbor leases. These policies have the underlying goal of having the Waterfront be self-supporting. The State Tidelands Grant requires that all the money raised in the tidelands be spent in that area. The following policies elaborate on those goals:

- The primary and secondary goals are to provide essential supplies and services to the boating public and to raise optimum revenue to assist in the operation and maintenance of the Harbor to reduce the need for all costs to be borne by the boating public.
- The third and fourth goals are to provide passive recreational opportunities and an aesthetic Waterfront for the enjoyment of the general public and to provide an opportunity for non-profit marine oriented individuals or organizations to use the Harbor.
- A negative goal is the preclusion of any lease which provides supplies or services tending towards a carnival atmosphere or non-marine business that can be served equally well outside the Tidelands Area.

### **2. Existing Situation**

Forty-two percent (42%) of the Waterfront's revenue, including Waterfront Parking and Stearns Wharf, is derived from fees and charges. The remaining 58% is from leases. Fees and charges include permanent, visitor and dockage slip fees and liveaboard fees. Parking fees

## **FISCAL CONSIDERATIONS (cont.)**

account for another 14% of the revenues. Lease revenue is about 13% of the total and is primarily from restaurants. Almost all businesses pay a percentage of gross sales with the greatest revenue to the City paid by visitor serving businesses. The amount of lease revenue is fairly consistent whereas the revenue associated with fees and charges is more variable.

In terms of expenditures, salaries and benefits are the largest single expenditure category (38% in FY 1992-93). Debt service, materials and supplies and capital and non-capital items make up most of the balance of the expenditures.

In terms of a ten year forecast, the Waterfront budget and its three elements (Harbor, Stearns Wharf and Waterfront Parking) are expected to be balanced based on increases in revenue primarily from landside businesses and uses and moderate slip increases. It is important to note that major expenditures associated with dredging, storm damage repair and implementation of the Harbor Master Plan are not included in the forecast. These important and potentially expensive expenditures need to be considered in the development of recommendations in the plan.

### **3. Needs**

The Waterfront's budget needs to remain in balance while providing for ocean dependent uses such as commercial fishing and recreational boating. At a minimum, the status quo must be maintained so that needed services can be provided and reasonable maintenance and improvements can occur. Provision needs to be made for dredging, if the Federal government ceases to provide funding, and for repairs from major storm damage. Funding for implementation of the recommendations of this Plan must also be included. These three items have not been included in the Ten Year Financial Forecast but must be considered in drafting the recommendations of the Harbor Master Plan.

### **4. Goals of the Harbor Master Plan**

The Harbor lease policies outlined above indicate that the area must be self supporting while providing for ocean dependent, ocean related and visitor serving uses. The delicate balance between a Harbor that pays for itself, without having the boating public pay an inordinate amount, and a Harbor that meets coastal policies will be one of the most important goals of this Plan. Analysis of the recommendations will have to consider the fiscal constraints, as well as traffic, parking and other physical constraints, in order to meet this goal.

## **B. OCEAN DEPENDENT ACTIVITIES AND RECREATION**

The Ocean Dependent Activities policies generally encompass the Recreation policies as they relate to the study area. For that reason, these two subjects are discussed together in the following section.

### **1. Policies**

#### **High Priority Land Uses/Recreation**

Protect oceanfront areas suited for commercial fishing and water oriented recreation and boating. Priority shall be given to coastal dependent uses such as facilities serving commercial fishing and recreational boating industries. These facilities shall be protected and, where feasible, upgraded. Lower cost visitor serving and recreational facilities shall be protected and encouraged along with shuttles and parking to meet recreational demands. Public facilities should be distributed to avoid overcrowding and overuse of a single area.

#### **Storm Protection**

After careful evaluation, the Harbor/Wharf area shall be redesigned and restructured to protect the Harbor from southeast storms and to reduce Harbor shoaling.

### **2. Existing Situation**

#### **High Priority Uses**

Coastal recreation is the primary use in the study area including boating, sport fishing and other charters. Other ocean dependent activities, such as commercial fishing, are also well represented. Low or no cost recreational and visitor serving activities include walking, running and bicycling which can sometimes result in congestion, particularly at the State Street/Cabrillo Boulevard intersection. Support services and facilities for all of these recreational activities occupy much of the land area in and around the Harbor.

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. Small scale recreational boaters (small sailboats, etc.) currently have to compete with larger boats to use the launch ramp and to navigate in the Harbor, adding to congestion in both areas. There is a 12 space mooring area between Marina 1 and the sand spit that does not provide any amenities. There is very little boat storage area in the immediate vicinity of the

## **OCEAN DEPENDENT ACTIVITIES AND RECREATION (cont.)**

Harbor and the boat launch ramp. Surfing, rowing, kayaking and windsurfing are other recreational activities that occur in the Harbor area.

The water area around the Navy Pier is used regularly by commercial fishermen. At peak times, this area can be congested for hours at a time resulting in long waits to use the hoist or other facilities on the pier. The Coast Guard boat is moored at the pier and the Harbor Patrol boats are moored nearby at the Accommodation Dock, adding to the congestion in the area.

The Harbor Patrol and Coast Guard boats are moored quite a distance from the entrance to the Harbor. These boats are forced to leave the Harbor at a slow and safe speed, even if they are responding to an emergency.

Support facilities such as parking are also in short supply at certain peak periods, particularly near the Navy Pier and in the main Harbor parking lot. The 1991 reconstruction of approximately 194 spaces in the Leadbetter East/Harbor West lot has helped to alleviate this problem. The new MTD shuttle along Cabrillo Boulevard has also helped get people from outlying parking areas, such as the La Playa lots, to the Harbor and Wharf.

Overall, the biggest factor relating to existing ocean dependent and recreational activities is a lack of adequate land and water area. This lack of space means that some needed services and facilities are not provided at all and the needed services and facilities that are available are often congested or inadequate.

### **Storm Protection**

The Harbor has suffered serious damage in the past from southeast storms. The breakwater was extended 250 feet in 1985 to protect more of the Harbor, but serious storm damage is still a concern. Several long term studies have been done in the past to address this problem and solutions have usually included some sort of breakwater to the east of Stearns Wharf.

### **3. Needs**

The question of needs relating to ocean dependent uses is an interesting one because these uses are generally adequately provided for within the study area. With the possible exception of parking, the Navy Pier and some onshore support facilities, the Harbor appears to be running fairly well, assuming that dredging continues. There is no question, however, that the existing situation can be improved and more can be done for commercial fishermen, recreational boaters

## OCEAN DEPENDENT ACTIVITIES AND RECREATION (cont.)

and commercial recreation users. Competition for the limited amount of land and water area in and around the Harbor means that not all priority uses can be fully accommodated and tradeoffs are necessary.

### High Priority Uses

The following needs, many of which offer support to high priority uses, are a major consideration in the development of the Harbor Master Plan:

- Navy Pier: The water area and parking and circulation adjacent to the Navy Pier are often congested. The onshore area traffic flow and parking needs to be improved and options need to be addressed to increase accessibility to the pier from the water.
- More Slips and Moorings: The demand for slips is greater than the available supply, with space being the limiting factor. The mooring area near the sand spit could be utilized more efficiently and could offer some amenities or could be used for more slips with amenities.
- Slip Fees: In order to keep the Harbor a working one with the appropriate balance between recreational and commercial users, slips fees must remain reasonable. If slip fees are to remain reasonable and if the Harbor is to remain a working Harbor, other sources of revenue must be found.
- Small Boat Quiet Area: There is demand for a safe and uncongested area for small boats that currently launch off West Beach and at the boat launch ramp and maneuver near the navigation channel. In addition to the need for a water area for small boat, there is a need for boat storage near the water for small and nonmotorized boats.
- Marine Related Public Agencies: It would be preferable to have the Harbormaster and Coast Guard in a more central location in the Harbor. Having most City Waterfront offices in close proximity to the Harbor would help overall Harbor operations. The City also needs a maintenance shop in close proximity to the Harbor Commercial area.

Locating other public agencies in the Harbor would promote coastal goals and would centralize marine related agencies. The National Park Service runs occasional trips to the Channel Islands out of Santa Barbara Harbor and it would like a visitor center/contact station here. Channel Islands National Marine Sanctuary would like to have a boat in the

## OCEAN DEPENDENT ACTIVITIES AND RECREATION (cont.)

Harbor near the Naval Reserve Building and there are other agencies, such as the Department of Fish and Game, that are interested in having offices here.

- **Gear Repair Area:** Fishermen need an official area that they can use to repair their equipment, preferably in close proximity to the Harbor.
- **Gear and Dry Boat Storage Area:** Fishermen need a conveniently located area that they can store their equipment and boats at a reasonable rate. Some gear storage is being provided on an interim basis on the Wright property near the Freeway and Garden Street.
- **Six Passenger Charters and Harbor Cruises and Ferry Service:** If charters are to provide proper service in the Harbor, they need a dock and an onshore loading and staging area. There is also the need for facilities to accommodate the ferry service in the Harbor.
- **Maximize the Rock Groin:** The rock groin area could be redesigned to accommodate public agency boats and offices, additional commercial operations such as another charter boat and/or a crane for use by fishermen. Limited vehicular access would have to be considered to service these uses if the use of the groin is expanded.
- **Parking:** There is a universal concern with parking, particularly in the Harbor area. The issue is mostly one of the location of the parking supply relative to where there is the highest demand. Parking for high priority uses needs to be provided at peak periods, including ninety minute parking. Short term parking near the marinas is needed to serve boat owners who need to load and unload their boats.
- **Open Mooring Area East of Stearns Wharf:** The open mooring area should be addressed in association with an easterly breakwater or other storm protection as the moorings might be precluded if the breakwater were ever built. This is a long term issue beyond the scope of this study.
- **Ocean Related Uses:** There are several ocean related uses that would enhance the Harbor and the Wharf, although it is not essential that some of them be located within the study area. These uses include:
  - A fishermen's resource center.
  - A marine museum/exhibits.
  - A laundromat for use by liveaboards, visiting boat owners and slip holders.
  - Public meeting rooms and small office space for marine oriented groups.

## **OCEAN DEPENDENT ACTIVITIES AND RECREATION (cont.)**

### **Storm Protection**

There is a long term need for better protection from southeast storms which extends beyond the scope of this Plan.

#### **4. Goals of the Harbor Master Plan:**

As noted in the Introduction of this section, while all of the needs and key issues listed above are high priority uses as defined in the Coastal Act and Local Coastal Plan policies, there is limited water and land area available within the study area, and not all of these items can be accommodated. In addition, the cost of constructing facilities for these uses and ongoing maintenance will have to be considered, as well as the revenue generation aspects. Given those parameters, the following are needs relating to ocean dependent uses and recreation for further study in the next phase of the Harbor Master Plan:

### **High Priority Uses**

- a. Rock Groin Improvements: Relocate the Coast Guard and Harbormaster to the rock groin, including their patrol boats and offices, if appropriate. A Channel Islands Marine Sanctuary or NOAA boat could also be docked there. Possibly add a hoist to the groin to service one fishery to alleviate the congestion around the Navy Pier. It may be appropriate to relocate some of the urchin boats to the Navy Pier as they use these facilities quite heavily and relocating them will reduce congestion in and around the pier.
- b. Area around Navy Pier: Relocating the Coast Guard and Harbormaster to the rock groin would free up water area around the Navy Pier for those using the hoists, pump out station, ice machine, etc. Landside parking and circulation near the Navy Pier needs to be improved.
- c. Six Passenger Charters, Cruises, etc.: Maximize docking space and a loading and staging area for six passenger charters, Harbor cruises and other charters at the Accommodation Dock near the existing Harbormaster's office.
- d. Slips and Moorings: Add as many slips as possible within the existing Harbor. Consider improving the mooring area near the sand spit, including possibly adding some amenities such as a detached marina.

## **OCEAN DEPENDENT ACTIVITIES AND RECREATION (cont.)**

- e. **Small Boat Quiet Area:** Dredge West Beach back about half way to create a quiet water area for small boats and to replenish downcoast beaches. Provide boat storage areas nearby.
- f. **Harbor Entrance:** Improve the existing Harbor Way entrance to minimize congestion.
- g. **Public Agency Offices and Visitor Serving Facilities:** Relocate marine related governmental agencies to the Harbor commercial area. Possible tenants of the Naval Reserve Building could include the Waterfront Director, Naval Reserve, Department of Fish and Game, Channel Islands National Marine Sanctuary and possibly a visitor center/contact station for the National Park Service. Visitor serving facilities could also be included such as the a new restaurant and a small maritime museum/exhibit.
- h. **Net Repair Area:** Formalize and improve, as needed, the existing informal net repair area to the west of Los Baños.
- i. **Parking:** In addition to improving the parking and circulation in the vicinity of the Navy Pier (see item "b" above), restripe the Harbor lot to maximize spaces in that lot which has the heaviest demand. Add 15 and 90 minute parking in locations close to the marinas and Harbor Commercial area respectively. Encourage the use of outlying lots such as La Playa and coordinate that parking with the MTD shuttle.
- j. **Pedestrian Access:** Improve pedestrian access throughout the study area, particularly between the Wharf and the Harbor Commercial area and from the La Playa Lots to the Harbor. Improved signage and location maps should also be added throughout the study area.

## **Storm Protection**

There is an existing need for better storm protection from southeast storms. The first breakwater was constructed in 1927 to provide protection from storms and efforts have continued since that time to address the concern. The concept of an easterly breakwater has been studied several times with one proposal being defeated by the voters in 1967. The location, design and scope of the easterly breakwater, or some other solution to the storm protection problem, is beyond the scope of this plan. However, the possibility of storm damage and protective measures must be considered in the Plan.

## **C. SHORELINE ACCESS, LOCATING NEW DEVELOPMENT AND PUBLIC SERVICES**

The Shoreline Access policies in the Coastal Act and Local Coastal Plan are similar to the Locating New Development and Public Services Policies as they relate to the study area. For that reason, these subjects are discussed together.

### **1. Policies**

#### **Shoreline Access and Locating New Development**

Ocean dependent uses have priority over other developments on or near the shoreline. Maximum access is to be provided from the nearest public roadway to the ocean. The location and amount of new development should maintain and enhance public access to the coast. Public facilities, including parking, should be distributed to avoid overcrowding or overuse of a single area.

#### **Public Services**

Limit new or expanded public services to those necessary and consistent with the Coastal Act. Where capacity is limited, reserve a portion for essential uses and recreation. Improve capacity at the Castillo/Montecito intersection if deemed to be necessary after the completion of the Crosstown Freeway. Encourage ridesharing, carpooling, bus use and other modes of transportation and encourage safe pedestrian and bicycle movement throughout the area.

### **2. Existing Situation**

The entire study area is in public ownership, therefore theoretically the public has the right to use virtually all of it. The public's ability to use the amenities of the Harbor and Wharf are hampered by traffic congestion in the Waterfront, particularly on summer weekends. The Castillo/Montecito intersection, which is slated for improvement with Measure D funds, is below the City's traffic standards on both Friday evening and Sunday afternoons. This intersection is also expected to be congested after the Crosstown Freeway is completed, although the benefits of the Freeway are somewhat speculative at this point. Other area intersections are congested, although not over the City acceptability standards or thresholds of significance.

The Waterfront is popular with people driving their cars, bicyclists and pedestrians. All of these people in a small area can lead to problems, particularly at the State Street/Cabrillo

## **SHORELINE ACCESS, LOCATING NEW DEVELOPMENT AND PUBLIC SERVICES (cont.)**

Boulevard intersection. The queue of cars waiting to get on the Wharf, especially from Cabrillo Boulevard, can be quite long and can hold up through traffic.

Parking is another impediment to providing maximum access. On weekdays, when City College is in session, the Leadbetter and Pershing Park lots are near capacity in the mornings primarily due to student parking. The main Harbor lots typically have spaces available during the week. Weekday parking demand at the Leadbetter lots drops off considerably when school is not in session, even during the summer. On weekends, the Leadbetter lots typically have spaces available, although the Harbor and 90-minute lots are full. The Pershing Park lot is most affected by softball games and other park activities on weekends year round. The reconstruction of the Leadbetter East and West lots to add 194 spaces has helped alleviate the parking demand in the Harbor area. The MTD's shuttle along Cabrillo Boulevard, connecting to Downtown, also helps move people throughout the study area.

The Harbor entrance at Harbor Way is confusing, especially for visitors. Access to the main 90-minute parking lot requires an immediate turn that is difficult to negotiate. Pedestrians also tend to add to the confusion and everyone using the boat launch ramp must also go through this intersection. The physical connection between the Harbor and the Wharf is not as inviting for pedestrians as it could be. Pedestrians walk along the Beachway and cross the boat launch parking lot, adding to congestion. The existing signage for pedestrians could be improved.

Existing public services (water, sewer and drainage) are generally adequate although drainage improvements are warranted in the Harbor. Reclaimed water is used for some landscaping to reduce potable water use.

### **3. Needs**

- **Intersection Improvements:** Intersection improvements need to be considered, particularly improvements to the Castillo Street/Montecito Street intersection.
- **Vehicle, Bicycle, Pedestrian Conflicts:** These conflicts, including rollerbladers and surrey riders, need to be addressed throughout the study area and particularly at the State Street/Cabrillo Boulevard intersection leading to Stearns Wharf.
- **Parking:** As discussed under "Ocean Dependent Activities" above, parking is an important issue to be resolved in the plan.

## **SHORELINE ACCESS, LOCATING NEW DEVELOPMENT AND PUBLIC SERVICES (cont.)**

- **Harbor and Stearns Wharf Connection:** Pedestrian and bicycle movement between the Harbor and Stearns Wharf needs to be improved.
- **Harbor Entrance:** The entrance to the Harbor needs to be improved, including better signage and better control of pedestrian movement in this busy area.
- **Post Crosstown Freeway:** Intersection capacity needs to be re-evaluated once the Crosstown Freeway is completed to determine if additional intersection improvements are necessary.
- **Stearns Wharf Access:** A second access to Stearns Wharf should be considered. This access would provide a second exit in the event of an emergency. A second access could also help minimize congestion at the foot of the Wharf by offering another pedestrian access option. Depending on the design, vehicles, bicycles and pedestrians could be separated to reduce potential conflicts.
- **Public Services:** Continued maintenance of the existing sewer and water system is needed as well as improvements to the drainage in the Harbor, particularly if any new projects are proposed.

### **4. Goals of the Harbor Master Plan**

Access issues relating to vehicles, pedestrians and bicycles are an important consideration in the plan. Adding a second entrance onto the Wharf will alleviate some of the congestion at the State Street/Cabrillo Boulevard intersection. While automobile parking is an important concern, alternate modes of transit will also have to be considered to reduce the parking demand. The existing entrance to the Harbor needs to be improved. Some intersections in the Waterfront may have to be improved now that the Crosstown Freeway has been completed.

## **D. VISITOR SERVING USES**

### **1. Policies**

Priority shall be given to visitor serving uses that serve the general public, especially lower cost visitor serving uses.

## **VISITOR SERVING USES (cont.)**

### **2. Existing Situation**

The Coastal Act and Local Coastal Plan place visitor serving uses high on their priority list. The LCP, which is tailored to Santa Barbara, recognizes that Stearns Wharf is one of the greatest visitor attractions in Santa Barbara and a 1988 study showed that 52% of all visitors to the area visit the Wharf. The Coastal Permit for the rebuilding of the Wharf indicates that the majority of buildings and open space is for visitor serving uses. There are several good restaurants to choose from, stores where gifts and mementos can be purchased and many areas in which to stroll and sit. The Harbor is less oriented to tourists than the Wharf, but it also attracts and serves to visitors. Boat charters and rentals are available, as well as Harbor and other cruises.

### **3. Needs**

- **Enhanced Visitor Serving Facilities:** There is a need for visitor serving facilities to provide adequate service for local residents and visitors. A new restaurant has been suggested that would provide a menu that complements that which is currently provided in the area for Harbor users and tourists. Visitor serving facilities are also important because they provide revenue to offset the costs of ocean dependent uses that do not raise much revenue. A maritime museum would serve visitors as would a National Park Service visitor center/contact station. The Harbor Commercial area needs to be upgraded to make it more visually pleasing .
- **Low or No Cost Visitor Serving Facilities:** The plan needs to maintain options for visitor activities that are free or cost very little. Examples of these activities include visiting the Nature Conservancy and Sea Center exhibits, fishing, education activities and special events. These activities are generally pedestrian oriented, so improvements to pedestrian access throughout the area (as discussed under "Shoreline Access" and "Public Services" above) are necessary. Parking in outlying areas and shuttles are needed to get visitors to the area without causing traffic congestion.
- **Stearns Wharf Facilities:** There are several improvements to Stearns Wharf that could enhance its visitor serving function. These include:
  - More restrooms and/or enlarge the existing restrooms.
  - More seating throughout, both in association with the restaurants and at locations that afford views of the coastline and Harbor.

## **VISITOR SERVING USES (cont.)**

- Minor increases in the area of existing buildings to better serve the public.
- **Lighting**: Providing low intensity lighting to encourage full use of Harbor facilities.

It will be important to balance the needs listed above with parking and other public service constraints.

### **4. Goals of the Harbor Master Plan**

The aesthetics and ambiance of the Harbor and Stearns Wharf are of extreme importance to the Harbor Master Plan. These issues affect visitor serving and ocean dependent uses and are fundamental to the Coastal Act and Local Coastal Plan. The provision for pedestrian access throughout the area is also crucial to the Plan. More tables and seating on the Wharf are not a high priority, but should be considered since they also serve visitors.

## **E. VISUAL RESOURCES**

### **1. Policies**

Protect, preserve and enhance coastal and scenic visual qualities. Screen all parking facilities from public view.

### **2. Existing Situation**

The Harbor and Stearns Wharf are among the most beautiful areas of the City and the South Coast of Santa Barbara County. Most tourists visiting Santa Barbara spend time in this area, with over half visiting Stearns Wharf.

A careful look at the Harbor reveals some of its aesthetic weaknesses. There is little architectural continuity within the Harbor commercial area. Architecture, signs, landscaping and street furniture lack a consistent design. The Wharf, on the other hand, was rebuilt in the early 1980s and is architecturally compatible throughout.

### **3. Needs**

Additional needs that relate to the visual quality of the study area are:

## **VISUAL RESOURCES (cont.)**

- Establish a design theme for the Harbor Commercial area, including signage, lighting, landscaping and street furniture.
- Carefully consider the open space nature of West Beach in future planning.

### **4. Goals of the Harbor Master Plan**

There is one major aesthetic issue that needs to be addressed: the development of a design theme and associated architectural guidelines for the study area, including addressing landscaping, signage and lighting.

## **F. WATER AND MARINE ENVIRONMENTS**

### **1. Policies**

These policies require that marine resources, including water quality, be maintained, enhanced and restored. Proper evaluation of necessary permitted construction shall be done so that the impacts are negligible on the local shoreline sand supply.

### **2. Existing Situation**

#### **Water Quality**

Harbor water quality was continually monitored by the County's Division of Health Care Services during 1988. The water quality was found to be "exemplary" with only one of 72 samples over a four month period showing a high bacteria count. Pollution from boats is kept to a minimum partially through the provision of a pump out station on the Navy Pier, and through education and enforcement.

#### **Sand Movement**

Structures that affect shoreline sand supply include the existing breakwater which affects the littoral movement of sand, making dredging essential to the maintenance of an open and navigable Harbor. West Beach and the Harbor's trapping of large quantities of sand has been an ongoing problem since the first breakwater was built in 1927. The design of recent structures, such as the 1985 extension of the breakwater, is intended to minimize the effects of

## **WATER AND MARINE ENVIRONMENTS (cont.)**

Corps of Engineers completed a study the possibility of the City owning and operating a dredge in August 1993. Dredging of the Harbor is also crucial to allowing continued transport of accumulated sand to replenish downcoast beaches. The City has been participating in the BEACON study with coastal jurisdictions in Santa Barbara and Ventura Counties. This study, which relates to regional sand movement, has found that sand bypassing at Santa Barbara Harbor is crucial to the preservation of the littoral sand supply downcoast.

### **3. Needs**

In order to meet the policies summarized above, the following is necessary:

#### **Water Quality**

Continued enforcement of water quality regulations, continued education relating to water pollution and continued maintenance of pump out facilities in the Harbor.

#### **Sand Movement**

- Continued dredging of the Harbor entrance channel, West Beach and other areas as necessary to provide for high priority uses and to replenish downcoast beaches.
- Continued participation in studies with Army Corps of Engineers, BEACON and others to solve sand accretion problem.
- Careful review and design of future coastline structures to consider sand movement.

### **4. Goals of the Harbor Master Plan**

#### **Water Quality**

It appears that the City's and County's efforts relating to water quality are effective and should be continued at current levels. Water quality will not be a major issue in the development of the Harbor Master Plan assuming current efforts are continued.

#### **Sand Movement**

The issue of dredging is crucial to the continued functioning of the Harbor and the replenishment of downcoast beaches. Long term efforts such as the BEACON and Army Corps of Engineers studies need to be pursued.

## **G. ISSUES CONSIDERED AND NOT INCLUDED**

In interviews conducted in late 1989, there were numerous other suggestions of "needs" in the study area. All of the needs listed above met the initial test of being consistent with Coastal Act and Local Coastal Plan policies. Some issues not listed may have met that test in some way, but there were other considerations that made that issue inappropriate for study at this time. Examples include:

- **Separation of commercial fishing and recreational boats:** The idea of separating commercial fishing from pleasure boats was mentioned by several people. There did not, however, appear to be strong opinions that separation was necessary to help either or both uses. It appears that commercial and pleasure boat users have learned to live side by side with few problems. If an easterly breakwater is built, the LCP indicates that commercial fishing should be moved to that location where support facilities would also be located. Relocating commercial fishing and/or pleasure boats within the Harbor would seem to be very difficult to accomplish with little gain.
- **Relocate the Yacht Club:** It was suggested that the Yacht Club could be relocated elsewhere in the Harbor to make way for profit making businesses that would bring more money in to the Harbor. The Yacht Club is on a fifteen year rolling lease, whereby the lease is automatically renewed for 15 years unless and until one party chooses to terminate it. The concept of relocating the club is one which could be studied at a later date along with some of the other long term issues raised in this Plan.
- **Security:** Another issue mentioned was security. In 1992, the City has upgraded the security system at the four marinas, and generally people found the existing system to be adequate. People complimented the Harbor Patron on their responsiveness and noted the infrequent number of problems in the Harbor area.
- **Fire Flow:** Fire flow in the Waterfront area had been a concern but upgrading has occurred to meet or exceed fire flow requirements (see Attachment 9 to Negative Declaration, Appendix G).
- **Fish Processors:** There is one small fish processor in the Harbor and one on the Wharf, whereas in previous years there had been several in the Waterfront. Fishermen sell their product to processors out of the Santa Barbara area. In 1996, a fish market is being held each Saturday where fishermen sell their catch directly to the public.



## **VI. PLANNING AND ENVIRONMENTAL ISSUES**

The following discussion refers to public services and other issues that have been addressed through the environmental review process of the Harbor Master Plan. In some cases, technical studies have been prepared on the recommendations of the Plan. The mitigation measures recommended in the technical studies have been incorporated into the Harbor Master Plan to ensure that it is a "self mitigating" plan and no environmental impacts will occur when the Plan is implemented.

### **A. DREDGING, STORM DAMAGE AND STORM PROTECTION**

The Santa Barbara coastline has been subject to storm damage since before man first populated the area. The history of Santa Barbara has numerous references to storm damage to vessels moored and anchored off our coast before the construction of the Harbor breakwater in 1927. The breakwater provided the first protected anchorage for boats. Shortly after construction of the breakwater was completed, shoaling began to occur and a sandbar was formed running in an easterly direction from the tip of the breakwater. This sandbar provided some protection for the Harbor from storms from the southeast. Over the ensuing years, numerous attempts were made to stabilize the sandbar in order to provide more reliable storm protection.

During the 1960s, the US Army Corps of Engineers developed a plan for Harbor expansion which included, among other things, an easterly breakwater (A similar concept is shown in Figure 4 in the "Background Section"). The Corps felt that the proposed plan would, once and for all, provide a truly safe harbor in all storm conditions including those storms from the southeast. The plan required financial participation by the City and a bond issue was proposed and placed on the June 1969 ballot. The bond issue was not supported by the voters and, on June 18, 1969, the City Council unanimously voted to drop the entire project.

Since the 1969 action, the sandbar was stabilized with a sheetpile bulkhead and rock was placed over the sheetpile. In 1984, the City contracted with Moffatt & Nichol, Engineers to determine the feasibility of extending the sandbar breakwater. The study determined that a 240 foot extension of the sandbar breakwater would reduce the amount of refracted wave energy entering the Harbor by between 67 and 98 percent, depending upon dredging conditions. The study found that deflected waves around the breakwater, reflected waves off West Beach and waves transmitted through and over the breakwater would continue, even with the extension of the sandbar breakwater. The study pointed out, however, that these waves are considered to be of secondary importance compared to the refracted waves that were entering the harbor. The 240 foot rock sandbar breakwater extension was constructed in 1985 based on the findings of this study.

In 1987, the City entered into an agreement with the Army Corps of Engineers to jointly study enhanced storm protection and a more efficient means of dealing with the continued channel shoaling. The study, titled "Reconnaissance Report for Santa Barbara Harbor," was released in Draft form in March, 1988. The report studied the following ten alternatives, some of which could provide enhanced storm protection and some of which address dredging:

1. Existing Condition
2. Purchase of a Dredge
3. Detached Breakwater
4. East Breakwater (similar to that defeated by voters in 1969)
5. Stearns Wharf Breakwater
6. Groin Extension
7. 1962 Authorized Plan (defeated by voters in 1969)
8. Channel realignment
9. Leadbetter Groin with Fixed Sand Bypass
10. Leadbetter Groin with Floating Dredge
11. Leadbetter Revetment

Following extensive study, which included a complex cost benefit analysis to determine Federal financial participation, only one alternative that would have directly provided enhanced storm protection was recommended for further study: the Stearns Wharf Breakwater. This alternative, which included sheetpile on the east side of the Wharf, was not found to be acceptable by the Harbor Commission and City Council due to changes in the character of the Wharf itself as well as concerns about its effect on the Wharf's structural stability. Subsequently, the Corps and City entered into an agreement to continue to study those alternatives of the study that deal with long term solutions to the continued channel shoaling. The final report was completed in August 1993.

While an easterly breakwater may provide the greatest level of protection possible from storms from the southeast, the previous lack of voter support and the Corps' lack of financial support must be acknowledged. The Harbor Master Plan recommends that the Waterfront Department continue to explore the feasibility of providing an easterly breakwater or other protection from southeast storms (Policy DEP-4). While an easterly breakwater may form the ultimate in storm protection, costs and environmental concerns place this project beyond the 10 year planning period of this Plan. West Beach, when dredged to less than its 1989 width, also provides an important site for sand accretion that would otherwise eventually fill the Harbor.

In addition to storm damage at the Harbor entrance, there is ongoing concern regarding the potential for storm damage westerly of the Breakwater. The Yacht Club, its parking area and the boat repair yard are periodically inundated by winter storms. Each winter, the sand is depleted in the area as a result of the stronger waves generated during the winter months. During severe storms and high

tides, wave run up reaches beyond the Yacht Club parking lot into the central Harbor area and, in 1983, a substantial amount of damage occurred to the boat repair yard, the Harbor maintenance yard and to buildings along Harbor Way. In other years, most of the damage has been limited to fencing and paving in the boat repair/storage and Harbor maintenance yard areas.

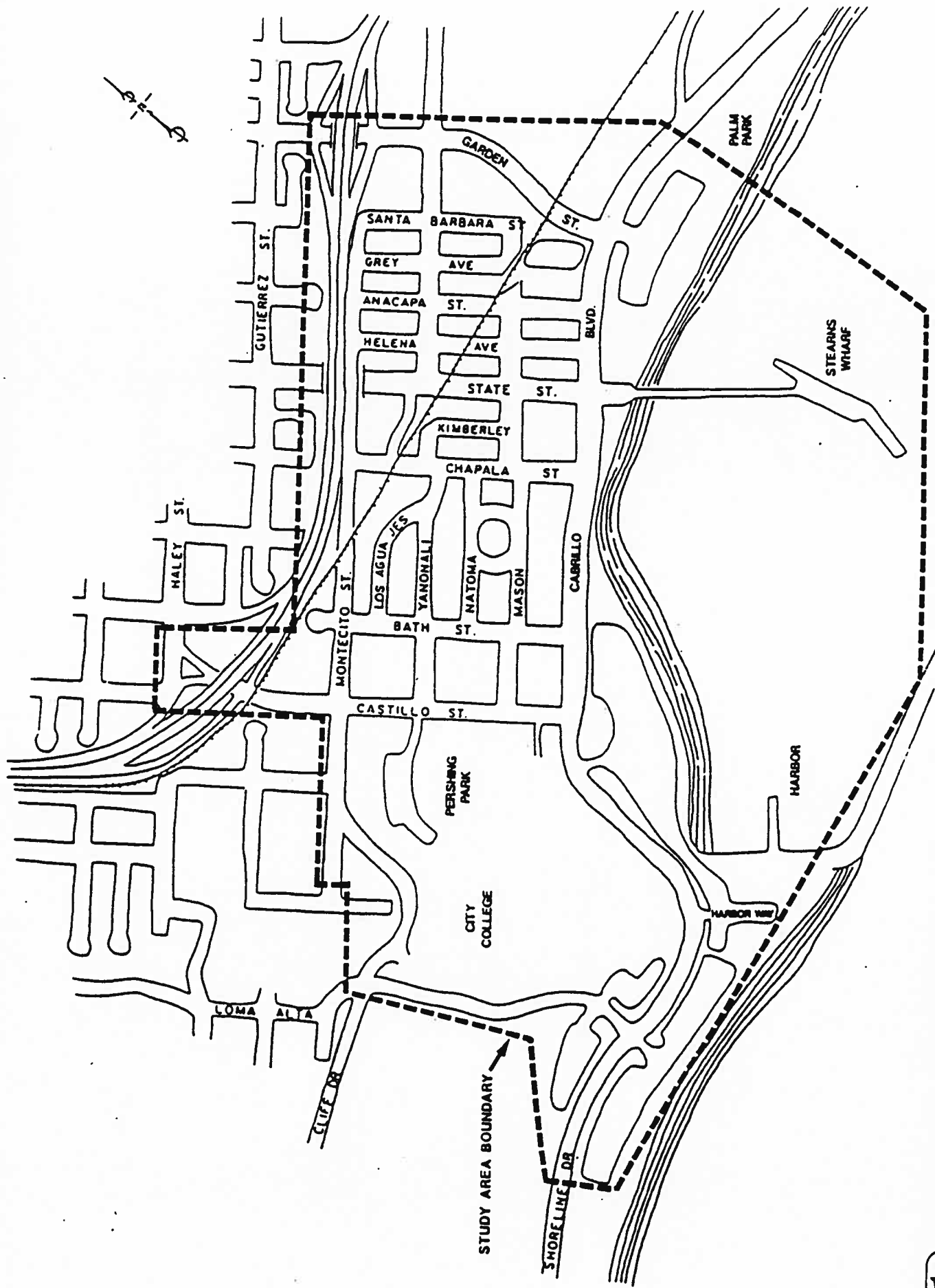
The City has periodically constructed a temporary sand berm along the mean high tide line in order to reduce wave runup damage in the area. However, few long term solutions have been pursued to date. A wave runup wall was constructed along the northerly edge of the Yacht Club parking lot in 1988, following damage that resulted from the 1983 storms. This wall is breached by an access point to the parking and is, therefore, less effective in reducing damage along Harbor Way than might otherwise be the case. In addition, there is concern about ongoing wave damage in the boat repair yard, adjacent boat storage areas and the City's Harbor maintenance yard.

The City needs to pursue additional long term solutions in order to provide better and more predictable protection of its Harbor area from wave damage (See Policy MAR-3). In pursuit of such solutions, a study of options should occur that includes protection of public resources including the beach, ocean dependent uses, and the public uses areas of the Harbor. Any study should also consider potential relocation or management of uses adjacent to the existing sandy beach so that wave damage is minimized and the need to provide shoreline protective structures is reduced.

In summary, there have been improvements made in the last decade to provide better protection from southeast storms, and those improvements have proven to be effective. The City and Corps are studying the City's ownership of a dredge which would ensure that dredging continues as needed without regard to Federal funding availability. The Harbor Master Plan recommends that dredging continue to maintain existing or restore previously dredge areas and that it be done in an environmentally safe manner (Policy MAR-2 and related actions). With the possible City ownership of a dredge, the assurance of continued maintenance dredging, the improvements that have been made in the area of the sandbar and the proposed long term improvements in protecting against wave runup west of the Breakwater, the Harbor is adequately protected from all but the most severe storms.

## **B. TRAFFIC AND CIRCULATION**

Traffic studies had been prepared as a part of the Phase I and II Reports which addressed traffic issues in a general way. The following is a summary of an updated and more detailed traffic analysis prepared by Associated Transportation Engineers and entitled "Traffic and Parking Impact Study for the Harbor Master Plan, City of Santa Barbara, California" (Appendix H of Technical Appendix). A traffic and parking analysis (dated May 30, 1995), which includes the new restaurant in the Naval Reserve Building as well as the retention of the Breakwater Restaurant, is also included in Appendix H to this report. Figure 5 illustrates the study area identified for the traffic and parking analysis.



**FIGURE 5**  
**PROJECT STUDY AREA**

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For the purposes of the following traffic and circulation discussion, the term "Alternative" is used from the Phase II Report. Some of these alternatives have been modified into "Policies" and "Actions" in Section VIII ("Policies of the Harbor Master Plan") as discussed below.

## **1 . Introduction**

The Harbor Master Plan includes various development components or alternatives aimed at ensuring continued viability of the Harbor area. Although a total of thirteen alternatives was presented in the Phase II Report, only the six alternatives likely to affect area traffic and parking conditions are addressed in the traffic report. These six alternatives include:

Alternative 5a - Harbor Commercial Area (City-owned Naval Reserve Building), Alternative 6 - Coast Guard Auxiliary Building [note: burned down on August 25, 1992], Alternatives 7 and 8 - Navy Pier/Boat Slips, Alternative 9 - Rock Groin/Boat Launch Ramp Area, and Alternative 12 - Wharf Enhancements. Collectively, these alternatives involve remodeling, relocation, removal and additions to existing study area facilities.

## **2 . Existing Volumes and Levels of Service**

The Crosstown Freeway project began in 1989 and was completed in August 1992. Because of the duration of this construction project, traditional traffic analyses, which are based on current traffic volumes and an annual background traffic growth factor, cannot be done in this case. Instead, existing peak hour intersection volumes and levels of service from the most recent pre-Crosstown Freeway environmental impact report (Fiesta Park Final EIR, SB-110-87) were used.

Intersection levels of service presented in the Fiesta Park Final EIR for the Friday PM peak hour and Sunday PM peak hour represent 1987 summer conditions. Table 10 shows the peak hour intersection levels of service for Fridays and Sundays. That table indicates that in 1987, several study area intersections were operating with unacceptable levels of service in excess of the City's adopted 0.77 volume to capacity (V/C) ratio threshold. During the Friday PM peak period the Castillo Street/Haley Street intersection operated at LOS C (V/C 0.78), while the Castillo Street/Montecito Street intersection operated at LOS D (V/C 0.87) with existing 1987 volumes. During the Sunday PM peak hour only the Castillo Street/Montecito Street intersection operated poorly in the LOS C range (V/C 0.78) with existing 1987 volumes. The Harbor area intersections (Harbor Way/Shoreline Drive, Loma Alta Drive/Shoreline Drive, Loma Alta Drive/Cliff Drive) were not analyzed in the Fiesta Park EIR.

**Table 10**

**Factored Existing 1987 Peak Hour  
Intersection Levels of Service**

<b>Intersection</b>	<b>Friday PM PH V/C Ratio/LOS</b>	<b>Sunday PM PH V/C Ratio/LOS</b>
Castillo St/Haley St	<u>0.78/C</u>	0.43/A
Castillo St/US 101 SB Ramps	<u>0.87/D</u>	0.54/A
Castillo St/Montecito St	<u>1.04/E</u>	<u>0.78/C</u>
Castillo St/Cabrillo Blvd	0.64/A	0.69/A
Shoreline Dr/Harbor Way	0.44/A	0.51/A
Shoreline Dr/Loma Alta Dr	0.50/A	0.36/A
Loma Alta Dr/Cliff Dr	0.40/A	0.22/A
State St/Cabrillo Blvd	0.70/B	0.68/B

Source: ATE

\_\_\_\_\_ = Exceeds Threshold of Significance

Peak hour conditions for the study area intersections included in the Fiesta Park EIR were approximated for 1992 from the 1987 volumes with a 1.5 percent per year growth rate, while the Harbor-area intersections were counted by ATE on Fridays and Sundays during May 1991. Table 11 on the next page lists the 1992 peak hour intersection levels of service for the study area intersections. This table shows the forecast 1992 levels of service for the study-area intersections assuming the completion of the Crosstown Freeway Project. The results shown in Table 12 indicate that the majority of the critical intersections in the study area will operate within acceptable levels of service (LOS A-C) under 1992 post-Crosstown Freeway conditions. According to November 1994 Public Works traffic counts, the Castillo Street/Montecito Street intersection is expected to operate in the LOS D range (V/C 0.84) during the Friday PM peak hour. Sunday V/C is 0.74 or LOS C, which is acceptable by City standards. Phase I improvements to this intersection were completed in 1996.

### **3. Project Trip Generation and Distribution**

Trip generation estimates for the proposed Harbor Master Plan recommendations were developed from standard trip generation rates found in the Institute of Transportation Engineers (ITE) Trip Generation Report, San Diego Traffic Generators (see page 4 of the Traffic Study for references), and local knowledge of the trip making characteristics of Harbor area land uses. Inbound-outbound directional splits were also derived from the ITE report where

**Table 11**

**Forecast 1992 Post-Crosstown Freeway  
Intersection Levels of Service**

<b>Intersection</b>	<b>Friday PM PH V/C Ratio/LOS</b>	<b>Sunday PM PH V/C Ratio/LOS</b>
Castillo St/Haley St	0.49/A	0.40/A
Castillo St/US 101 SB Ramps	0.67/B	0.54/A
Castillo St/Montecito St	<u>0/83/D</u>	0.75/C
Castillo St/Cabrillo Blvd	0.50/A	0.55/A
Shoreline Dr/Harbor Way	0.44/A	0.51/A
Shoreline Dr/Loma Alta Dr	0.50/A	0.36/A
Loma Alta Dr/Cliff Dr	0.40/A	0.22/A
State St/Cabrillo Blvd	0.64/B	0.62/B
Garden St/Cabrillo Blvd	0.59/A	0.63/B
Garden St/Yanonali St	0.37/A	0.27/A
Garden St/US 101 NB Ramps	0.73/C	0.65/B
Garden St/US 101 SB Ramps	0.61/B	0.57/A
State St/Yanonali St	0.73/C	0.62/B

Source: ATE

\_\_\_\_\_ = Exceeds Threshold of Significance

Plan recommendations. In the Friday PM, the development of the Harbor Master Plan assuming the City owns Naval Reserve Building would result in a net increase of 42 Friday PM peak hour trips (29 inbound, 13 outbound). There would be an net increase of 40 Sunday PM peak hour trips (22 inbound, 18 outbound). Tables 3 and 4 in the Traffic Study give a detailed breakdown of trip generation associated with the recommendations.

Trip distribution percentages for the proposed Harbor Master Plan were derived from similar distribution percentages presented in the Waterfront Area Transportation Study (WATS), the Fiesta Park Project Final EIR, and a local knowledge of the commercial centers and recreational areas located in and around the Waterfront area. The distribution percentages and directions are listed on page 5 of the Traffic Study. Once the appropriate distribution for project-generated traffic was established, the Friday PM peak hour and Sunday PM peak hour trips were assigned to the street system of the study area.

#### **4. Project-Specific Traffic Impacts**

The City's current standards for impact significance were used in assessing the potential project specific traffic impacts resulting from the plan. According to present City policy, if a new

<b>Table 12</b> <b>FRIDAY AND SUNDAY PM PEAK HOUR</b> <b>TRIP GENERATION ESTIMATES</b>			
Description	FRIDAY PM		
	PM Trips (net)	Inbound Trips	Outbound Trips
City acquires Naval Reserve and improves Harbor Commercial area including new restaurant in NRB	31	24	7
Coast Guard Auxiliary	2	0	2
Navy Pier and Slips	4	2	2
Rock Groin Improvements	4	2	2
Wharf Enhancements	1	1	0
<b>Total - Friday PM</b>	42	29	13
Description	SUNDAY PM		
	PM Trips (net)	Inbound Trips	Outbound Trips
City acquires Naval Reserve and improves Harbor Commercial area including new restaurant in NRB	33	18	15
Coast Guard Auxiliary	0	0	0
Navy Pier and Slips	4	1	3
Rock Groin Improvements	2	2	0
Wharf Enhancements	1	1	0
<b>Total - Sunday PM</b>	40	22	18

Source: ATE

development may cause an intersection to exceed a volume-to-capacity (V/C) ratio of 0.77, it is deemed a significant impact. If the intersection already exceeds the 0.77 threshold, a significant impact results if the project increases the V/C ratio by 0.01 or more.

Table 13 lists the 1992 existing and existing-plus-project intersection levels of service for Fridays and Sundays for the Harbor Master Plan recommendations. This table indicates that the Harbor Master Plan recommendations would exceed the City's project specific impact threshold at the Castillo Street/Montecito Street intersection during the Friday PM peak hour by increasing the volume-to-capacity (V/C) ratio by 0.010, thus constituting a significant impact. Furthermore, project specific impact thresholds would not be exceeded on Sundays.

Review of the intersection level of service data in Table 13, and the assignment of project-generated traffic as shown in the traffic studies, indicates that the implementation of the Harbor Master Plan as proposed would result in peak hour traffic increases at a number of intersection locations within the study area.

## **5. Cumulative Traffic Impacts**

The Waterfront area and lower Downtown area cumulative project list was used to forecast future intersection volumes and peak hour levels of service. A copy of the cumulative project list is included in the Technical Appendix of the Traffic Study. Peak hour traffic expected to be generated by the cumulative projects was distributed and assigned to the future street system based on the appropriate WATS distribution percentages and a general knowledge of the residential, employment and commercial centers in the Waterfront and lower Downtown areas.

Intersection levels of service were recalculated assuming the addition of cumulative project traffic and the results are shown in Table 14. With the addition of cumulative traffic, the Castillo Street/Montecito Street intersection will continue to operate in excess of the 0.77 threshold on Fridays (0.88/D) and Sundays (0.79/C).

Peak hour intersection levels of service were recalculated assuming cumulative-plus-project volumes and are presented for the Friday and Sunday periods in Table 15. The City's current cumulative traffic impact threshold states that if a project, with or without other projects, causes an intersection to exceed 0.77 or contributes more than one peak hour trip to any one approach at an intersection forecast to exceed 0.77 with cumulative volumes, the project's impact is considered significant.

**Table 13**

**Friday and Sunday P.M. Peak Hour  
1992 Existing-Plus-Project  
Intersection Levels of Service**

**FRIDAY PM**

	<b>Existing 1992*</b>	<b>Existing+ Project</b>	<b>Project- Added V/C</b>
Castillo St/Haley St.	0.49/A	0.49/A	0.006
Castillo St/US 101 SB Ramps	0.67/B	0.68/B	0.007
Castillo St/Montecito St.	<u>0.84/D</u>	<u>0.86/D</u>	<u>0.017</u>
Castillo St/Cabrillo Blvd.	0.50/A	0.51/A	0.009
Shoreline Dr/Harbor Way	0.44/A	0.46/A	0.021
Shoreline Dr/Loma Alta Dr.	0.50/A	0.50/A	0.001
Loma Alta Dr/Cliff Dr.	0.40/A	0.40/A	0.001
State St/Cabrillo Blvd.	0.64/B	0.64/B	0.004
Garden St/Cabrillo Blvd.	0.59/A	0.59/A	0.002
Garden St/Yanonali St.	0.37/A	0.37/A	0.001
Garden St/US 101 NB Ramps	0.73/C	0.73/C	0.001
Garden St/US 101 SB Ramps	0.61/B	0.61/B	0.001

**SUNDAY PM**

	<b>Existing 1992*</b>	<b>Existing+ Project</b>	<b>Project- Added V/C</b>
Castillo St/Haley St.	0.40/A	0.40/A	0.002
Castillo St/US 101 SB Ramps	0.54/A	0.54/A	0.003
Castillo St/Montecito St.	0.74/C	0.75/C	0.015
Castillo St/Cabrillo Blvd.	0.55/A	0.55/A	0.004
Shoreline Dr/Harbor Way	0.51/A	0.52/A	0.010
Shoreline Dr/Loma Alta Dr.	0.36/A	0.36/A	0.001
Loma Alta Dr/Cliff Dr.	0.22/A	0.22/A	0.001
State St/Cabrillo Blvd.	0.62/B	0.62/B	0.001
Garden St/Cabrillo Blvd.	0.63/B	0.63/B	0.001
Garden St/Yanonali St.	0.27/A	0.27/A	0.000
Garden St/US 101 NB Ramps	0.65/B	0.65/B	0.000
Garden St/US 101 SB Ramps	0.57/A	0.57/A	0.001
State St/Yanonali St.	0.62/B	0.62/B	0.001

\_\_\_\_\_ = Exceeds Threshold of Significance

\* - Assumes Completion of Crosstown Freeway Project

Source: ATE

**Table 14****Forecast 1995 Cumulative Intersection Levels of Service**

<b>Intersection</b>	<b>Friday PH V/C Ratio/LOS</b>	<b>Sunday PH V/C Ratio/LOS</b>
Castillo St/Haley St.	0.50/A	0.41/A
Castillo St/US 101 SB Ramps	0.69/B	0.56/A
Castillo St/Montecito St.	<u>0.88/D</u>	<u>0.79/C</u>
Castillo St/Cabrillo Blvd	0.51/A	0.55/A
Shoreline Dr/Harbor Way	0.44/A	0.51/A
Shoreline Dr/Loma Alta Dr.	0.50/A	0.36/A
Loma Alta Dr/Cliff Dr.	0.40/A	0.22/A
State St/Cabrillo Blvd	0.65/B	0.63/B
Garden St/Cabrillo Blvd	0.61/B	0.65/B
Garden St/Yanonali St.	0.41/A	0.31/A
Garden St/US 101 NB Ramps	0.76/C	0.68/B
Garden St/US 101 SB Ramps	0.67/B	0.61/B
State St/Yanonali St.	0.74/C	0.63/B

Source: ATE

\_\_\_\_\_ = Exceeds Threshold of Significance

*The information presented in Table 15 shows that the Harbor Master Plan will result in significant cumulative impacts at the Castillo Street/Montecito Street intersection on Fridays by adding more than one peak hour trip to this location forecast to operate in excess of the 0.77 threshold with cumulative volumes.*

**6. Mitigation Measures**

As stated above, the Harbor Master Plan as proposed would result in significant project specific and cumulative traffic impacts at the Castillo Street/Montecito Street intersection by adding peak hour traffic in excess of adopted City thresholds. Construction of planned improvements for the Castillo Street/Montecito Street intersection would mitigate the project specific and cumulative impacts identified above. Phase I improvements involved lane additions and a reconfiguration of the intersection resulting in increased capacity and improved operation. Phase I improvements were completed in 1996.

**Table 15**

**Friday and Sunday PM Peak Hour  
1995 Cumulative-Plus-Project  
Intersection Levels of Service\***

**FRIDAY PM**

	<b>Cumulative</b>	<b>Cum. + Project</b>	<b>Project Added Trips</b>
Castillo St/Haley St	0.50/A	0.50/A	11
Castillo St/US 101 SB Ramps	0.69/B	0.69/B	19
Castillo St/Montecito St.	<u>0.86/D</u>	<u>0.88/D</u>	19
Castillo St/Cabrillo Blvd.	0.51/A	0.52/A	29
Shoreline Dr/Harbor Way	0.44/A	0.46/A	32
Shoreline Dr/Loma Alta Dr.	0.50/A	0.50/A	3
Loma Alta Dr/Cliff Dr.	0.40/A	0.40/A	2
State St/Cabrillo Blvd.	0.65/B	0.65/B	10
Garden St/Cabrillo Blvd.	0.61/B	0.61/B	6
Garden St/Yanonali St.	0.41/A	0.41/A	4
Garden St/US 101 NB Ramps	0.76/C	0.76/C	2
Garden St/US 101 SB Ramps	0.67/B	0.67/B	4
State St/Yanonali St.	0.74/C	0.74/C	4

**SUNDAY PM**

	<b>Cumulative</b>	<b>Cum. + Project</b>	<b>Project Added Trips</b>
Castillo St/Haley St.	0.50/A	0.50/A	8
Castillo St/US 101 SB Ramps	0.69/B	0.69/B	14
Castillo St/Montecito St.	0.76/C	0.77/C	14
Castillo St/Cabrillo Blvd.	0.51/A	0.52/A	20
Shoreline Dr/Harbor Way	0.44/A	0.45/A	23
Shoreline Dr/Loma Alta Dr.	0.50/A	0.50/A	3
Loma Alta Dr/Cliff Dr.	0.40/A	0.40/A	2
State St/Cabrillo Blvd.	0.65/B	0.65/B	6
Garden St/Cabrillo Blvd.	0.61/B	0.61/B	4
Garden St/Yanonali St.	0.41/A	0.41/A	2
Garden St/US 101 NB Ramps	0.76/C	0.76/C	1
Garden St/US 101 SB Ramps	0.67/B	0.67/B	2
State St/Yanonali St.	0.74/C	0.74/C	2

\_\_\_\_\_ = Exceeds Threshold of Significance

\* - Assumes Completion of Crosstown Freeway Project

Source: ATE

Existing and cumulative levels of service for the Friday and Sunday PM peak hour periods were recalculated assuming the completion of the intersection improvements. Table 16 compares levels of service with existing and mitigated lane geometrics for both the Friday and Sunday peak periods. Level of service calculation worksheets assuming the improved geometrics are contained in the Technical Appendix.

**Table 16**  
**Castillo Street/Montecito Street**  
**Mitigated 1997 Intersection Levels of Service**

<u>Analysis Period</u>	<u>Cumul. Volumes/ Existing Geometrics</u>	<u>Cumul. Volumes/ Mitigated Geometrics</u>
Friday PM Peak Hour	0.87/D	0.51/A
Sunday PM Peak Hour	0.77/C	0.49/A

Source: ATE

The level of service information presented in Table 16 shows that with the completion of the planned improvements, the Castillo Street/Montecito Street intersection is expected to operate acceptably on Fridays and Sundays. The completion of the planned improvements would therefore mitigate the project specific and cumulative traffic impacts identified for this location to a level of insignificance. In a memo to Planning Staff dated March 25, 1992 (Attachment 10 to the Harbor Master Plan Negative Declaration, Appendix G), "With the removal of the freeway lights, LOS may have already begun improving at the Castillo/Montecito Streets intersection. Transportation Staff expects to recount this intersection after the final completion of the Crosstown Freeway to verify projections." As noted above, Phase I intersection improvements were completed in 1996.

In order to fully mitigate impacts, development of the entire Harbor Master Plan would not be able to go forward until completion of the Castillo Street/Montecito Street improvements. Phasing of the Harbor Master Plan, however, could also be used as mitigation to the identified impact at the Castillo Street/Montecito Street intersection. Review of Table 12 indicates that several of the Harbor Master Plan recommendations are expected to generate negligible amounts of peak hour traffic. For instance, the improvements to the rock groin and Wharf enhancements are expected to result in inconsequential traffic increases, while the Harbor

Commercial area recommendations would generate the majority of the new traffic expected in the area. Policy SERV-2 is recommended to require that development projects included in the Harbor Master Plan, particularly those in the Harbor Commercial area, shall not go forward until all necessary Waterfront intersection improvements are completed.

Policy ACC-1 and Action ACC-1.1 require a comprehensive traffic and parking study of the Waterfront be initiated within one year of completion of major improvements in the Waterfront or by December 31, 1998, whichever occurs first. This study will be the first comprehensive study done in over a decade and will help identify needed traffic and parking improvements in the Waterfront.

## **7. Pedestrian, Bicycle and Other Circulation**

With the anticipated increase in pedestrian travel between peripheral parking areas and Harbor destinations, there will be an increased need for safe, convenient pedestrian walkways to and from the Harbor area. Of particular note is pedestrian travel between the Harbor area and the La Playa East and Leadbetter East parking lots. Currently, pedestrians traveling between the La Playa East lot and the Harbor utilize an unimproved dirt path along the north side of Shoreline Drive. Pedestrians traveling to and from the Leadbetter East lot and the Harbor generally walk straight through the Harbor 90 Minute lot to their destination, as there is presently no sidewalk on the south side of Shoreline Drive. The Harbor Master Plan includes two "Shoreline Access" policies (ACC-1 and -2) and related actions that require improvements in pedestrian, bicycle, vehicle and other modes of transportation in the area. Pedestrian circulation in the vicinity of West Beach is also proposed to be improved with this plan (Action ACC-2.2).

Other issues to be addressed include the increased use of roller blades and surreys on the Cabrillo Beachway. Conflicts occur between these two uses and walkers, joggers and bicyclists on this very popular stretch of pavement. The comprehensive traffic and parking study discussed in the previous section will study this situation and recommend solutions. The Harbor Master Plan also recommends that the existing sidewalk along Cabrillo Boulevard be improved to encourage more pedestrian use (Action ACC-2.2), thus reducing the conflicts on the Beachway. Action ACC-2.4 recommends studying the possibility of relocating the Beachway where it crosses the Harbor Parking Lot near the boat launch ramp, thus reducing the bicycle-vehicle conflicts in that area. Lastly, a sign program is recommended (Action ACC-2.6) that will improve the overall circulation in the study area.

## **8. Summary and Conclusions**

Friday and Sunday peak hour trip generation estimates for the proposed Harbor Master Plan indicated that the Harbor Master Plan as proposed would generate 42 Friday PM peak hour and 40 Sunday PM peak hour trips. Distribution and assignment of project-generated traffic revealed that implementation of the Harbor Master Plan would result in significant project specific impacts to the Castillo Street/Montecito Street intersection on Fridays.

A cumulative traffic analysis performed for study area intersections indicated that operation of the Castillo Street/Montecito Street intersection will degrade further with future traffic volumes. Addition of project-generated traffic would exceed City thresholds on Fridays and result in a significant cumulative impact at this location with the implementation of the Plan.

Phase I improvements at the Castillo Street/Montecito Street intersection, completed in 1996, are expected to mitigate both the project specific and cumulative traffic impacts identified for this location. Once improved, PM peak hour levels of service are expected to be in the LOS B range on Fridays and in the LOS A range on Sundays with future traffic volumes.

Phasing of Harbor Master Plan projects may also mitigate identified significant impacts at the Castillo Street/Montecito Street intersection by allowing the less intense portions of the plan to move forward before the completion of the Castillo Street/Montecito Street improvements.

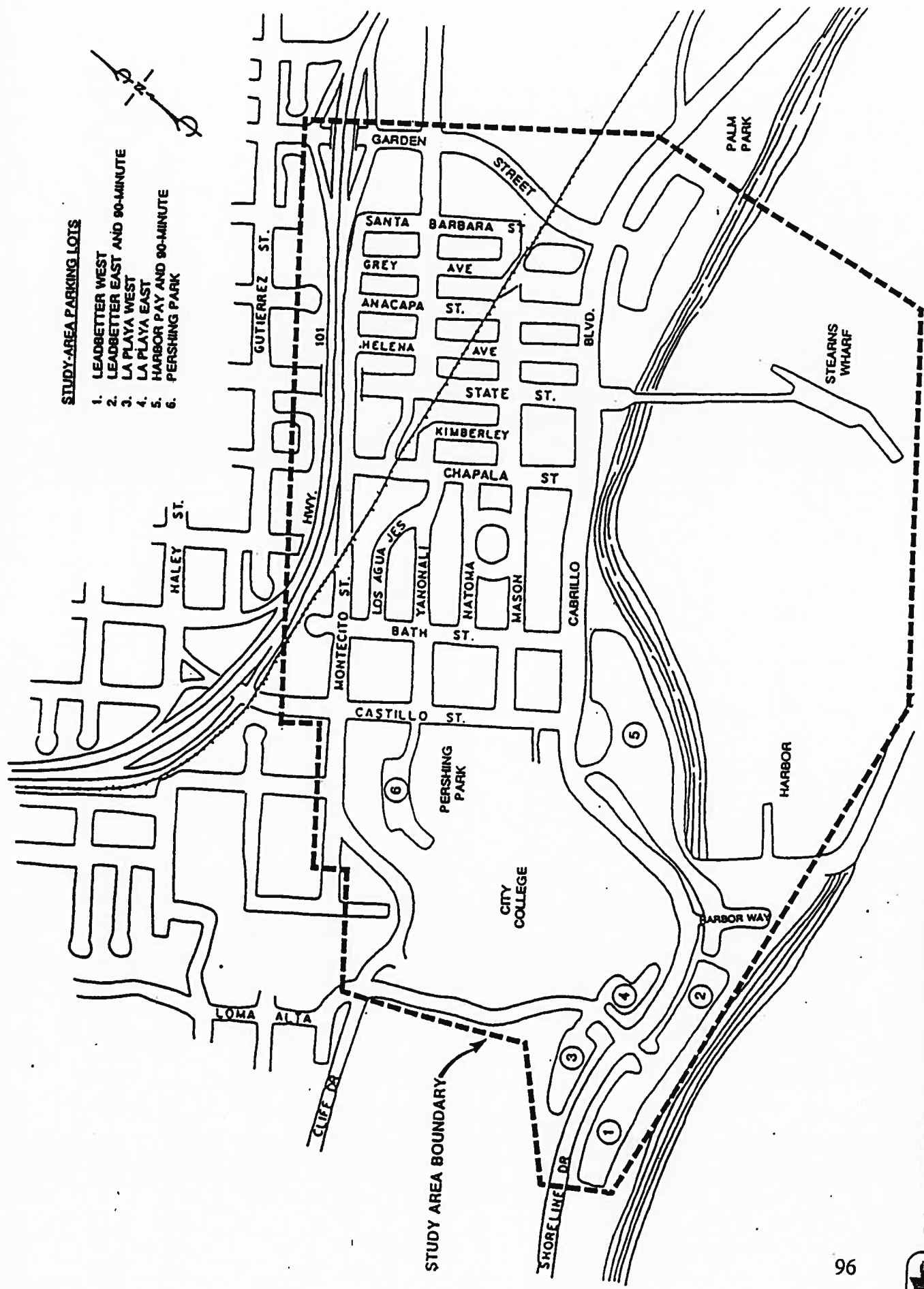
### **C. PARKING**

Existing and future parking conditions in and around the Waterfront area are described in detail in the Phase I and Phase II traffic and circulation analyses as well as two traffic and parking reports (Appendix H). It is important to note that the parking analysis was done assuming the existing supply of parking. Approximately 50 - 125 new spaces are expected to be added in the Harbor lot through restriping are not assumed in this analysis. The parking analysis also did not assume any conjunctive use of parking, i.e., the study did not reduce parking demand in recognition that people often come to the area for more than one reason. There have also been an increase in spaces at SBCC (net increase of approximately 525 spaces) which are not considered. The parking study is therefore a worst case analysis of the existing and future parking situation.

The City's methodology for assessing the significance of environmental impacts related to parking has traditionally involved the use of an 85% parking occupancy threshold. Generally, urban parking facilities are felt to be at capacity once the 85% utilization level has been reached. A development project is said to cause a significant parking impact when the parking demand generated by the project causes the utilization of the facility to exceed the 85% threshold.

**STUDY-AREA PARKING LOTS**

1. LEADBETTER WEST
2. LEADBETTER EAST AND 90-MINUTE
3. LA PLAYA WEST
4. LA PLAYA EAST
5. HARBOR PAY AND 90-MINUTE
6. PERSHING PARK



**FIGURE 6**  
**STUDY AREA PARKING RESOURCES**

**ASSOCIATED TRANSPORTATION ENGINEERS**  
100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418



Most City Waterfront Department employees work 8 to 5, Monday through Friday, which is when parking is generally plentiful. On weekends, when parking demand is higher, there are fewer employees working and parking for their vehicles does not present a problem.

### **1. Harbor Area Parking Resources**

There are a total of 2,042 existing parking spaces in the study area (see Table 8 in Section IV and Figure 6). However, not all 2,043 parking spaces are available for public use at all times. Pursuant to the Joint Powers Agreement between Santa Barbara City College and the City, both La Playa lots are closed to the public on weekdays during the school year. The La Playa East lot is also closed to the public on weekends during the school year. Therefore the total number of parking spaces in the study area varies from a low of 1,537 spaces during fall, winter and spring week days to a high of 2,043 spaces during summer weekdays and weekends.

The 194 space Pershing Park Lot is about one-quarter mile from the Harbor and has been removed from consideration in the updated parking analysis (Appendix H), although realistically it still provides parking for Harbor users. Without the Pershing Park Lot, 1,851 spaces are available with 1,341 spaces available during the school year (fall, winter and spring).

In order to assess the significance of parking impacts generated by the Harbor Master Plan, a constraints analysis was performed. This analysis examined available capacity in the study area parking lots (85% of total spaces minus number of occupied spaces) during each observation period, and subsequently determined whether enough parking demand would be generated by the project to exceed the reserve capacity during each period. Tables 17 and 18 include the percent of spaces used and the reserve capacity during each observation period. These tables indicate that the reserve parking capacity in the study area varies between 262 vacant parking spaces on fall weekday mornings and 913 open parking spaces on summer weekday evenings.

Parking tables in the parking reports (Appendix H) list the current weekday and weekend utilization statistics for the parking lots. These tables and Table 17 indicate that parking demand within the study area varies considerably by season, day-of-week, and time-of-day. Summer weekday mornings experience the highest demand with 1,233 occupied spaces. Spring weekday evenings experience the lowest demand with 715 occupied spaces. Utilization ranges between 35% on summer weekday evenings and 78% on fall weekday mornings.

Table 17 indicates that the highest weekday demand for parking in the study area occurs in the summer months during the morning (1,233 vehicles). The highest weekend demand for parking in the study area occurs in the summer months during the afternoon (1,181 vehicles). Table 18 also shows that existing parking use in the area is below the City's 85% threshold.

**Table 17**  
**1991 Study Area Peak Parking Utilization\***

	Spring	Summer	Fall
<u>Weekdays</u>			
Mornings	960/1537 = 62%	1233/2043 = 60%	1044/1537 = 68%
Afternoons	775/1537 = 50%	830/2043 = 41%	907/1537 = 59%
Evenings	715/1537 = 47%	824/2043 = 40%	827/1537 = 54%
<u>Weekends</u>			
Mornings	764/1705 = 45%	996/2043 = 49%	858/1705 = 50%
Afternoons	962/1705 = 56%	1181/2043 = 58%	1051/1705 = 62%
Evenings	820/1705 = 48%	976/2043 = 48%	914/1705 = 54%

Note: Includes Pershing Park spaces

Source: ATE

\* - Based on 100% parking utilization

**Table 18**  
**1991 Reserve Parking Capacity**

Observation Period	Spring			Summer			Fall		
	85% Capacity	Vehicles Parked	Reserve Capacity	85% Capacity	Vehicles Parked	Reserve Capacity	85% Capacity	Vehicles Parked	Reserve Capacity
<u>Weekdays</u>									
Mornings	1306	960	346	1737	1233	504	1306	1044	262
Afternoons	1306	775	531	1737	830	907	1306	907	399
Evenings	1306	715	591	1737	824	913	1306	827	479
<u>Weekends</u>									
Mornings	1449	764	685	1737	996	741	1449	858	591
Afternoons	1449	962	487	1737	1181	556	1449	1051	398
Evenings	1449	820	629	1737	976	761	1449	914	535

Note: Includes Pershing Park spaces

Source: ATE

**Table 19**  
**PARKING DEMAND ESTIMATES**

Description	Net Δ in size	Weekday Demand				Weekend Demand			
		Peak	AM	PM	Evening	Peak	AM	PM	Evening
<i>Harbor Area</i>									
Harbor Maintenance Shop*	6,400 sf	0	0	0	0	0	0	0	0
New Restaurant, Maritime Museum, Public Meeting Room and Public Agencies	0	100	15	72	94	128	45	24	122
Laundromat*	232 sf	0	0	0	0	0	0	0	0
Lease Office	782 sf	2	2	2	0	0	0	0	0
Lease Retail	1,916 sf	6	4	6	5	8	4	8	5
Additional Slips	59 slips	15	6	15	13	29	12	29	25
<i>Rock Groin Area</i>									
Relocated Harbormaster's Office	1,200 sf	5	5	5	1	1	1	1	0
Deli and Restrooms	500 sf	6	1	4	6	7	2	3	7
Relocated Dredge Power Station*	400 sf	0	0	0	0	0	0	0	0
<i>Stearns Wharf</i>									
Wharf Maint Bldg and Restrooms	800 sf	1	1	1	0	1	1	1	0
Harbor Tour Kiosk	50 sf	1	1	1	1	1	0	1	1
Lease Office	150 sf	1	1	1	1	0	0	0	0
Visitor Center	400 sf	1	1	1	1	2	1	2	1
<b>Totals</b>		<b>138</b>	<b>37</b>	<b>108</b>	<b>122</b>	<b>177</b>	<b>66</b>	<b>106</b>	<b>161</b>

\* - Not expected to generate new parking demand  
sf - square feet

Source: ATE

## 2. Project Parking Demand

Peak weekday and weekend parking demand estimates for the individual land uses proposed in the Harbor Master Plan were calculated using standard parking demand rates. Table 19 lists the weekday and weekend parking demand estimates for each Harbor Master Plan recommendation. Also shown in this table are the expected variations in parking demand that would be experienced during the morning, afternoon and evening periods. The results indicate the peak parking demand would be 138 spaces on weekdays and 177 on weekends if all the recommendations, including the City's development of the Naval Reserve Building, were realized.

It is important to note, however, that peak parking demand for the proposed land uses would occur at different times of day. Table 19 shows that weekday parking demand generated by all the recommendations would be 37 spaces in the morning period, 108 spaces in the afternoon period and 122 spaces in the evening. The proposed uses in the Naval Reserve Building will have the greatest effect on Harbor area parking resources by generating a peak demand of 100 spaces on weekdays and 128 spaces on weekends. However, parking occupancy data collected for the Breakwater Restaurant EIR (SB-84-85) suggested that a substantial amount of current restaurant patronage is from Harbor area employees, liveaboards and slips owners who may already be parked in the area for some other reason. Table 20 shows new parking demand associated with the Harbor Master Plan as compared to the existing reserve capacity of parking. In most cases, the reserve capacity is several hundred spaces. The only time the reserve capacity dips below 300 is weekday mornings and afternoons during the spring and fall.

**Table 20**  
**Parking Demand Compared to Reserve Capacity\***

	<b>Weekdays</b>			<b>Weekends</b>		
	<b>Morning</b>	<b>Afternoon</b>	<b>Evening</b>	<b>Morning</b>	<b>Afternoon</b>	<b>Evening</b>
<b>Spring</b>						
Parking Demand	39	110	122	66	106	161
Reserve Capacity	252	290	492	833	639	849
<b>Summer</b>						
Parking Demand	39	110	122	66	106	161
Reserve Capacity	455	765	893	790	563	866
<b>Fall</b>						
Parking Demand	39	110	122	66	106	161
Reserve Capacity	168	207	407	741	655	755

\* - Without Pershing Park Lot

Source: ATE

### **3. Public Perception of Harbor Parking Conditions**

As described above, current use of Harbor area parking resources is below the City's 85% occupancy threshold. However, the Harbor 90 Minute, Leadbetter 90 Minute and Harbor Way lots experience heavy use at times. Review of the data indicates that parking utilization in the Harbor 90 Minute and Harbor Way lots ranged from 66% to 100% with parking exceeding 90% on 38 of the 57 weekend days studied. The Leadbetter 90 Minute lot near the restaurant at Leadbetter Beach is also heavily used most of the year, probably due to the proximity to the restaurant and the fact that 90 minute parking in the lot is provided free of charge.

Consequently, while the overall parking is adequate from the technical standpoint (i.e., having reserve capacity as discussed above), the location of the available parking is perceived as a problem.

The Harbor Lot may fill on busy summer weekends, but there is adequate parking available nearby, particularly in the Leadbetter and La Playa Lots. Looking at an aerial or areawide map shows that the distance from the existing Breakwater Restaurant to the Leadbetter East Lot near the restaurant and restrooms is actually less than the distance from the restaurant to the east end of the Harbor Parking Lot (near the boat launch ramp). While that may be the case, people still perceive that the Harbor Lot is the most convenient. The Harbor Master Plan also recommends (Action SERV-1.3) that consideration be given to adding 50 to 75 spaces to the west of Harbor Way (in addition to the fifty restriped spaces that are required by Action SERV-1.4). If these spaces are possible, they will provide more convenient parking for slip holders and Harbor visitors and patrons.

In terms of short term (i.e., 15 or 30 minute) parking, people using their boats in the marinas often have a difficult time finding a convenient place to park so that they can load and unload their gear. An action is recommended (Action SERV-1.5) that additional short term spaces be added adjacent to Marinas 2, 3 and 4 in the Harbor Lot and along the new Harbor Way cul-de-sac. Enforcement will also be provided so that the short term spaces are really used for the purpose intended.

Several weekend spot surveys conducted by ATE revealed that while the Harbor 90 Minute and Harbor Way lots experienced heavy use, ample convenient parking in the Leadbetter East lot was available during peak periods. Furthermore, the Pershing Park lot is approximately 50% to 75% underutilized during weekend mornings and afternoons. Clearly, public awareness of the expanded Harbor area parking system is limited. The redesign of the Harbor Way entrance (Action SERV-4.1) and the improved areawide signage will help direct parkers to the lots at the west end of the Harbor.

#### **4. Summary and Conclusions**

An analysis of Harbor area parking conditions showed that ample reserve parking exists within the study area at all times of day during the spring, summer and fall months. The replacement of the Leadbetter East parking lot in 1991 added 194 new parking spaces near the Harbor Commercial area. Occupancy studies from August of 1990 showed limited use of the new parking lot. Based on the amount of available reserve parking in the study area, a constraints analysis revealed the impacts on parking to be insignificant. In addition, this traditional parking demand analysis, which did not factor in a multiple use factor and the 50 to 100 new spaces, indicated that there would be adequate parking to meet the demand associated with implementation of the Harbor Master Plan.

It should also be noted that each recommendation of the Harbor Master Plan will undergo separate environmental review and that more detailed traffic and parking analyses may need to be prepared for each action. Furthermore, more reliable cumulative volume forecasts will be generated in the comprehensive traffic and parking study that will begin within one year of completion of major planned intersection improvements in the Waterfront.

#### **D. PUBLIC SERVICES**

The current and future availability and adequacy of public services is important to the success of any long range plan. Domestic water, in particular, is a service that has been in very short supply although the supply is expected to be adequate to accommodate build out of the City. Sewer capacity, drainage, fire flow and water quality are also important issues that are discussed below.

##### **1. Domestic Water**

In April 1986, the City recognized that demand for domestic water was quickly approaching available supply and an interim ordinance restricting the use of water associated with new development was adopted. The exceptional rainfall in the Winter of 1991-92, along with the completion of the Desalination Plan and the approval of State Water by the voters in November 1991, have changed the City's water supply picture. Earlier restrictions on water use associated with new development have been eased although water conservation is still important.

A water study was prepared as a part of the environmental assessment of the Draft Harbor Master Plan and is included as an attachment to the Negative Declaration, Appendix G. The study analyzes existing water use, the effect of the drought, retrofitting that has occurred to date and that could still occur, and water use associated with the Harbor Master Plan recommendations. The findings of the study are summarized below.

**a. Existing Harbor Water Use**

The Waterfront Department currently is responsible for 32 water meters as shown in Table 21. The water use associated with Waterfront Department meters in the study area during the historic water period (June 1984 to May 1986) was 156.44 acre feet per year (AFY) for an annual average of 78.22 AFY.

The Waterfront Department encourages water conservation on the part of all their tenants. When the drought became very serious, some public water sources were turned off such as the faucets near the boat launch ramp which were used to hose off boats. Reclaimed water has been used for most landscaping in the area since July, 1989. Overall, the department has been very responsible in minimizing water use in the study area.

**b. Analysis of Water Use Associated with Recommendations**

Table 1 of the Water Study (attached to the Negative Declaration, Appendix G) shows the recorded domestic and reclaimed water use for the meters for which the Waterfront Department is responsible. While the average annual water use during the historic period was just over 78 AFY, the water use during the most recent water year (6/1/90-5/31/91) was 54.55 AFY or 70% of the historic average annual water use level. Some of that reduction in water use can be accounted for by the drought and the extreme conservation efforts of Harbor residents and users of the area. An overall savings of 30% on water use has been achieved since 1984, and approximately 1/2 of that or 15% was assumed to be attributable to the drought. Therefore, a 15% drought factor has been included in the calculations to account for the reduced water use during the drought.

Table 21 shows that the recommendations of the Harbor Master Plan will result in an increase of 10.96 AFY in water use. In Table 22, "Water Use Summary," the current water use (54.55 AFY) is increased by 15% to account for the drought which results in a revised current water use figure of 62.73 AFY. The water use associated with the recommendations (10.96 AFY) and the reduction in water use associated with further retrofitting that is possible (-10.69 AFY<sup>1</sup>) results in a total water use with the Harbor Master Plan of 63.00 AFY. This total is then compared to the historic water use for a net water savings of 15.22 AFY. Comparing the total Harbor Master Plan water use figure to the revised current water use figure (62.73 AFY) results in a minor increase in water use (0.27 AFY).

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1 - Retrofitting is expected to result in a savings of 2.02 AFY in the Harbor area and 8.67 AFY on Stearns Wharf.

Table 21

**WATER USE ASSOCIATED WITH  
HARBOR MASTER PLAN RECOMMENDATIONS**

Description	Net Change (AFY)	
	Subtotal	Total
<b><i>Areawide</i></b>		
Add parking and shuttle	0.00	
Improve pedestrian access	0.00	
Aesthetics/Design Guidelines	0.00	0.00
<b><i>Harbor Area</i></b>		
Improve Harbor entrance	0.00	
Enhance Harbor Comm. Area:		
• New restaurant in Naval Reserve Building (a)	5.04	
• Add public offices, museum, meeting room	0.15	
• Relocate Harbor Maint. to new building	0.40	
• Remodel & lease Harbor Maint.	0.21	
• Remodel and lease classroom as office space	0.00	
• Convert Parking Office to laundry	2.80	
• Remodel and lease Harbormaster's office	0.00	
• Remove public mtg. room and office uses (b)	-0.75	
Increase comm. fishing use of Navy Pier and add passenger charters on Accom. Dock	0.00	
Add 59 slips within the existing Harbor	0.50	
Reconfigure the Rock Groin:		
• Relocate Harbormaster's office	0.12	
• Add a small deli and restrooms	1.50	
• Relocate dredge power station from Wharf	0.00	
• Add landscaping along seawall and recreational volleyball nets on West Beach	0.00	
		9.97
<b><i>Stearns Wharf Area</i></b>		
Secondary access to the beach for peds	0.00	
Add restrooms & Wharf maint. bldg. addition	0.95	
Add Harbor Tour Kiosk	0.00	
Convert and lease Wharf office	0.00	
Convert dredge building to visitor center	0.04	
		0.99
<b>Total (Acre-Feet/Year)</b>		<b>10.96</b>

(a) - The new restaurant in the NRB is proposed to be 7,567 sq. ft. or 68% larger than the restaurant proposed in the earlier draft. Consequently, the water use associated with the smaller restaurant (3.0 AFY) has been increased by 68% to 5.04 AFY.

(b) - Approximately 7,500 sq. ft. of public meeting room and office uses are proposed for removal from the NRB.  $7.5 \times 0.10/1,000$  sq. ft. = 0.75 AFY reduction in water use.

**Table 22**  
**Water Use Summary - Harbor Master Plan**

<b>Water Use Factor</b>	<b>AFY</b>
Historic Water use	78.22
Current Water Use	54.55
+ 15% Drought Factor	8.18
Revised Current Use	62.73
+ Water Use Associated with HMP	10.96
- Additional Retrofitting (savings)	-10.69
Total Water Use with HMP	63.00
Net SAVINGS over "Historic Water Use"	15.22
Net INCREASE over "Revised Current Water Use"	0.27

The one aspect of water use over which the Waterfront Department does not have control is the water used by tenants who pay for their own water. The Waterfront Department already requires that all tenants comply with their "Water and Energy Conservation Guidelines." Water and energy conservation will continue to be included in all future leases that are negotiated throughout the Waterfront.

## **2. Public Sewer System**

The Waterfront Department staff maintains the sewer and water system within its jurisdiction. One exception is Stearns Wharf where the City's Public Works Department maintains the water and wastewater mains. According to Public Works and Waterfront staffs, generally the wastewater lines are adequate to handle the wastewater generated within the Waterfront. Oil and grease associated with restaurants had been a problem due partially to the unanticipated increase in volume of Waterfront and Harbor visitors. This problems has been addressed through the introduction of a grease eating enzyme to the sewer lines and improved plumbing and grease traps.

Of all the Harbor Master Plan recommendations, the new restaurant in the Naval Reserve Building is the only one that could significantly increase sewer flows. The restaurant's sewer system will meet current codes and is not expected to cause any problems.

### **3. Drainage**

Drainage of the Harbor Commercial area and parking lots has been improved in recent years although further improvements are warranted. When the Harbor Parking lot is reconstructed in the future, the drainage should be improved.

The parking lot and sidewalk near Marinas 2, 3 and 4 are affected by the storm drains that pass under them, which, in the long term, can result in subsidence of the sidewalk or parking lot. This issue will also be addressed when the parking lot is reconstructed.

The waste oil tanks located near the Marina 2, 3 and 4 restrooms have been removed and associated soil contamination has been remedied. Above ground tanks are now provided including the required containment area to avoid spills.

### **4. Fire Flow**

The City's Master Environmental Assessment shows the Harbor area as having inadequate fire flow in the event of a fire emergency. The City's Fire Marshall has indicated that this situation has been improved to the point that fire flow in the area meets Fire Department requirements (see Attachment 9 to Negative Declaration, Appendix G).

## **E. HARBOR WATER QUALITY**

From 1985 to 1989, the County of Santa Barbara's Division of Health Care Services intermittently checked the water in the Harbor to determine if it meets water quality standards. The primary concern is coliform contamination associated with sewage from holding tanks or other sources. In a letter dated October 6, 1988, the County's Environmental Health Officer indicated that 72 samples were taken during the previous four month period and only one sample had a high bacteriological count. The four month study period coincided with the summer months when Harbor usage is at its highest. The letter states that: "The results are exemplary, and this Division is recommending that the number of monthly samplings be reduced during the remainder of the year." Given the exemplary results over several years, testing was terminated in May 1989 at the direction of County Health Care Services staff.

Another source of pollutants in the Harbor is oil leaks and spills directly into the water. According to Waterfront staff, this is kept to a minimum as oil refuse stations are available with the Harbor. As noted above, these stations are now above ground and have containment areas to avoid spills into the Harbor.

Storm run off from large portions of the City is also a potential source of pollutants. In 1992, Environmental Health staff studied the extent of external Harbor pollution associated with polluted run off during rainy months.

There is literature published relating to the safer use of boat bottom paints which often contain pesticide ingredients which foul the water. There is also public education and Harbor Patrol enforcement which minimizes the pumping of bilges in the Harbor and promotes the use of the pump out station on the Navy Pier. Policy MAR-1 and its related actions require the continuation of water quality monitoring, and education of the public about reducing water pollution, etc., to improve Harbor water quality.

## **F. AESTHETICS AND DESIGN**

### **1. Existing Policies**

As discussed in the "Background" Section of this report, there are many policies in the Coastal Act, Local Coastal Plan and General Plan relating to aesthetics and design. The essence of the policies is that the scenic character of the coastline must be protected and enhanced. Cabrillo

Boulevard is a potential Scenic Highway and the view of the shore, Harbor and Wharf from this boulevard is an important consideration. The policies suggest that any new project must "fit in" to this special setting and not present a look or feeling of congestion. According to a 1988 UCSB study, Stearns Wharf is the #1 tourist attraction in the area and the view of the shoreline and Harbor from that vantage point must also be carefully considered.

### **2. Existing Architectural Guidelines**

The City's Local Coastal Plan (LCP) gives some guidance with respect to architectural themes in the study area. An action of Policy 7.2 states that the following should be considered in developing the Harbor Master Plan:

*Establish a design theme for both the Harbor and Wharf structures which reflects a historic maritime setting for the Wharf and a Mediterranean/Hispanic setting for the Harbor.*

Since the adoption of the Local Coastal Plan in 1981, the City's Architectural Board of Review (ABR) has been discussing the architectural styles in the Harbor area without resolving the question. The architectural style of the Wharf was determined to be "Historic Maritime" when the new buildings on the Wharf were designed and built in the early 1980s.

The existing ABR Guidelines have goals and policies which generally pertain to the study area. These goals are:

*To improve the general quality of the environment and promote conservation of natural and manmade resources of the City;*

*To promote visual relief throughout the community by preservation of scenic ocean and mountain vistas, creation of open space and variation of styles of architecture;  
and*

*To encourage the placement of secure bike racks and promote pedestrian access between commercial centers.*

Most of the study area is just outside the El Pueblo Viejo Landmark District which runs along Cabrillo Boulevard and up State and Garden Streets into the Central Business District of the City (see the discussion of the district in the "Background" Section of the report).

### **3. Existing Buildings and Styles**

Within the Harbor Master Plan study area, there are two distinct areas with various types of facilities, Stearns Wharf and the Harbor. These two elements are loosely connected by the Cabrillo Boulevard corridor and the sand of West Beach.

Buildings on Stearns Wharf were constructed in the early 1980s in an architectural style which is reflective of wharf and waterfront construction and styles of the turn of the century. The use of architectural techniques and materials that are typical of fishing operations and other wharf uses is evident in the restaurants and commercial buildings located there. Roofs are of wood shingles, siding of various wood configurations and windows with small paned lights contribute to this wharf style architecture.

The Harbor area consists of many styles of architecture. This variety is due, in part, to the span of several decades in which these buildings were constructed as well as a variety of ownership and uses. The most significant structure is the Naval Reserve Building which is 17,500 square feet in size. The architectural character of this building is stylized hispanic with a definite sense of governmental use. This building was originally owned by the City and was deeded to the Navy during World War II. The City acquired the building in 1994.

Other commercial buildings in the Harbor are one and two story and generally wood sided structures of a utilitarian nature. The Santa Barbara Yacht Club is a two story pole frame wood

sided building. Other buildings are of a flat roofed, concrete masonry construction style typical of the 1970s. The Harbor area has no distinct architectural theme at this time.

#### **4. Purpose of the Design Guidelines**

One of the goals of the Harbor Master Plan is to decide on a design theme for the study area in general and the Harbor Commercial area in particular. The following is an overview of the goals that the design guidelines should include as they relate to the Harbor Master Plan study area. The Harbor Master Plan Design Guidelines will be incorporated into the existing ABR Guidelines and adopted by resolution of the City Council at the same time as the adoption of the final Harbor Master Plan. The Design Guidelines, that have been approved by the Architectural Board of Review, City Council and Coastal Commission, are included in Appendix I.

As the design guidelines relate to all the recommendations of the Harbor Master Plan throughout the study area in this section they are discussed in a general way and from an areawide perspective rather than in terms of how the proposed guidelines relate to each recommendation.

The purpose of the Harbor Master Plan Guidelines is to establish policies and design themes for the Harbor and Stearns Wharf area to aid designers, planners and City Staff in making decisions relative to architectural and related development in the Harbor Master Plan study area.

For the purposes of this discussion, the study area is divided into three general areas, all of which should be tied together visually:

- **Harbor Commercial Area** - This includes the area between the marinas on the east, Loma Alta Drive on the west, the ocean on the south and Shoreline Drive on the north. Changes suggested include public improvements in the vicinity of the Breakwater Restaurant and the construction of a new Harbor Maintenance Building in the Harbor Maintenance Yard.
- **Rock Groin** - Suggested changes in the rock groin area include the creation of a Small Boat Quiet Area off West Beach, dredging of part of West Beach and the relocation of government boats and the Harbormaster to the rock groin.
- **Stearns Wharf** - This includes the entire Wharf, the State Street/Cabrillo Boulevard intersection and portions of Palm Park. The addition of a second access to the Wharf, public seating and restrooms are the new structures that are proposed in this area.

Within these three architectural areas outlined above, there are five basic elements that need to be addressed: architectural design, landscaping, street furniture, lighting and signage. The

following discussion focuses on the "architectural design" aspect of the Guidelines. The other four elements are addressed in the Design Guidelines.

## **5. Architectural Design Themes**

The establishment of a design theme for the Harbor Master Plan study area is a difficult one since there is not a common architectural theme established in the area. The Harbor Commercial area is a mixture of many architectural styles ranging from stylized Mediterranean character (Naval Reserve Building) to split-faced concrete block to light wood frame wood sided buildings. In discussions with the ABR, Planning Commission and Harbor Commission, all three groups like the variety and diversity of architecture in the area and wish to retain that mix of styles, although they agree the area should slowly transition to the "Santa Barbara regional" style of architecture found throughout the region.

The Coastal Marine architecture of the Wharf is the most clearly defined as a result of the more recent development on the Wharf.

In seven meetings with the Architectural Board of Review, mixed comments were made with respect to the architectural theme for the study area. The ABR generally supported Mediterranean architecture in the Harbor area and the retention of the Coastal Marine style for the Wharf. Ultimately ABR, in consultation with the Planning and Harbor Commissions, decided that diversity and variety are to be encouraged, while slowly transitioning to the Santa Barbara regional style of architecture that reflects a Mediterranean influence.

The need for a sign program for businesses as well as directional signs for pedestrians and vehicles is included in the Guidelines.

Given the existing mix of styles in the Harbor Commercial Area and the architectural compatibility on the Wharf, the following design concepts are proposed:

### **a. Harbor Commercial Area**

The Naval Reserve Building dominates this area and is generally Mediterranean in style, therefore any remodeling or additions to this building should be in the same style. Any new construction or major remodels in the Harbor area should be developed in the traditional Santa Barbara style of architecture, particularly those that face east toward the Harbor. Small additions should be compatible with the existing architectural style of the building.

**b. Stearns Wharf Area**

The architectural character of the Wharf was established during its redevelopment in the early 1980s. The Coastal Marine Seacoast Style should be continued for any additional construction on the Wharf. A variety of roof shapes, window sizes and placement and siding materials should be encouraged.

**c. Rock Groin Area**

New construction in this area (a new Harbormaster's office, small deli and restroom, etc.) should be of Mediterranean style because of the proximity to Cabrillo Boulevard and the Mediterranean style of the buildings in the vicinity. The architectural design of the rock groin should include a variety of roof shapes, window configurations and facades so as to create the sense of smaller individual buildings. The one large building "project" feeling on the groin is to be avoided. The overall intent in this area is to create a complex which is Mediterranean in style which complements the Naval Reserve Building and the Harbor Commercial area.

**6. Architectural Goals of the Guidelines**

The overall goal for the Harbor and Stearns Wharf is to provide for visual compatibility throughout the area. While different architectural styles occur in various locations, landscaping, lighting, signage, colors, etc. can be used to tie the area together visually. Goals for specific areas are:

1. **Stearns Wharf** - The architectural style for new structures and other improvements on the Wharf shall be in keeping with the Coastal Marine style that has been established.
2. **West Beach/Rock Groin/Los Baños Area** - The architectural style in this area should reflect the "Santa Barbara style" of architecture consistent with simpler utilitarian buildings in El Pueblo Viejo District.
3. **Harbor Commercial Area** - The Design Guidelines are intended to recognize and promote the charm and variety of architectural styles that exist in the Harbor Commercial Area while allowing for the gradual transition to traditional Santa Barbara architectural styles. Much of this charm is because it is a working harbor with a mixture of commercial fishing and other ocean dependent activities as well as ocean related and visitor serving uses. The Guidelines strive to maintain and create

a variety of character within the Waterfront through the use of building massing, detailing, color, landscaping and signage to preserve the vitality of the waterfront for the visitor and user. New buildings in the area and major remodels (defined as a remodel that exceeds in cost 50% of the valuation of the existing building as defined by the Uniform Building Code) shall be in the traditional Santa Barbara style of architecture, particularly those that face east toward the Harbor.

The Design Guidelines, included in Appendix I, were adopted by Resolution of the Council at the same time as the adoption of the Harbor Master Plan.

## **G. CULTURAL RESOURCES**

According to the City's Master Environmental Assessment, the Harbor area has the potential for prehistoric or historic archaeological significance as well as potential effects on historic buildings, structures or objects. The Harbor Master Plan Phase II Report was reviewed by the Landmarks Committee on January 2, 1991. The committee expressed concern that there may be significant historic buildings or structures in the area that need to be considered in any future plans. Two Cultural Resources Reports were prepared to address these concerns: one which addressed the historic structures in the study area and one which addressed the archaeological resources. Both of these reports took a "programmatic" approach to cultural resource issues, i.e., they identified potentially significant and sensitive areas that will require further study if and when individual projects are proposed in those areas. These studies and their findings are discussed below.<sup>2</sup>

### **1. Historic Structures Evaluation**

The historic structures evaluations analyzed the existing buildings and structures in the Harbor and Wharf area to determine potential historical significance. There were three significant structures that could be changed as a result of the Harbor Master Plan recommendations:

- The Naval Reserve Building;
- The existing seawall that runs along the Breakwater near the Naval Reserve; and
- The two pylons or large concrete "posts" which are located at the end of the Breakwater near the Harbor Parking Lot kiosk.

The pylons and seawall could potentially be affected by proposed improvements to the Harbor Parking Lot (Action SERV-1.4).

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2 - These studies also addressed pedestrian access across West Beach; a second Harbor entrance at Castillo Street and the Mission Creek outfall. All three have been deleted and are not discussed further.

The reports found that the Design Guidelines needed to be modified to address the following:

- a. Compatibility with existing historic features such as the concrete wall, the pylons, and the lamp posts;
- b. Compatibility with historic structures such as the formal Spanish-Colonial Revival Naval Reserve Building and the more utilitarian wood frame clapboard buildings such as the Breakwater Restaurant and the Coast Guard Auxiliary Building (burned down in August 1992); and
- c. Reference to historical uses and events.

One issue of concern related to the proposed secondary access to Stearns Wharf which would have to be carefully designed to be true to its historic character. The other issue related to the proposed demolition of the Coast Guard Auxiliary Building and Breakwater Restaurant. The Auxiliary burned in August 1992 and the Breakwater Restaurant is no longer proposed for demolition. Two actions (Actions CUL-1.2 and CUL- 1.3) require that all recommendations of the Phase I and II Historic Structures Studies be incorporated into the appropriate plans.

## **2. Archaeological Evaluation**

An Archaeological Study of the Harbor Master Plan study area was prepared in September 1991 by Dames and Moore. This study analyzed the thirteen recommendations from the Phase II Report in terms of their potential impact on Native American, Spanish Colonial/Mexican, Anglo Mexican, American Period and Early 20th Century sensitivity zones in the study area. The study includes an outline of each sensitivity zone and the recommendations that may affect that zone. The study also includes "procedures" or mitigation measures for minor and major types of projects. A summary of the findings of the study are [Note: The study is not reproduced in this report because of the confidential nature of the material]:

- Native American: Recommendations relating to Parking affect both "high" and "moderate" sensitivity zones. Shovel test pits, limited backhoe testing and construction monitoring are among the mitigations necessary to mitigate significant impacts.
- Spanish Colonial-Mexican: None of the recommendations are expected to affect this sensitivity zone. If resources are discovered during construction, the mitigations found in the MEA would apply.
- Anglo-Mexican: The Design Guidelines may impact this sensitivity zone. Mitigation includes limited backhoe testing, construction monitoring and background study if resources are discovered.

- **American Period:** Changes to parking and possibly the Rock Groin/Boat Launch Ramp area could result in impacts to resources of this period. In order to mitigate potentially significant impacts, limited backhoe testing and background study may be necessary.
- **Early 20th Century:** The proposed second entrance to the Wharf could impact early 20th century resources. Mitigation includes limited backhoe testing and background study.

With either avoidance of the sensitive areas and/or incorporation of the mitigations outlined above, significant archaeological impacts should not occur. Action CUL-1.1 requires that all recommendations of the Archaeological Study be incorporated into the recommendations of the Harbor Master Plan.

## **H. THREATENED OR ENDANGERED SPECIES AND SENSITIVE HABITATS**

### **1. Existing Policies**

There are several policies in the Coastal Act, the Local Coastal Plan and the General Plan that relate to endangered and threatened plant and animal species and sensitive habitats. These are focused on the protection of such species and habitats and, where feasible, their enhancement. At this time, the only listed threatened or endangered species in the Harbor/Wharf area are the Western snowy plover and the California brown pelican. In addition, the Harbor area is considered to be a sensitive habitat. Improvement of the water quality, as discussed in Section E of this Chapter, should provide the protection this habitat requires.

Threatened or endangered species and sensitive habitats need to be protected. Any construction and dredging operations need to be designed, in cooperation with the appropriate agencies, such that there are no impacts on these species or habitats.

### **2. Western Snowy Plover**

The Western snowy plover is a small, pale colored shorebird with dark patches on either side of the breast. It has been observed in the Harbor area. Primary locations include the sandspit and the area immediately east of Stearns Wharf. This bird was listed as a Threatened Species under the Federal Endangered Species Act in 1994. This listing requires a certain level of protection of this bird. Little is known about the plover's activities near the Harbor; however, it has been reported to use the area for foraging and post-rearing of its young. The U.S. Fish and Wildlife Service is doing a study on possible designation of Critical Habitat for the plover. The recommendations on Critical Habitat are expected to be released in late 1995 or early 1996. Dredging operations and construction of the Stearns Wharf wye could have an effect on these birds.

More information is needed on the use of the Harbor area by the Western snowy plover. This will help determine how impacts to the plover might be avoided during any construction or dredging operations and if other actions should be taken to protect the bird and its habitat.

### **3. California Brown Pelican**

The California brown pelican has been listed as an endangered species under both the Federal and California Endangered Species Acts for some time. It is a large grayish-brown bird with a long, pouched bill. It eats surface schooling fishes such as mackerel, sardine and anchovy. The brown pelican breeds from the Channel Islands southward to Acapulco, Mexico. Although much of the original cause for listing the pelican as an endangered species, the impacts of DDT, has been resolved, the overfishing of its prime food source remains a significant factor in its continuing endangerment. Nesting populations have increased in some years, but dropped precipitously in other years. As of 1992, the California Department of Fish and Game concluded that the trend of the population is still declining.

While the California brown pelican does not nest in the Harbor area, it does forage and loaf at both the Harbor and the Wharf. Interpretive signing that recognizes its presence and educates the public about its habits should be encouraged.



## **VII. FISCAL ISSUES**

### **A. BACKGROUND**

For the purposes of budgeting, the three major elements of the Waterfront Department (Harbor, Stearns Wharf and Waterfront Parking) are treated as separate and distinct units. From an accounting perspective, however, all three units are included in the same Tidelands Trust Fund. The Tidelands Trust Fund arises from the time that the City received title to the tidelands area from the State. The Act requires the City to hold, manage, use and preserve the tidelands in trust for the general public in strict accordance with the provisions of the grant. Other provisions require the separate accounting for all funds received in the tidelands, and expenditures made with those funds. For the purposes of this report, we will continue to discuss each of the three distinct geographical areas of the Waterfront:

#### **1. Harbor**

The Harbor includes the marinas, the Harbor Commercial area, Leadbetter Beach west of the Yacht Club, West Beach and the rock groin area. Many of the Waterfront leases are in this area result in considerable revenue to the Waterfront. Licenses to allow certain uses are also common in the Harbor. Some licenses deal with the right to do something on an ongoing basis, such as a Harbor tour boat operation, and others are for a one time event such as filming a movie or exhibiting marine related equipment or goods.

#### **2. Stearns Wharf**

Stearns Wharf includes all the businesses and activities on the Wharf, including Wharf parking. As noted earlier in this Report, the Wharf is primarily tourist oriented and much of the Waterfront's revenue derives from the visitor serving uses here, particularly the major restaurants.

#### **3. Waterfront Parking**

Waterfront Parking includes all the parking lots in the Waterfront, including those that are outside of the study area. Parking fees are collected at all the parking lots ranging from 24 hours per day all year to weekends only during the summer months.

As noted above, all revenue generated in the Waterfront is used in the Waterfront. The Waterfront Department does reimburse the City General Fund for the services of the City Administration staff, the City Attorney and various accounting functions. These functions are paid out of the Waterfront budget for the services rendered.

The 1992 Waterfront Fee Resolution, which includes fees for slip holders, liveaboards, etc., is included as Appendix M to this report.

## **B. BUDGET**

The Waterfront Department has an annual operating and capital program budget. This budget is not only based upon the financial aspects of the Waterfront, but also on the levels of service provided by the Department. Levels of Service are indications of what is actually going to be accomplished during a budget period. Every two years these levels of service and related costs are reviewed by the Harbor Commission and the City Council. Both bodies provide for public input during the budgeting process and all budget decisions are made in open public sessions.

At the time of budget adoption, estimated revenue to be collected during the period covered by the budget must equal or exceed the amount of the budget. The only exception to this is that funds that have accumulated from prior years may be used to balance a budget if there is an anticipated revenue shortfall. Budgeted funds are the only spending authority the Waterfront has during any given budget period. Any unexpended funds at the end of a budget period flow into the Tidelands Trust Fund for use in future years. Any revenue in excess of that estimated at the beginning of the budget process also flows into the Tidelands Trust Fund for use in future years.

The Waterfront Department budget for the 1992-93 fiscal year is approximately \$7 million. It is carefully balanced with estimated revenue closely approximating budgeted expenditures. As our financial projections indicate, future budgets will require moderate slip fee increases; however maintaining slip fee affordability is an ongoing concern of both staff and elected and appointed officials.

### **1. Revenue**

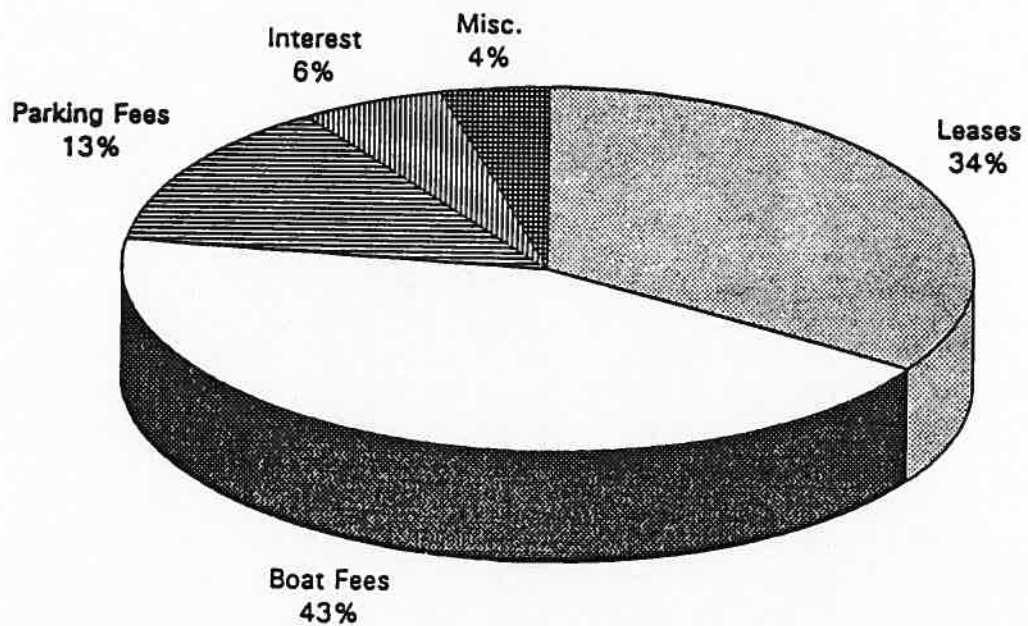
Approximately one-half of the Waterfront revenue is derived from fees and charges and the other half is lease income. These revenue sources for Fiscal Year 1992-93 are discussed below and shown graphically in Figure 7.

#### **a. Fees and Charges**

Fees and charges are broken down into parking fees and all other fees including slip fees, visitor fees, wharfage, dockage, slip transfers and liveaboard fees. As noted in the following section, the revenue from rents and leases is relatively fixed whereas fees and charges are a variable element in the revenue flow. The costs of funding budgetary requirements have and will continue to be dependent primarily upon increases in fees and charges. A conscious effort is being made as part of this Plan to diversify the revenue

Figure 7

**CITY OF SANTA BARBARA  
Waterfront Department  
Revenues by Source  
Fiscal Year 1992-93**



**Total Revenues: \$7,076,365**

base and create more revenue from landside activities. This is being done in order to reduce reliance on those revenue sources that are entirely ocean-dependent.

#### **b. Leases**

During the mid-1980s, the City proposed a large (approximately 10,000 sq. ft) restaurant in the Harbor primarily to generate new revenue for the Harbor and to minimize the possibility of future increases in slip fees. As an example, a restaurant in the Harbor area pays rent that is the equivalent to a 10% slip fee increase. During hearings in the mid-1980s on the restaurant proposal, it became clear that the Council was interested in a more modest sized restaurant. They also expressed concern that a new restaurant might reduce the sales of other area restaurants and not actually produce new sales to the area.

During the hearings on the Harbor Master Plan, many speakers wished to retain the existing Breakwater Restaurant, regardless of whether a new restaurant is provided. The Plan retains the Breakwater Restaurant and provides for a new restaurant in the Naval Reserve Building. The issue of unmet demand for a new Waterfront restaurant is discussed in detail in a study prepared by Pannell, Kerr and Forster, a major national accounting firm, the Executive Summary of which is included as Appendix L of this report. Their study indicates that sufficient demand exists for restaurants in the Waterfront and that the proposed restaurant will not adversely affect existing Waterfront eating establishments.

### **2. Expenditures**

The following is a brief discussion of typical expenditures of the Waterfront Department. These are shown graphically in Figure 8.

#### **a. Salaries and Benefits**

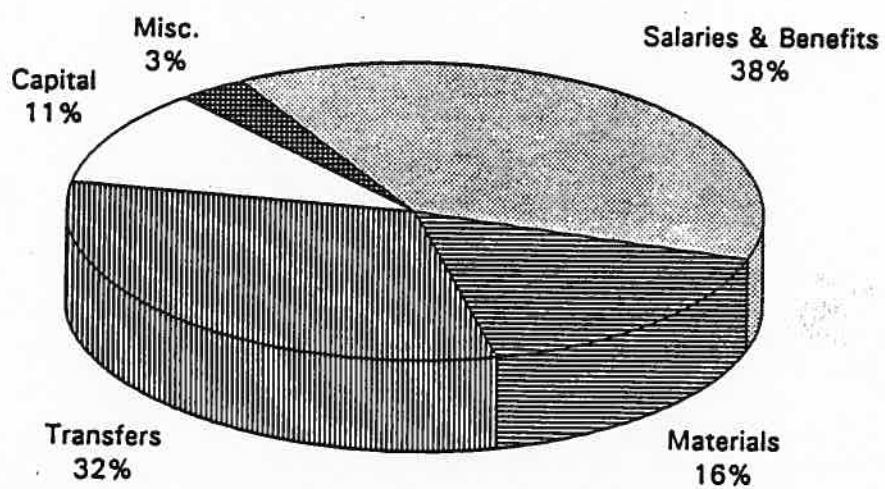
Salaries and salary related benefits account for the largest single expenditure category in the Waterfront budget. Salary and benefit costs are determined through the City Council's adopted Levels of Service in the budget process. The Waterfront Department staff determines how the approved Levels of Service are most appropriately maintained through contract services, regular or temporary employees.

#### **b. Certificates of Participation**

Certificates of Participation are much like bonds and have financed large scale projects that have been of benefit to the entire Harbor. The existing Certificates of Participation

Figure 8

**CITY OF SANTA BARBARA  
Waterfront Department  
Expenses by Type  
Fiscal Year 1992-93**



**Total Expenses: \$7,048,743**

were refunded (refinanced) in 1992 to take advantage of lower interest rates and provide the funds necessary for the acquisition of the Naval Reserve Center property. The debt for these certificates will be paid off during the next thirty years.

**c. Harbor Preservation Fund**

The annual contribution to the Harbor Preservation Fund of \$250,000 is indicated as a portion of the Capital Outlay item shown in Figure 12. The money in this fund serves as a contingency fund for major projects and will be discussed more thoroughly later in this section.

**d. Materials and Supplies**

Materials and supplies are the everyday items required to run and maintain the Waterfront. As with salaries, the cost of these items increases with inflation.

**e. Capital and Non Capital Items**

Capital items include projects and equipment which cost over \$20,000 and have a life-span of over five years. Non-capital items include purchases of radios, office equipment, small tools, etc.

**C. TEN YEAR FINANCIAL FORECAST**

Appendix K contains a detailed breakdown of the revenues and expenditures projected for the ten year period ending in 2002 for each of the Waterfront budget units. This projection indicates the delicate balance between revenue and expenditures for each year. Due to the uncertainty of the timing of the projects recommended in this Plan, neither additional revenue nor the costs of construction of any projects recommended in this Plan are included in these projections. The revenue and construction costs of the Harbor Master Plan recommendations, however, are addressed in the Implementation Section (Section X).

**D. ITEMS NOT INCLUDED IN BUDGET FORECAST**

There are three important items that are not directly included in our financial forecasts. The forecasts have been built on known and/or expected costs that will need to be paid over the next ten years. The items that have not been included are as follows:

## **1. Dredging**

The Federal Government currently dredges approximately 300,000 cubic yards of material from the Harbor channel each year. During 1992 the cost of this dredging was approximately \$800,000. As Federal budgetary problems continue to increase, we can foresee a time when we may have less Federal support for this program. The City is involved in a joint study with the US Army Corps of Engineers dealing with long term solutions to the continued shoaling of the channel. A report titled "Santa Barbara Harbor Preliminary Draft Feasibility Report" was delivered to the City in June of 1991. The report is currently under revision by the Corps of Engineers and a public release is expected in 1993. The report recommends that the Federal government purchase a dredge and related equipment for the City and that the operation of the dredge would then become a City responsibility. Dredge operation and maintenance costs are currently estimated to be in the \$500,000 to \$750,000 per year range. These are costs the City currently does not have to bear. However, based upon the benefits of local control over dredging operations with the resultant security of being able to manage this function, coupled with the possibility of loss of Federal support for maintenance dredging, it is felt that the benefits outweigh the increased costs.

With both local and Federal approvals of the Feasibility Report, City operation of the dredge could begin as early as the 1994-95 fiscal year. The additional revenue derived from projects proposed in this Plan, such as the new restaurant in the Naval Reserve Building and the extension of Marina One, could fund these additional dredging costs.

## **2. Storm Damage**

The 1983 storms caused \$3 million damage to City facilities and untold damages and losses to merchants, commercial fisherman and others. While the 1983 storms were classified as "100 year storms," others like them could once again cause considerable damage. The additional costs of dredging following the relatively routine storms in early March 1991 resulted in unanticipated dredging costs of approximately \$250,000. During 1991 these costs were borne by the Federal government. When the City assumes operation and maintenance of dredging as described above, these costs would become a City responsibility. Costs to replace damaged facilities or cover other extraordinary items were not included in our financial forecast.

Storm damage and storm protection have been an ongoing concern of both Waterfront users and elected City officials. In 1980 the City Council passed an Ordinance requiring that \$250,000 be budgeted each year in the Harbor budget and deposited in a Harbor Preservation Fund to eventually pay the costs of increased storm protection, dredging or other unanticipated extraordinary costs associated with the preservation and enhancement of the Harbor.

Interest earnings on monies deposited in the Harbor Preservation Fund accrue to the fund and the \$250,000 annual budget item is to continue until the fund reaches a balance of \$5 million. As of June 30, 1992 the balance in the fund is approximately \$3.7 million. It is believed that monies in the Harbor Preservation Fund would be an appropriate source of funds to repair major storm damage.

### **3. Harbor Master Plan Implementation**

An important component of the Harbor Master Plan is the implementation of the plan recommendations. As the recommendations are in a preliminary design stage, specific funding strategies and timing cannot be definitively established. This is addressed in the Implementation Section (Section X) of the report.

## **D. CONCLUSION**

In past years increases in slip related fees have been used to fund budget shortfalls. At times dramatic increases were necessary. One of the goals of this Harbor Master Plan is to maintain the affordability of slip fees and, as such, it is necessary to diversify the revenue base. To that end, Policy FIS-1 recommends that adequate revenue be raised to ensure the viability of ocean dependent uses and to minimize costs to the boating public. Specific to slips fees, Action FIS-1.3 states:

*Sufficient operating revenue from landside buildings and other uses and facilities shall be raised in the Harbor and Wharf areas to minimize increases in slips fees. Slip fees may be used only as the final balancing element of the Waterfront budget.*

Certain elements of the Harbor Master Plan lend themselves to this philosophy. The proposed new restaurant and other visitor serving commercial activities will generate revenue and tend to reduce dependence on slip related fees and charges. The additional revenue derived from the various recommendations of the Harbor Master Plan will tend to partially mitigate the need for future slips fee increases. Future increases will still be needed, but probably not of the magnitude assumed in our ten year financial forecast which did not assume the implementation of the Harbor Master Plan.

Many of the recommendations presented in this Plan are interrelated and interdependent. Funding for certain recommendations will depend upon the success of the recommendations previously implemented. Recommendations generating the greatest revenue shall be given priority over those of a more neutral revenue character. Finally, this is a ten year plan and it can be expected that full implementation will require the entire ten years.

While there was a desire expressed by some members of the public that all proposals in the Harbor Master Plan be economically viable and self-supporting, only a few recommendations provide new

direct revenue. Most of the proposals contain tradeoffs wherein public benefit is weighed against economic costs.

The fiscal analysis has not assigned any increased revenues to existing businesses that will benefit from increased Harbor activity. More slips should increase the potential business of the chandlery, fuel dock, boat maintenance, etc. The overall areawide improvements should improve access and facilities for fishermen, boaters, Harbor and Wharf tenants, etc., and should also provide the potential for increased business to the existing visitor serving enterprises.

While trade offs are important, two of the proposals do provide an investment that creates a new revenue stream to the Harbor. As discussed in the Implementation Section of this report, the proposed renovation of the Naval Reserve Building provides a net revenue increase of over \$186,000 per year after additional debt service and building maintenance costs are taken into consideration. The proposed addition of slips to Marina One will also provide an increased level of slip fee income of over \$200,000 per year. Both of these income streams have a very long life and will increase over time. Both also have the very real potential to offset slip fee increases.



## **VIII. HARBOR MASTER PLAN POLICIES**

The following discussion includes the proposed goal, policies and actions of the Harbor Master Plan. These are based primarily on existing Coastal Act, Local Coastal Plan and General Plan policies and public comments made during hearings held from 1992 through 1995. The proposed policies and actions are also based on the existing conditions in the study area, on findings of previous studies and on the "Needs Assessment" section of the Harbor Master Plan. The policies and actions are listed in alphabetical order by topic.

### ***HARBOR MASTER PLAN GOAL***

The Harbor shall be a working harbor with priority given to ocean dependent uses, such as commercial fishing and recreational boating, for all users and income groups. Stearns Wharf shall consist of a mixture of visitor serving and ocean dependent and ocean related uses. The Harbor-Stearns Wharf area shall be developed and maintained as a resource for residents of the community and visitors pursuant to these goals while recognizing the need for economic self-sufficiency of the area.

### ***CULTURAL RESOURCES***

**Policy CUL-1**      Activities and developments in the Harbor that may have an effect on significant cultural or historic resources shall undergo environmental review as outlined in the Cultural Resources Section of the City's Master Environmental Assessment.

**Action CUL-1.1**      Incorporate all the findings of the "Phase I Archaeological Evaluation of Proposed Harbor Master Plan Improvements" prepared by Dames and Moore, September 1991, into the recommendations of the Harbor Master Plan as well as any conditions of approval imposed by the Historic Landmarks Commission or any other discretionary body .

**Action CUL-1.2**      Incorporate all the findings of the "Historic Structures Evaluation for Harbor Master Plan Phase II Report," August 1991, and "Phase II Historic Resources Evaluation for Breakwater Restaurant and Coast Guard Auxiliary Building," prepared by Preservation Planning, February 19, 1992, into the recommendations of the Harbor Master Plan as well as any conditions of approval imposed by the Historic Landmarks Commission or any other discretionary body.

## ***CULTURAL RESOURCES*** (cont.)

- Action CUL-1.3** Incorporate the findings of the "Phase II Historical Resource Evaluation, Naval Reserve Armory," prepared by Preservation Planning Associates, June 20, 1995, into the recommendations of the Harbor Master Plan as well as any conditions of approval imposed by the Historic Landmarks Commission or any other discretionary body.

## ***FISCAL CONSIDERATIONS***

- Policy FIS-1** Raise adequate revenue to operate and maintain the Harbor, to ensure the viability of ocean dependent uses, ocean related uses and low cost visitor serving uses and to minimize costs to the boating public.
- Action FIS-1.1** Visitor serving uses shall be encouraged to pay market level rents to help offset costs, particularly those costs associated with ocean dependent uses.
- Action FIS-1.2** Visitor serving uses shall be allowed if they do not preclude opportunities for the development and maintenance of ocean dependent uses and if they provide substantial revenue to support those high priority uses.
- Action FIS-1.3** Sufficient operating revenue from landside buildings and other uses and facilities shall be raised in the Harbor and Wharf areas to minimize increases in slip fees. Slip fees may be used only as the final balancing element of the Waterfront budget.
- Policy FIS-2** Provide an opportunity for nonprofit marine oriented individuals, groups and associations to benefit from the physical plant at the Harbor, as long as they contribute to the cash cost of their operation.
- Action FIS-2.1** The public meeting room in the Naval Reserve Building shall be made available on a reservation basis to public groups dealing with Harbor and Wharf related issues at a nominal fee to defray costs.

## ***OCEAN DEPENDENT ACTIVITIES***

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

**Action DEP-1.1**      Provide a Small Boat Quiet Area/sand trap west of Stearns Wharf by dredging the beach back to approximately the top of the boat launch ramp and maintaining that water area for recreational boating and other recreational use. Add minor facilities for non-motorized water craft.

**Action DEP-1.2**      Dredge and add approximately 50 large slips (40 feet and greater) within the existing Harbor.

**Action DEP-1.3**      Provide a convenient dock location near the Breakwater, such as on the Accommodation Dock, for a small number of charter operators. Continue to allow brief tie-ups at the Accommodation Dock for loading, unloading and rigging of boats.

**Action DEP-1.4**      Continue to provide and protect the existing surfing area located at the end of the Breakwater and adjacent to the sandspit.

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

**Action DEP-2.1**      Enlarge the rock groin near the boat launch ramp to include, but not be limited to, the following:

- a. A government boat basin that could include Harbor Patrol boats, Coast Guard cutter and Channel Islands National Marine Sanctuary's vessel;
- b. The Harbormaster's office;
- c. Other necessary Harbor operations or facilities;
- d. Existing uses such as Sea Landing, Marine Mammal Center and UCSB boats (or their successors); and
- e. Provide for vehicle loading and unloading in association with uses on the rock groin.

**Action DEP-2.2**      Either prior to or when studying the expansion of the rock groin, study the need to increase the capacity of the boat launch ramp.

## **OCEAN DEPENDENT ACTIVITIES (cont.)**

**Action DEP-2.3** If the Coast Guard cutter and Harbor Patrol boats are relocated elsewhere in the Harbor, add approximately five slips to the Navy Pier for exclusive use by commercial fishermen.

**Action DEP-2.4** 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 then current slip waiting list. Persons currently leasing a mooring off Marina One shall have first right of refusal to lease one of the new slips in Marina One.

**Action DEP-2.5** Retain the informal gear repair area near the boat launch ramp or in another appropriate location near the Harbor.

**Action DEP-2.6** In the redesign of Harbor Way (Action SERV-4.1), expanding dry boat storage areas shall be an important consideration. If it is not possible to expand dry boat storage in the Harbor area, additional area shall be encouraged elsewhere in the Waterfront as identified in the Local Coastal Plan.

**Action DEP-2.7** Funding shall be pursued to upgrade the existing hoists.

**Policy 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. The 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 an opportunity for non-profit marine oriented individuals, groups and associations to benefit from the physical plant of the Harbor as long as they pay the incremental cash cost of their operation, or the same rental as would be gained if the facilities devoted to their operation were leased to a higher priority goal function; and

## **OCEAN DEPENDENT ACTIVITIES (cont.)**

- 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 equally be served outside of the Tidelands Area.

**Action DEP-3.1** Prior to the Harbor Commission recommending approval of a new or renewed lease in the Harbor area, a finding shall be made that the Harbor Area Policies listed in Policy DEP-3 have been met.

**Action DEP-3.2** Prior to Planning Commission approval of a Coastal Development Permit in the Harbor area, a finding shall be made that the Harbor Area Policies listed in Policy DEP-3 have been met.

**Policy DEP-4** Continue to explore the feasibility of providing an easterly breakwater or other protection from southeast storms.

**Action DEP-4.1** Pursue funding of the necessary studies that will address the southeast storm issue.

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

**Action DEP-5.1** Once the Naval Reserve Building is acquired and improved by the City, it shall be operated in a self supporting manner.

**Action DEP-5.2** The following types of uses shall be provided in the Harbor Commercial area:

- a. Public offices that relate to the Harbor and Wharf area;
- b. Public meeting room and small offices and storage areas for non-profit marine related groups (relocated from Coast Guard Auxiliary Building);
- c. Fishermen's Resource Center;
- d. Maritime museum/exhibits and gift shop;
- e. Laundromat for the use of slip holders and boaters visiting the Harbor;
- f. Expanded Harbor Maintenance Facility; and

## ***OCEAN DEPENDENT ACTIVITIES (cont.)***

g. Consider allowing public use of the third floor cupola of the Naval Reserve Building.

**Action DEP-5.3** The Breakwater Restaurant shall be retained with a new restaurant be provided in the Naval Reserve Building.

**Action DEP-5.4** Add a small addition to the existing Wharf maintenance building.

**Action DEP-5.5** Improve the restrooms adjacent to the Marinas to better serve slipholders.

## ***PUBLIC SERVICES***

**Policy SERV-1** Public facilities shall be distributed to avoid overcrowding and overuse of the Harbor and Wharf area.

**Action SERV-1.1** Provide a secondary access from Stearns Wharf connecting to Palm Park near the Palm Park Parking Lot. This access shall primarily be for recreational use by pedestrians and bicyclists wishing to access the Wharf, as well as for use by emergency vehicles. In the future, a shuttle or tram may also use the secondary access.

**Action SERV-1.2** Include short term visitor parking and short term spaces for loading and unloading near the rock groin for those doing business with the Harbormaster, Sea Landing and other governmental agencies or businesses housed on the rock groin.

**Action SERV-1.3** Consider providing approximately 50 to 75 additional parking spaces within the Harbor area, including adding short term and 90 minute spaces in the new lot adjacent to the Naval Reserve Building and short term parking for Marina One slipholders in close proximity to that Marina.

**Action SERV-1.4** Reconfigure existing Harbor area parking lots to add approximately fifty (50) parking spaces.

**Action SERV-1.5** Additional short term spaces shall be added adjacent to the four Marinas, along the Harbor Way cul-de-sac and in the new parking lot near the

## **PUBLIC SERVICES (cont.)**

Naval Reserve Building for use by people loading and unloading their vehicles. These spaces shall be patrolled by parking enforcement personnel to ensure that they are used for short term parking only.

**Action SERV-1.6** The City will work in conjunction with Santa Barbara City College to ensure that College and City parking does not have a significant impact upon and/or create conflicts with beach parking activity for recreational purposes and Harbor related, coastal dependent uses. This shall apply to those City beach front lots identified in the Joint Powers Agreement between the City and the College (i.e., the Leadbetter and La Playa Lots). In implementing this condition, the terms and conditions of the Joint Powers Agreement for the City beach front lots will be considered. This policy is a counterpart to City College Long Range Development Policy 4.1 which the City believes is important and endorses.

**Action SERV-1.7** On summer weekends or other times when vehicles with boats exiting the Harbor Parking Lot are causing delays, open the parking lot exit to the west of Los Baños for vehicles.

**Action SERV-1.8** Consider adding a second vehicle entrance near the boat launch ramp in the future with consideration to limiting traffic impacts on the existing residential neighborhoods in the vicinity of the Harbor.

**Action SERV-1.9** Work with the Santa Barbara Yacht Club to consider complementary use of the Yacht Club's Parking Lot by Yacht Club members and the public.

**Action SERV-1.10** Review parking demand and needs prior to doing any restriping of Harbor area parking lots so that the parking can be used most efficiently.

**Action SERV-1.11** Coordinate large public events with Santa Barbara City College, City Parks and Recreation and other event sponsors so that area parking will not be overburdened by two or more large events occurring at one time. In addition, pursue conjunctive use of parking including using SBCC's West Campus parking garage for City sponsored public events.

**Policy SERV-2** All necessary intersection and parking improvements to mitigate environmental impacts must be in place prior to occupancy or completion of major development projects included in the Harbor Master Plan.

**PUBLIC SERVICES (cont.)**

**Action SERV-2.1** When funding is available, the City shall commit the necessary resources to achieve the public improvements included in the Harbor Master Plan and those found to be necessary in the review of development projects recommended in the Harbor Commercial area.

**Action SERV-2.2** The restaurant in the Naval Reserve Building shall not be issued a Certificate of Occupancy until the Harbor Parking Lot restriping outlined in Action SERV-1.4 is completed.

**Policy SERV-3** Encourage alternate modes of travel, including shuttle buses, to reduce traffic volume in the Wharf and Harbor areas.

**Action SERV-3.1** Continue to work with Metropolitan Transit District (MTD) and/or other appropriate agencies to provide shuttle bus turnouts and shuttle routes throughout the Wharf and Harbor areas to meet transportation demand and to encourage people to park and ride.

**Action SERV-3.2** Continue to work with MTD and/or other appropriate agencies to maximize use of shuttles, including addressing future changes that may be necessary as ridership increases and changes.

**Action SERV-3.3** The Waterfront Department shall sponsor an educational campaign to urge all businesses to voluntarily have their employees and customers use alternate modes of transit. As leases are negotiated and renegotiated, businesses shall be required to comply with the City's current Transportation Demand Management Ordinance and/or other TDM measures.

**Action SERV-3.4** When leases are negotiated or renegotiated for tenants in the study area, maximize the use of peripheral parking and shuttles for employees and patrons of a business, particularly if vehicles will be parked for several days.

**Policy SERV-4** Improve access to and within the Harbor area.

**Action SERV-4.1** Improve Harbor Way to better accommodate vehicles, pedestrians and bicycles, including, but not limited to:

- a. Adding a cul-de-sac or other improvements near the Yacht Club which will restrict access around the Marine Center Building to

## **PUBLIC SERVICES (cont.)**

vehicles needing access to the Navy Pier and service vehicles for local businesses;

- b. Retaining adequate parking on and near the Navy Pier for use by commercial fishermen;
- c. Consider a redesign of the area near the Breakwater Restaurant between Harbor Way and the Harbor Parking Lot kiosk which retains the proposed number of parking spaces, the Beachway and vehicle access to parking;
- d. Continue to provide for people moving boats from the Yacht Club Parking Lot and the Boat Yard to the hoists;
- e. Consider providing for shuttles and buses on Harbor Way.
- f. Avoid displays of merchandise and eating areas which impede access on public walkways;
- g. Unless it is determined to be physically or legally not possible, provide an improved accessway between the walkway and the beach between the Yacht Club and the Breakwater; and
- h. Study connecting the bikeway from east of Harbor Way to the bike lane along Shoreline Park.

**Action SERV-4.2** To minimize congestion at the entrance to the Stearns Wharf, provide signs or other means to direct drivers to alternate parking when parking on the Wharf is full.

**Policy SERV-5** Water conservation, retrofitting with water efficient fixtures and the use of reclaimed water shall be encouraged to the maximum extent feasible.

**Action SERV-5.1** The Waterfront Department shall continue to educate its employees and the public about water conservation. As leases are negotiated and renegotiated, water conservation measures shall be required.

**Action SERV-5.2** Within one year of the adoption of this plan, the Waterfront Department shall adopt a Water Conservation Implementation Program that implements the recommendations of the Harbor Master Plan Water Study (Attachment 11 to Negative Declaration, Appendix G) and conditions of the Water Study and ensures that retrofitting occurs prior to the implementation of individual projects.

## ***PUBLIC SERVICES (cont.)***

- Policy SERV-6**      **Continue to maintain and upgrade the sewer and drainage systems, particularly in the Harbor area.**
- Policy SERV-7**      **Continue to encourage recycling throughout the Harbor and Stearns Wharf area.**
- Policy SERV-8**      **Continue to encourage safe disposal of hazardous waste.**

**Action SERV-8.1**      **Provide periodic hazardous waste disposal opportunities for slipholders in the Harbor.**

## ***RECREATION***

- Policy REC-1**      **Provide passive and active recreation areas throughout the Wharf and Harbor areas, particularly lower cost recreational activities.**

**Action REC-1.1**      **Encourage recreational volleyball courts on West Beach.**

**Action REC-1.2**      **Consider adding native dune landscaping and incidental improvements such as picnic tables, benches, or boardwalks for passive recreation use on West Beach adjacent to the seawall along Cabrillo Boulevard.**

**Action REC-1.3**      **Provide a small visitor information center and additional public seating on the Wharf.**

**Action REC-1.4**      **Consider adding an observation area on the rock groin for passive recreation use.**

**Action REC-1.5**      **Support opportunities for Harbor Tours and other low intensity ocean dependent recreational uses on the Wharf including adding a small kiosk for ticket sales.**

**Action REC-1.6**      **Continue to encourage public activities and events appropriate to the area.**

**Action REC-1.7**      **Short term parking shall be provided to the west of the Breakwater Restaurant. The public open space adjacent to the parking and the Breakwater Restaurant shall be improved.**

## **SHORELINE ACCESS**

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

**Action ACC-1.1**      Within one year of the completion of the extensions of Garden and Salsipuedes Streets and the Phase I improvements at Castillo and Montecito Streets, or December 31, 1998, whichever comes first, the Waterfront Department shall work with City Public Works and other appropriate agencies and property owners to initiate a comprehensive traffic and parking study of the Waterfront. The study and the implementation of the recommendations shall be partially funded by the Waterfront Dept. This study shall generally include the area from Leadbetter Beach to the Bird Refuge and from the ocean to the freeway and shall include, but not be limited to:

- a. Vehicular and non-vehicular traffic, such as pedestrians, bicyclists, rollerskaters, etc.;
- b. Transportation Demand Management;
- c. Parking in the Harbor area, including the Leadbetter and La Playa, Harbor and Pershing Park Lots, and parking on the Wharf and in the Santa Barbara Street and Palm Park Lots;
- d. The need for future parking in the Lower State Street area and/or west of the Harbor. The possibility of adding a parking structure in the Pershing Park area, on the La Playa East or West Parking Lots or in other locations near the Harbor should be considered.
- e. The possible development of a tram or shuttle to provide access onto the Wharf from Cabrillo Blvd;
- f. Future known public and private development projects as well as an assumed background growth factor; and
- g. Shuttles provided by MTD and/or other agencies to improve bus transportation to and within the Harbor area in the future.

**Action ACC-1.2**      To the maximum extent possible, construction that may impede access shall not be done during summer months. Minimize impediments to public access during construction.

**Policy ACC-2**      **Public access from the nearest public roadway to the shoreline and along the coast shall be provided.**

## **SHORELINE ACCESS (cont.)**

- Action ACC-2.1** When Harbor Way improvements are completed (Action SERV-4.1), sidewalks shall be provided from the La Playa East Parking Lot to the Harbor Way/Shoreline Drive intersection and, to the maximum extent feasible, along Harbor Way.
- Action ACC-2.2** The existing public sidewalk along Cabrillo Boulevard between the Wharf and the boat launch ramp shall be improved to encourage more pedestrian use.
- Action ACC-2.3** Landscaping or other improvements shall be added along Cabrillo Boulevard between the Wharf and the boat launch ramp with consideration of view corridors from West Cabrillo Boulevard.
- Action ACC-2.4** Consider relocation of the Beachway near the boat launch ramp so that it does not bisect the parking lot and consider overall improvements to pedestrian access in that area.
- Action ACC-2.5** When the City acquires and improves the Naval Reserve Building, add pedestrian access adjacent to the Naval Reserve Building from Harbor Way to the Breakwater.
- Action ACC-2.6** Within one year of approval of the Harbor Master Plan, a sign program shall be developed and implemented for the entire Harbor area to better inform and regulate pedestrian, bicycle and vehicular traffic. The signage should direct vehicles to the Leadbetter and La Playa Parking Lots on the west and the Santa Barbara and Palm Park Parking Lots on the east.

## **VISITOR SERVING USES**

- Policy VISIT-1** Visitor serving uses shall be subordinate to ocean dependent uses but shall be provided in adequate amounts to serve visitors to the area.
- Action VISIT-1.1** Modest expansion of visitor serving uses shall be provided, with priority given to lower cost visitor serving uses, including, but not limited to:
- a. At least one restaurant will provide breakfast, lunch and dinner at a variety and range of prices to serve the needs of the Waterfront

## **VISITOR SERVING USES (cont.)**

community. Said provisions shall be incorporated into the lease agreement with the restaurant operator;

- b. Inclusion of a visitor information center in the Naval Reserve Building;
- c. Addition of a small deli and public restrooms on the rock groin; and
- d. Addition of public restrooms and a small visitor information center on the Wharf.

## **VISUAL RESOURCES**

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

**Action VIS-1.1**      Screen all parking facilities from public view to the maximum extent feasible while considering view corridors along and towards the ocean.

**Policy VIS-2**      **The architectural theme for the Harbor shall be the Santa Barbara regional style of architecture that reflects a Mediterranean influence while retaining the variety and diversity of the architecture in the Harbor area. Retain the existing Coastal Marine architectural theme for the Wharf.**

**Action VIS-2.1**      Develop design guidelines for the Harbor and Wharf areas. The guidelines shall include:

- a. Where applicable, planning concepts, landscaping, street furniture, paving textures, lighting and signage shall be consistent with the architectural themes of the Harbor and Wharf;
- b. Maintain and create variety of architectural character within the Waterfront through the use of architectural style, building massing, detailing, color, landscaping and signage to preserve the vitality of the area; and
- c. A sign program for businesses as well as directional signs for pedestrians and vehicles shall be developed. The signs should also be visually coordinated and should utilize visual techniques to encourage people to walk throughout the area. The signs should maximize the use of international symbols to be understandable to as many people as possible.

## ***WATER AND MARINE ENVIRONMENTS***

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

- Action MAR-1.1**      Continue to monitor water quality and enforce water quality protection rules and regulations.
- Action MAR-1.2**      Encourage the study and maintenance of the biological diversity and health of the Harbor.
- Action MAR-1.3**      Continue to educate the public about reducing water pollution; continue to maintain pump out facilities in the Harbor.
- Action MAR-1.4**      Continue to support and encourage the enforcement of all laws which preserve and protect marine resources.
- Action MAR-1.5**      Continue to encourage the use of biodegradable packaging. As leases are negotiated and renegotiated, require biodegradable packaging where appropriate.
- Action MAR-1.6**      Pursue funding for a biological study of the effects of pollution on marine organisms and, when funding is available, implement the recommendations of the study.
- Action MAR-1.7**      Within one year of the approval of the Harbor Master Plan, an interpretive sign program shall be developed to protect and interpret natural and historical features in the Harbor, breakwater and sandspit areas.

**Policy MAR-2**      **Alternatives to construction of breakwaters and other shoreline protective structures and dredging shall be considered and implemented, if feasible and done in an environmentally sensitive manner, to reduce sand deposition in the Harbor. Dredging shall be permitted to maintain existing or restore previously dredged areas and dredging and spoils disposal shall be planned and carried out in accordance with governing agencies' requirements. Dredge spoils suitable for beach replenishment shall be used for such purposes whenever possible.**

- Action MAR-2.1**      Continue to dredge the Harbor entrance channel and other areas as necessary to provide for high priority uses such as boating and fishing

## **WATER AND MARINE ENVIRONMENTS (cont.)**

and to provide sand replenishment for downcoast beaches. The scheduling and design of dredging projects shall minimize impacts to sensitive species, such as snowy plover and grunion, and other potential environmental impacts. Future dredging projects shall also minimize adverse effects on water quality and maximize downcoast movement of sand.

**Action MAR-2.2** Continue to pursue the purchase of a dredge by the City and adequate funding to ensure that dredging can continue to occur as necessary to maintain the navigation channel, allow for the continued dredging of areas that have previously been dredged and replenish downcoast beaches.

**Action MAR-2.3** Continue the bypassing of dredged sand to replenish downcoast beaches.

**Action MAR-2.4** Continue support for the BEACON beach management strategy including nourishment and sand bypassing. Continue to participate in the BEACON study and implementation; Continue to participate in studies with the Army Corps of Engineers and others to solve sand accretion problem.

**Action MAR-2.5** Carefully review the design of future structures that may affect sand movement to avoid negative impacts on the movement of sand.

**Action MAR-2.6** Continue to support monitoring of shoreline processes to define existing and future erosion rates and sediment and sand budgets.

**Policy MAR-3** Consider and, to the extent feasible, provide for long term beach erosion control west of the Breakwater in order to minimize wave damage to existing principal structures and uses in the Harbor area.

**Action MAR-3.1** Prepare a study of short term and long term Harbor land uses relative to beach sand movement and erosion west of the Breakwater. Alternatives could include relocation and management of land uses and measures to reduce wave damage to structures and uses while protecting public resources such as the public beach. This study shall be completed within three (3) years of final certification of the Harbor Master Plan.

## ***WATER AND MARINE ENVIRONMENTS (cont.)***

**Policy MAR-4**      **The habitats of the Western snowy plover and other sensitive plant and animal species shall be protected and, to the extent feasible, enhanced.**

**Action MAR-4.1**      Prior to and during the design of the shoreward extension of the wye of Stearns Wharf, and/or any project that affects the sandspit, the City shall consult with the US Fish and Wildlife Service (USFWS) and other authorities about how best to accommodate the plover or other sensitive species. Coordinate with the USFWS, Audubon Society and other bird experts to gather information about the Western snowy plover's use of the area. At a minimum, conduct annual bird counts to determine the population and other information about the species.

**Action MAR-4.2**      The scheduling and design of dredging or other projects shall minimize impacts to sensitive species such as the snowy plover and grunion.

**Action MAR-4.3**      Consider and, to the extent feasible, provide enhancement of snowy plover habitat on the sandspit or elsewhere when proposing dredging or other projects near locations where plovers are known to forage or nest.

## **CONCLUSION**

The goals, policies and actions listed above include both physical and administrative changes that affect the Harbor Master Plan study area. The recommendations that involve physical changes are conceptually shown in the following figures and are briefly described below:

### **Figure 9      Recommendations - Areawide**

This figure shows the addition of spaces in the Harbor Parking Lot (Action SERV-1.4) and the addition of slips at the end of Marina One (Action DEP-1.2). Improvements to West Beach are also shown including dredging to create a sand trap/Small Boat Quiet Area (Action DEP-1.1). The addition of landscaping and other incidental improvements for passive recreation use along the seawall and recreational volleyball courts (Actions ACC-2.3, REC-1.2 and REC-1.1 respectively) are also shown. This figure includes three insets that address the Harbor Commercial Area (Figure 10), the rock groin (Figure 11) and Stearns Wharf (Figure 12).

## **Figure 10 Recommendations - Harbor Area**

This figure highlights the proposed changes to the Harbor Area that focus on ocean dependent and ocean related uses. Central to this theme is the conversion of the Naval Reserve Building to City ownership with the addition of several public agency offices, a public meeting room, a small maritime museum/exhibits, a new restaurant and some retail uses (Actions DEP-5.2 and 5-3). Pedestrian access is shown to be added between Harbor Way and the Brophy Brothers' Building (Action ACC-2.5). Improvements to Harbor Way are shown along with the addition of sidewalks on both sides of Shoreline Drive at Harbor Way (Action ACC-2.1) and possibilities for additional parking and boat storage to the west of Harbor Way (Action DEP-2.6). Short term parking for Marina One is also shown in this figure. The Breakwater Restaurant will be retained. Assuming the Harbormaster is relocated to the rock groin (see Figure 7), the Navy Pier is assumed to have five new commercial fishing slips and the Accommodation Dock will be used for six passenger charter operations and for temporary loading, unloading and rigging of boats (Actions DEP-2.3 and 1.3). The Harbor Maintenance Shop is shown in its proposed new location in the Harbor Maintenance Yard (Action DEP-5.4).

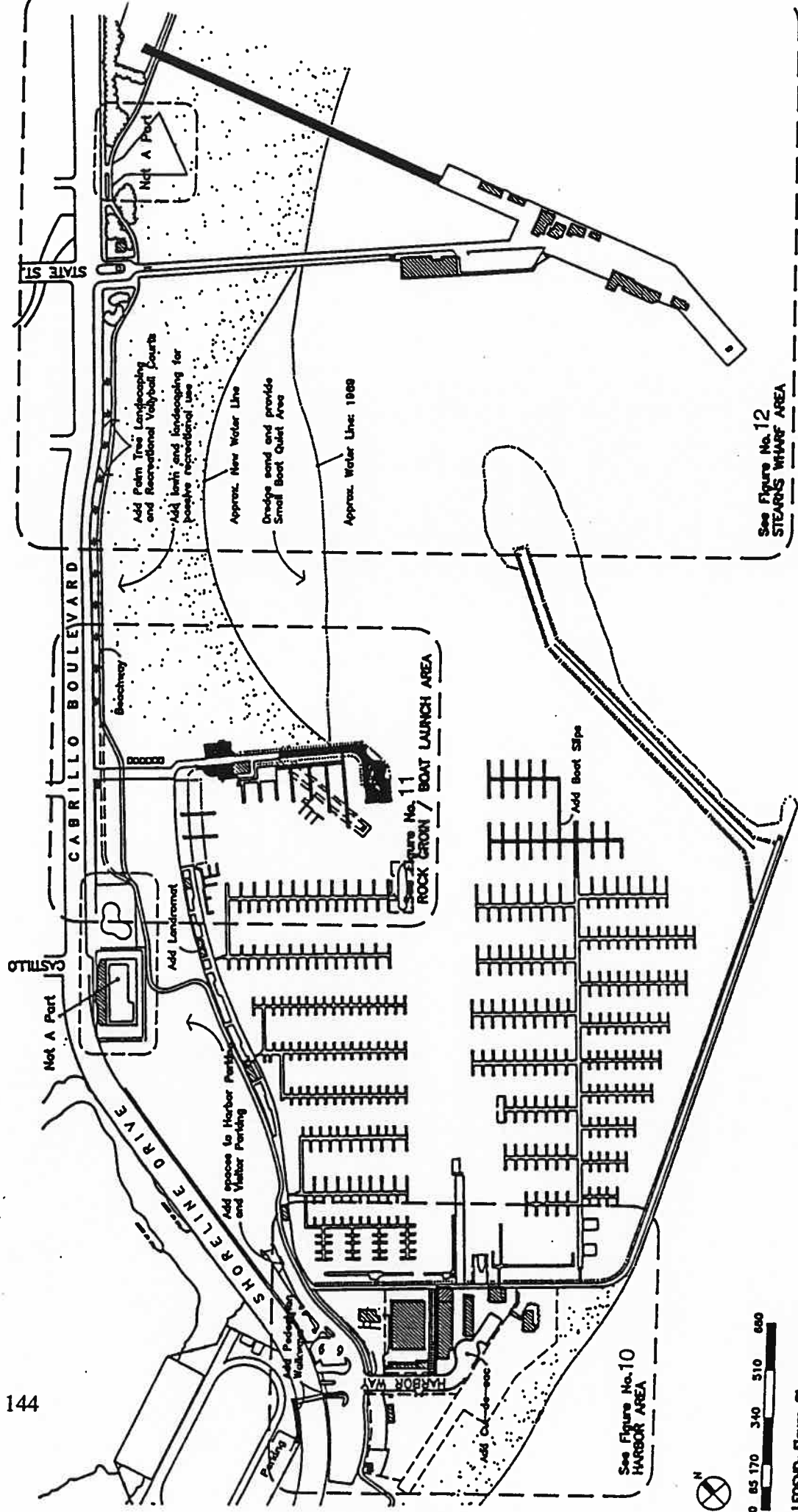
## **Figure 11 Recommendations - Rock Groin Area**

This figure shows the concept of the proposed straightening and enlargement of the rock groin and the relocation of the Harbor Patrol, Coast Guard and other government boats. A new Harbormaster's office is proposed along with a small deli, restrooms and a small observation deck. The existing Sea Landing, UCSB boat area and Marine Mammal Center would remain (Action DEP-2.1).

## **Figure 12 Recommendations - Stearns Wharf**

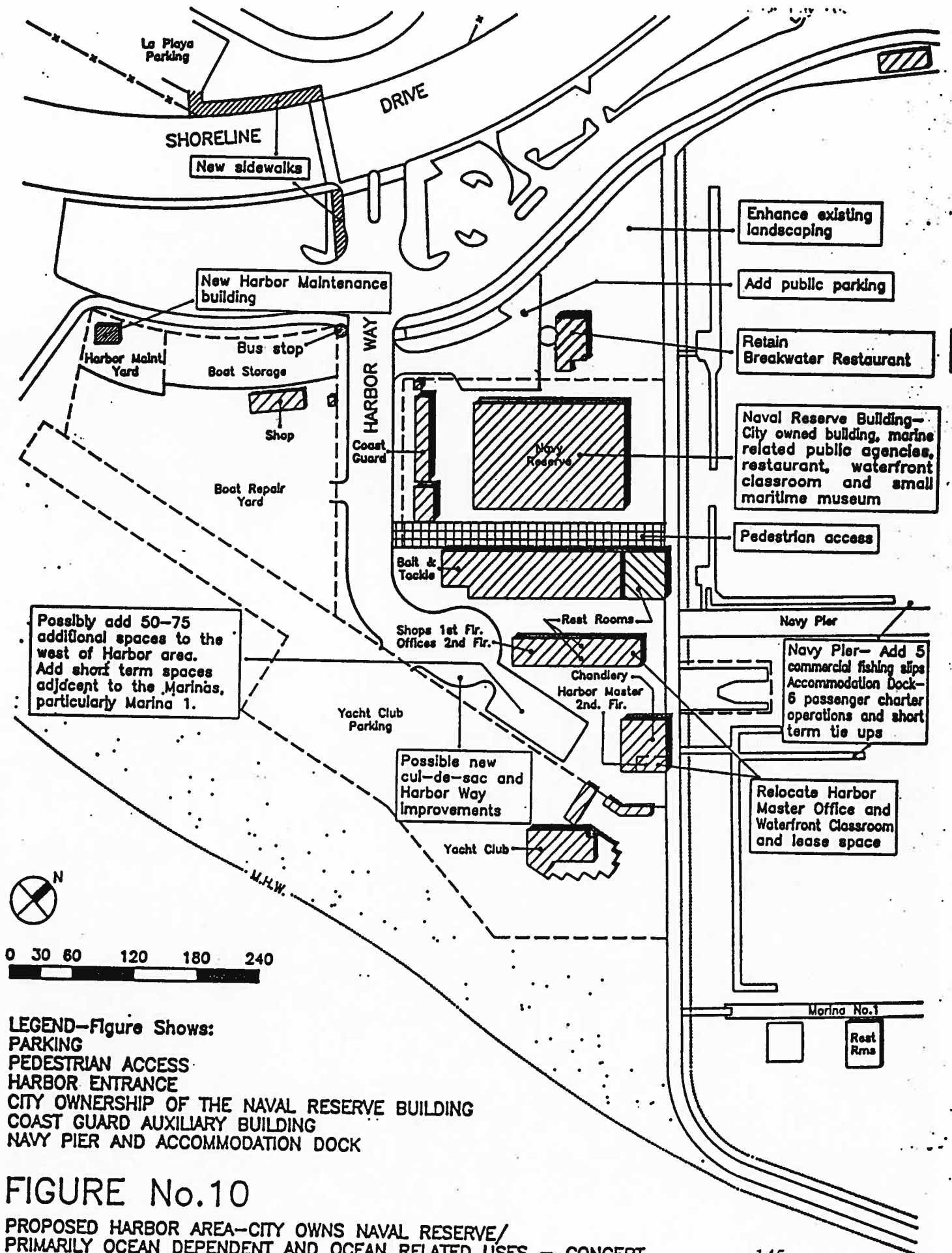
This figure shows proposed changes to Stearns Wharf including the extension of the wye to shore near the Palm Park Parking Lot primarily for recreational use by pedestrians and bicyclists and as well as being used by emergency vehicles (Action SERV-1.1). A tram or shuttle could also use the extension in the future. New restrooms are proposed along with a small addition to the Wharf maintenance building. The existing dredge power station is proposed to be used as a small visitor information center (Action VISIT-1.1).

Table 23 includes the new square footage and changes of use associated with the Harbor Master Plan recommendations discussed above.



**FIGURE No.9**

PROPOSED CHANGES-WATERFRONT -- CONCEPT



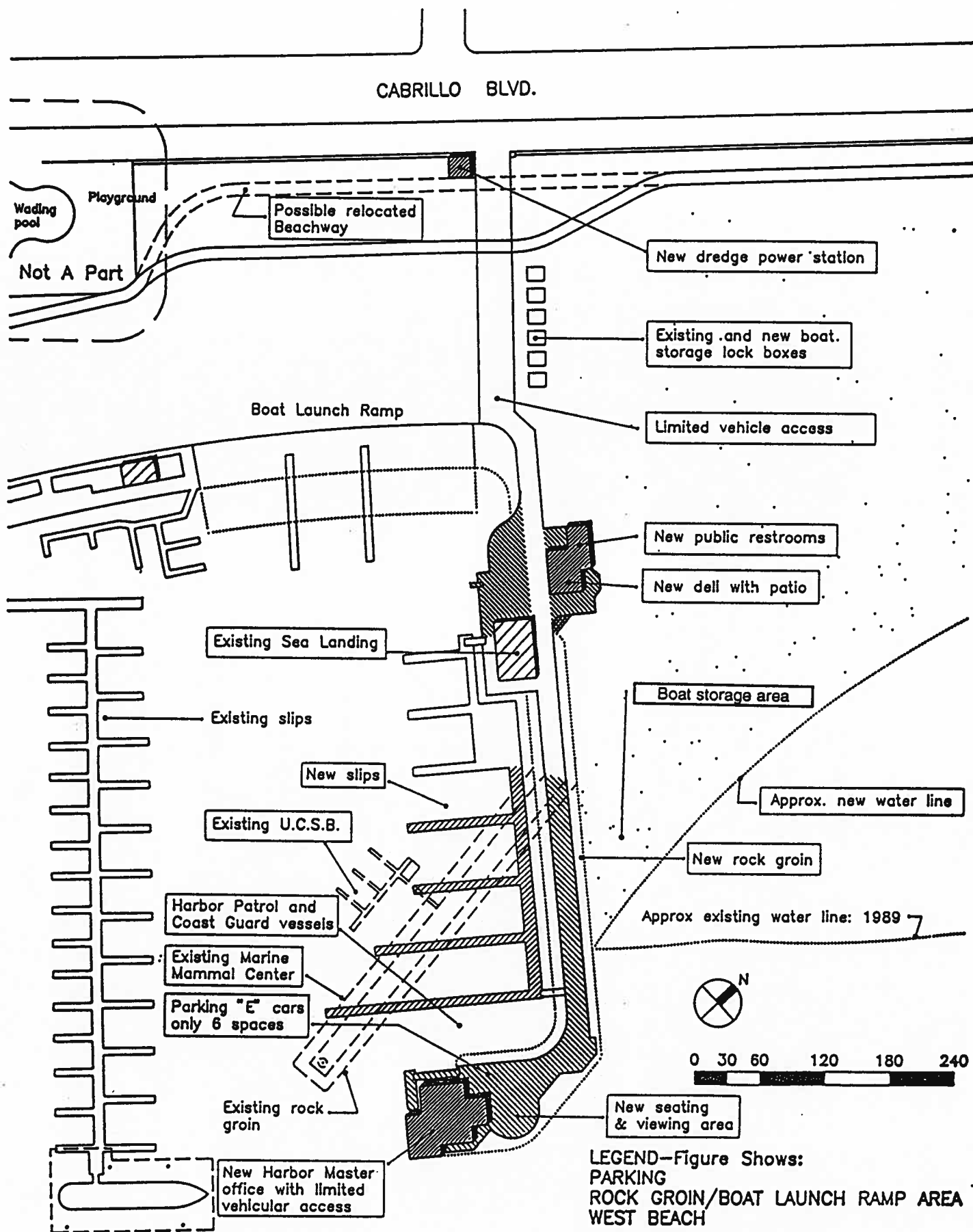


FIGURE No.11

PROPOSED ROCK GROIN/  
 BOAT LAUNCH RAMP AREA - CONCEPT

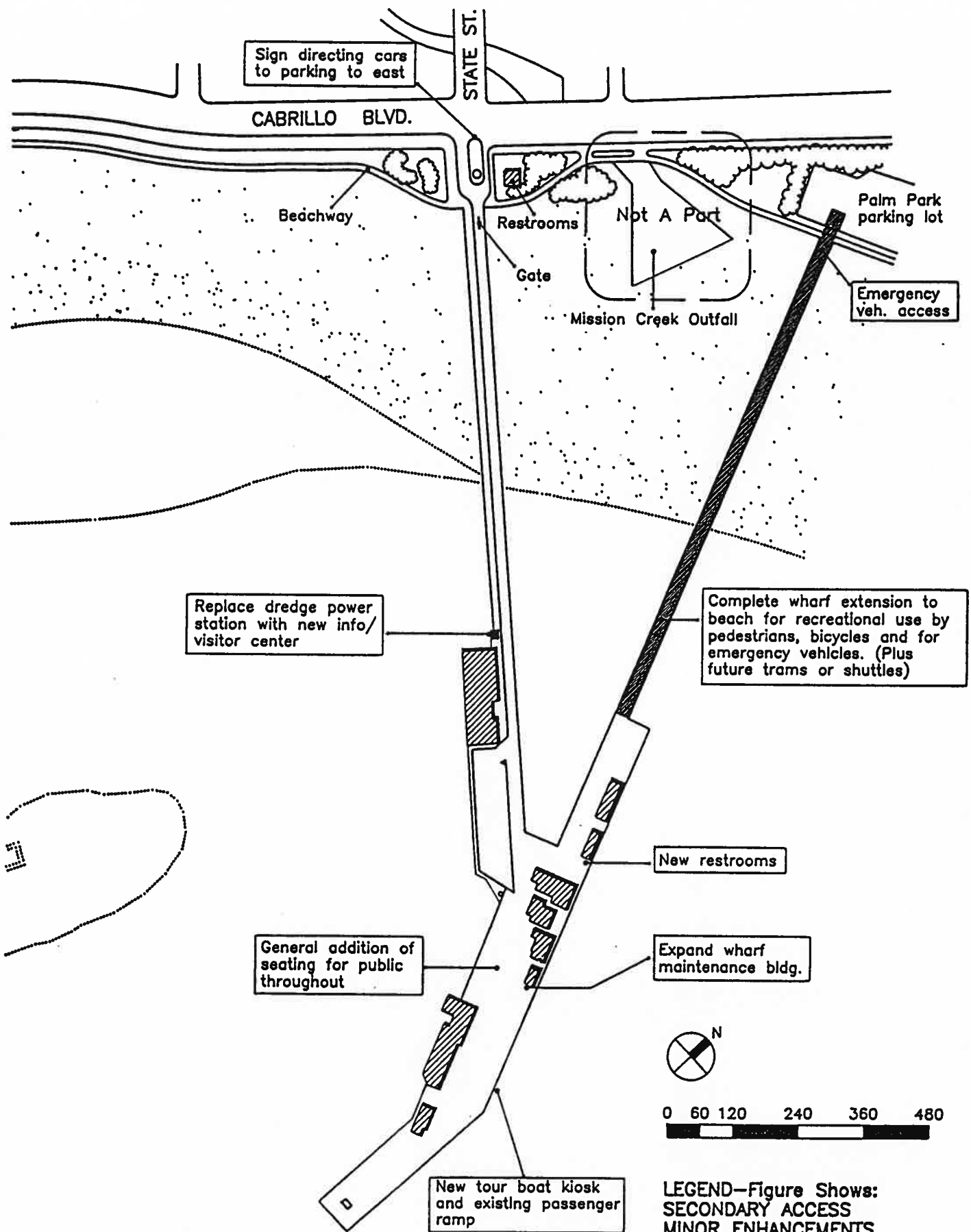


FIGURE No.12

STEARNS WHARF AREA — CONCEPT

Table 23

**NEW SQUARE FOOTAGE AND CHANGES OF USE  
ASSOCIATED WITH PRELIMINARY RECOMMENDATIONS (a)**

Description	Existing Area (b)	Proposed Area	Demo- lition	Net Change	Habitable SF (c)	DESCRIPTION OF CHANGE OF USE OR ADDITION/NOTES
<b>HARBOR AREA</b>						
• Convert Naval Reserve Bldg., add public offices, museum, library and other ocean related uses	17,500	17,500	1,875	-1,875	-1,875	Assumes demo of Coast Guard Auxiliary (Auxiliary demo'd 8-25-92 due to fire damage) No new square footage in Naval Reserve Bldg
• Relocate maintenance to new building	0	6,400	0	6,400	4,950	1,450 sf to be used as large equipment storage
• Remodel and lease Harbor Maint. Shop	1,916	1,916	0	0	0	Assumed to be leased to marine related retail
• Convert Parking Office to Laundry	232	232	0	0	0	Convert office to laundromat
• Remodel and lease classroom	782	782	0	0	0	Assumed to be leased to marine related office use
• Remodel and lease Harbormaster's office	988	988	0	0	0	No change in use (office)
<i>Subtotal</i>	<i>21,418</i>	<i>27,818</i>	<i>1,875</i>	<i>4,525</i>	<i>3,075</i>	

(a) - Preliminary Recommendations 1, 2, 3, 4, 7, 8, 10 and 11 do not involve increases in square footage; all numbers are gross square feet.

(b) - Existing area refers to existing structures or locations where additions or new construction are proposed.

(c) - See Table 24 for General Plan Allocation Category.

(d) - 475 sf of existing portable sheds to be removed (not included in calculations)

TABLE 23 - NEW SQUARE FOOTAGE AND CHANGE OF USE  
(continued)

DESCRIPTION	EXIST. AREA (b)	PROP. AREA	DEMO- LITION	NET CHANGE	HABIT. SF (c)	NOTES
<b>ROCK GROIN</b>						
• Relocate Harbor-master's Office	0	1,200	0	1,200	1,200	New office
• Add deli and restrooms	0	500	0	500	500	Assumed to be 250 sf each
• Relocate dredge power station	0	400	0	400	0	Relocated from Stearns Wharf
<i>Subtotal</i>	0	2,100	0	2,100	1,700	
<b>STEARNS WHARF</b>						
• Add restrooms and Wharf maint bldg	374	1,174	0	800	800	
• Add Harbor Tour Kiosk	0	50	0	50	50	
• Convert and lease Wharf Office	150	150	0	0	0	No change in use (office)
• Convert dredge bldg. to visitor center	400	400	0	0	0	Existing dredge station moves to Rock Groin
<i>Subtotal</i>	924	1,774	0	850	850	
<i>Harbor Area</i>	21,418	27,818	1,875	4,525	3,075	
<i>Rock Groin</i>	0	2,100	0	2,100	1,700	
<i>Stearns Wharf</i>	924	1,774	0	850	850	
<b>TOTAL</b>	22,342	31,692	1,875	7,475	5,625	



## **IX. POLICY CONSISTENCY ANALYSIS**

The Background Section of this report includes a summary of the policies considered in drafting the Harbor Master Plan. The most important policies are included in the Coastal Act, Local Coastal Plan, General Plan, City Charter Section 1508 and the adopted Harbor Lease Policies (see Appendices A and C for relevant policies). These policies were considered in determining the "needs" of the study area (see Section V) and the proposed policies and actions of the Harbor Master Plan.

The following discussion summarizes the relevant policies and will briefly analyze the Harbor Master Plan policies and actions based on these policies. Where appropriate, the question of adequacy of traffic capacity, parking supply and other important technical issues has been addressed in more detail in the Planning and Environmental Issues Section of this report.

The following section analyzes the policies and actions by subarea. The policies and actions have attempted to strike a balance between certain Local Coastal Plan and other existing policies which may appear to conflict. For example, policies requiring that ocean dependent uses, which traditionally do not pay their own way, be given priority have been balanced against policies which favor revenue generating uses such as restaurants that raise considerable revenue.

Each discussion includes a reference to the policies and actions of the Harbor Master Plan that relate to that particular issue.

### **A. COASTAL ACT AND LOCAL COASTAL PLAN POLICIES**

#### **1. Background**

The Coastal Act includes policies which pertain to and recognize the uniqueness of coastal areas. The Act gives priority to "ocean dependent uses" which are dependent on the ocean and cannot be located elsewhere (e.g., commercial fishing and recreational boating). "Ocean related uses," or those that rely on the ocean but do not have to be located there, and "visitor serving uses" such as restaurants, are the second highest priority. Examples of ocean related uses include bait and tackle shops, boat storage and offices for marine related businesses. Public access to and along the coast is also an important consideration in the development of plans and projects in the Coastal Zone.

The City's Local Coastal Plan (LCP) takes the policies of the Coastal Act and tailors them to Santa Barbara. Policy 7.1, in the "Ocean Dependent Activities" section of the LCP, indicates

that the study area and its associated recreational facilities are the highest priority land use in the Waterfront area. Policy 7.2 requires that an "urban design/development plan" be developed for the area, which has resulted in the Harbor Master Plan.

## **2. Coastal Act and LCP Consistency Analysis**

The following analysis of the proposed Harbor Master Plan policies and actions relative to coastal policies is grouped by subarea (Areawide, Harbor Area and Stearns Wharf Area). Within each subarea, coastal policies which relate to a category (e.g., "Ocean Dependent Activities," "Visual Resources," etc.) are discussed together.

In the following discussion, ocean dependent uses that must be on or next to the ocean (e.g., commercial fishing and recreational boating) are the highest priority. "Passive activities" and "passive recreation" are assumed to include activities such as strolling, riding bicycles and watching boats and commercial fishing activities (such as loading or off-loading fishing vessels, gear repair, etc.) "Low cost recreation" is assumed to be low cost activities such as sailing or windsurfing, harbor tours, visits to the Sea Center or Nature Conservancy buildings, six passenger charters, etc.

### **a. Areawide Policies and Actions**

These policies and actions provide parking and shuttles, improve pedestrian access and include the adoption of design guidelines.

### **Ocean Dependent Activities and Ocean Dependent Recreation**

Throughout the study area, several facilities are already provided that serve ocean dependent uses such as commercial fishing and recreational boating:

- a. Navy Pier including hoists, fuel dock and ice machine;
- b. Slips including the Fish Floats in a prime location and at a reduced rate;
- c. California Urchin Divers Association Dock for urchin fishermen;
- d. Accommodation Dock;
- e. Boat launch ramp and adjacent boat trailer parking; and
- f. Sailing rentals and classes.

There are also numerous facilities and uses provided by the private sector in the Harbor including the boat yard, dry boat storage, dry dock, chandlery, sport fishing and diving boats, six passenger charters, Harbor tours, etc.

The following is proposed as a part of the Harbor Master Plan:

- g. Relocation of Coast Guard and Harbor Patrol boats, thus reducing congestion around the Navy Pier (Action DEP-2.1);
- h. Addition of 5 new slips for commercial fishermen on the north side of the Navy Pier (Action DEP-2.3);
- i. Priority to commercial fishermen and existing mooring tenants for 50+ new slips at the end of Marina One (Action DEP-2.4);
- j. If possible, expanded dry boat storage (Action DEP-2.6);
- k. Addition of a Small Boat Quiet Area/sand trap (Action DEP-1.1);
- l. Providing the Accommodation Dock near the Breakwater for a small number of charter operators and for short term tie ups of boats (Action DEP-1.3);
- m. Provision to protect the existing surfing area at the end of the Breakwater (Action DEP-1.4);
- n. Recognition of the informal gear repair area near the boat launch ramp (Action DEP-2.5);
- o. More parking, including short term parking, near the Marinas (Actions SERV-1.2 through 1.5); and
- p. Improvement in access to Navy Pier due to changes in Harbor Way design (Action SERV-4.1);

In the course of developing the Harbor Master Plan, attempts were made to maximize the benefits provided to ocean dependent uses, particularly commercial fishing. However, many things (e.g., sea processors moving out of the area, statewide gill net ban, etc.) were beyond the City's control.

Coastal Act Sections 30234 and 30255 address the priority of ocean dependent uses and their support facilities in the Coastal Zone. The Ocean Dependent Activities and Recreation policies and actions of the Harbor Master Plan directly address these high priority uses. Local Coastal Plan Policies 7.1 - 7.4 address the need to do a comprehensive plan for the Harbor and Wharf areas which includes circulation and parking. By providing for necessary street improvements and more parking and allowing pedestrians and shuttles to gain increased access to the study area (see Shoreline Access and Public Services policies and actions), the proposed policies and actions are consistent with these coastal policies.

## **Public Services**

One of the most important concepts in the Coastal Act and LCP relates to access to the shoreline and many coastal policies relate to this issue (Section 30252, Policies 2.1 and most of the Public Services Policies). The Harbor Master Plan ensures that there is access to and within the shoreline area so that people who wish to participate in ocean dependent activities have an opportunity to do so. This should be guaranteed by the preparation and implementation of the comprehensive traffic and parking study which is recommended as a part of this Harbor Master Plan (Action ACC-1.1).

The Traffic and Circulation Section of this report (Section VIB) found that, assuming the Montecito/Castillo intersection is improved prior to completion of the major Harbor Commercial area recommendations, that area intersections have adequate capacity to handle the increase in traffic. The Parking Section (Section VIC) found that the parking supply in the area was adequate to serve the existing and proposed future parking demand, even without the addition of between 50 and 125 new spaces in the Harbor area.

The improvements included in the Plan, the proposed addition of parking and shuttles, and improved pedestrian and bicycle access will improve shoreline access making these policies and actions consistent with the relevant public services policies.

## **Visitor Serving Uses**

Coastal Act Sections 30213 and 30250 and LCP Policy 4.3 seek to provide and protect public amenities and low cost visitor serving activities. The proposed visitor serving policies and actions (Policy VISIT-1 and Action VISIT-1.1) are consistent with these coastal policies in that they make the study area more accessible and improve the aesthetics, thus indirectly making it a nicer place to visit.

## **Visual Resources**

Several sections and policies of the Coastal Act and LCP address visual issues including views to, from and along the shoreline, the need to screen parking and retain the open feeling of the area (Coastal Act Section 30251 and LCP Policies 9.1, 9.5 and 12.2). The development and implementation of Design Guidelines (Action VIS-2.1) will help the aesthetics of the Waterfront. Any new construction, including parking facilities, will have to be screened to avoid visual impacts and will have to consider existing view corridors (Action VIS-1.1). With the guidelines and screening of parking, these policies and actions are consistent with the visual policies.

## **b. Harbor Area Policies and Actions**

These policies and actions include the following: the addition of slips; a Small Boat Quiet Area/sand trap; an improved rock groin which indirectly frees up space around the Navy Pier; improvements to the Harbor entrance; space for marine related public agencies and a maritime museum/exhibit; and visitor serving uses to provide revenue which will minimize the increase in cost for other ocean dependent uses.

### **Ocean Dependent Activities and Ocean Dependent Recreation**

Section 30351 of the Coastal Act states that "Coastal dependent developments shall have priority over other developments on or near the shoreline." This concept is refined in several policies of the City's Local Coastal Plan (Policies 7.1 - 7.4). The Coastal Act and LCP policies also speak to facilities or ocean related uses that support the commercial fishing and recreational boating industries (Section 30234 and Policy 7.2). Most of the Harbor Area policies and actions are consistent with these coastal policies as they promote ocean dependent uses, ocean dependent recreation and ocean related uses directly or indirectly. Some policies and actions, however, are more consistent than others in terms of how they serve these high priority uses.

Action DEP-1.2 includes the addition of 50 slips which maximizes the number of slips that can be added within the existing perimeter of the Harbor. This action responds directly to Coastal Act Policy 30234 and two LCP policies (Policy 7.2 and Policy 7.3) that state that additional space within the Harbor shall be utilized to add slips for both recreational and commercial boating with the needs of commercial fishing being given priority (Actions DEP-2.3, -2.4). The five slips proposed for the north side of the Navy Pier are designated specifically for commercial fishing boats, but the other 50 slips are not. These actions are clearly consistent with these coastal policies.

The improvements to the rock groin (Action DEP-2.1) and the Navy Pier (Action DEP-2.3) are interrelated and directly promote ocean dependent uses. By providing new slips for government boats at the groin, the Harbor Patrol and Coast Guard should be better able to serve the boating public. By relocating the Coast Guard cutter and Harbor Patrol boats, the congestion in the water and on the Navy Pier should be reduced. The relocation of these uses will allow five new commercial fishing slips to be added as addressed above and will also allow more boat access to the south side of the pier. By moving the Harbormaster's office (Action DEP-2.1), the Accommodation Dock is freed up to provide a loading and staging area for charter operations as well as allowing short term tie ups. Upgrading of the existing hoists on the Navy Pier will assist local fishermen (Action DEP-

2.7). These policies and actions directly serve ocean dependent uses and are consistent with the Coastal Act and LCP policies mentioned above.

The dredging of West Beach proposed in Actions MAR-2.1 through 2.4 will provide a sand trap, will help to replenish downcoast beaches and provide a recreational water area, consistent with coastal policies (Coastal Act Sections 30220, 30224 and 30233 and LCP Policies 7.1 - 7.4). The newly created quiet water area (Action DEP-1.1) will provide an area for recreational boating, especially for young people. The addition of volleyball courts on West Beach (Action REC-1.1), while not ocean dependent, also offers a new recreational activity. Overall, these policies and actions offer several new and expanded recreational opportunities.

Actions ACC-2.1 and SERV-4.1, improvements to the Harbor Entrance, indirectly benefit high priority uses by providing better access to and within the Harbor area. Currently the Harbor Way/Shoreline Drive intersection can be congested and signage is poor. In addition, circulation near the Navy Pier should be improved with the relocation of some uses to the rock groin and the addition of the Harbor Way cul-de-sac (Action SERV-4.1). The access and parking policies are discussed further under "Shoreline Access" below.

Actions DEP-5-1 to 5-3, relating to the Naval Reserve Building, increase the public use of the area by adding offices for marine related public agencies, a maritime museum/exhibit, a laundromat and a new restaurant. The improvements under this action add new ocean related uses and add to or improve existing visitor serving uses, making it consistent with coastal policies (Section 30213 and 30250 and LCP Policies 4.3, 7.1 - 7.4). Meetings currently held in the Waterfront classroom and those formerly held in the Auxiliary Building will be held in the Naval Reserve Building. The addition of a laundromat (Action DEP-5.2) is also an important ocean related use mentioned by many people during the Needs Assessment process. All of these are needed support facilities as discussed in Section 30234 and Policy 7.4.

The last item relating to ocean dependent uses and the Harbor area is whether the appropriate mix of uses will be maintained in the Harbor. The need to provide space and facilities for high priority ocean dependent and ocean related uses must be balanced with the need to generate revenue to pay for the services and facilities within the area. Typically the highest revenue generating uses are visitor serving uses whereas ocean dependent uses sometimes generate little or no direct revenue. As shown in Appendix E, between 1982 and 1992 there has been little change in the uses in the Harbor Commercial area. The question is whether the addition of space and new activities in the study area will maintain the appropriate mix of uses and continue to give priority to ocean dependent uses.

The Harbor Commercial Zone Ordinance lists the allowed uses in the study area. This ordinance establishes ocean dependent uses as the highest priority with ocean related and visitor serving uses as second priority. In approving new uses in the area, particularly in the Naval Reserve Building, the Harbor Commission and, where appropriate, the Planning Commission will also consider the Harbor Lease Policies. These policies clearly spell out appropriate uses in the area, consistent with the Coastal Act and Local Coastal Plan. The policies have been included in the Harbor Master Plan policies to ensure that both the Harbor and Planning Commissions carefully consider the priorities of uses in approving new leases and/or Coastal Development Permits (Policy DEP-3 and Actions DEP-3.1 and 3-2). Lastly, the recommended amendments to the Harbor Commercial Ordinance will allow reviews of the uses, or more frequent review if so requested by the Harbor Commission or Planning Commission, to ensure the balance is maintained.

### Public Services

Traffic, parking and pedestrian access are important considerations in the Coastal Act and LCP. Several policies speak to the need to ensure that there are adequate public services, including streets, to serve high priority uses (Section 30254 and all of the Public Services Policies in the LCP).

As discussed under "Shoreline Access" below, traffic, parking and pedestrian access will be improved with these Harbor Master Plan policies and actions, therefore they are consistent with the coastal access policies. Some areawide traffic improvements may be necessary although that cannot be determined until traffic patterns are determined now that the Crosstown Freeway is complete. Parking will also have to be adequate to provide for ocean dependent and other priority uses.

Domestic and reclaimed water use will need to be carefully evaluated to ensure that overall water demand does not increase (Policy SERV-5). The existing drainage and sewer system will have to be continually upgraded (Policy SERV-6). Recycling and safe disposal of hazardous materials are also considerations (Policies SERV-7 and -8 respectively). The Harbor Master Plan policies and actions are consistent with these coastal policies.

### Shoreline Access and Locating New Development

A basic premise of the Coastal Act and Local Coastal Plan is that all people who desire access to the shoreline should be able to get there (Sections 30210-30212 and 30252 and Policy 2.1). Adequate circulation for all modes of transportation within the Waterfront is

also important (Policy 7.2). Once within the Waterfront area, priority should be given to high priority uses (Section 30255 and Policy 7.1) Public facilities such as parking should be distributed to avoid overcrowding and overuse (Section 30212.5 and Policy 11.6).

The Harbor Master Plan recommends that a comprehensive traffic and parking study be done once the Crosstown Freeway is completed (Action ACC-1.1). The intersection and other improvements that may be recommended in this study will need to be implemented to ensure that adequate access to the Waterfront is possible for all users. Additional parking, particularly for uses proposed for the Harbor Commercial area, will have to be carefully planned to occur only in conjunction with the new uses in the Harbor area.

Improvements to the rock groin and West Beach will help distribute traffic, pedestrians and activities that are currently concentrated in the Harbor area. Pedestrian access is proposed to be improved under Action ACC-2.5 by adding an access between the Naval Reserve Building and the Breakwater. Given these considerations, the Harbor Master Plan policies and actions are consistent with these coastal policies.

#### Visitor Serving Uses

Several of the policies and actions under review, particularly Actions DEP-5.1 to 5.3 relating to the Naval Reserve Building, will serve visitors. That building will include a maritime museum/exhibit, a new restaurant and visitor facilities. The improvements to the rock groin and West Beach will also be visitor serving. Coastal Act Policy 30213 speaks to providing lower cost visitor and recreational facilities and Policy 30250 (c) encourages visitor serving facilities to be placed in existing developed areas or at selected points of attraction for visitors. In addition, LCP Policy 4.3 encourages public amenities which provide unique lower cost visitor serving experiences. The Harbor Master Plan policies and actions are consistent with these coastal policies.

#### Visual Resources

The Visual Policies contained in Section 30251 and LCP Policy 9.1 seek to have all development be attractively designed and to minimize view impacts along the shoreline. In order to find the Harbor Master Plan consistent with these policies, all new construction associated with the recommendations, particularly the improvements to the rock groin and new City maintenance buildings, will have to be very carefully designed according to the new Design Guidelines (Action VIS-2.1).

### **c. Stearns Wharf Area Policies and Actions**

These policies provide secondary access and minor enhancements on the Wharf.

#### **Ocean Dependent Activities and Ocean Dependent Recreation**

The improvements proposed for the Wharf will enhance its recreational value (Coastal Act Section 30222 and 30213 and Local Coastal Plan Policy 4.3). Therefore the Stearns Wharf policies and actions (Action REC-1.5, SERV-1.1 and VISIT-1.1) are consistent with these coastal policies.

#### **Public Services**

Traffic, parking and pedestrian access are important considerations in planning in the Waterfront as discussed under the Areawide discussion above. Section 30254 of the Coastal Act and all of the Public Services Policies in the LCP discuss the need to ensure that public services are adequate, including street capacity, pedestrian and bicycle access and a shuttle bus system in the Waterfront. The addition of a secondary access encourages recreational use of the Wharf as well as safe bicycle and pedestrian movement, and could eventually lead to a tram or shuttle out to the Wharf. Therefore the Harbor Master Plan policies and actions are consistent with these coastal policies.

#### **Shoreline Access and Locating New Development**

The Coastal Act and LCP seek to provide adequate access to and within the Waterfront (Sections 30210-30212 and Policies 2.1 and 7.2). The addition of a second access to the Wharf (Action SERV-1.1) will help distribute pedestrians and bicycles and therefore reduce congestion at the State Street/Cabrillo Boulevard intersection. The Harbor Master Plan policies and actions are consistent with these coastal policies.

#### **Visitor Serving Uses**

As noted earlier, the Wharf primarily serves as a visitor serving facility. Section 30213 and 30250(c) speak to providing lower cost visitor serving facilities in existing developed areas and LCP Policy 4.3 encourages unique lower cost visitor serving opportunities. The minor improvements proposed, particularly the visitor information center and public seating (Action REC-1.3), are consistent with the Visitor Serving Uses Policies.

### **Visual Resources**

The new seating, visitor center (Action REC-1.3) and Harbor Tour kiosk (Action REC-1.5) will have to be carefully designed to avoid conflicts with the Visual Resource Policies (Section 30251 and Policy 9.1). These policies and the new Design Guidelines (Policies VIS-2 and Appendix I respectively) seek to have all development be attractively designed and they also seek to minimize impacts on views to, from and along the shoreline. Assuming that the Wharf improvements are well designed, the Harbor Master Plan policies and actions are consistent.

### **3. Additional Coastal Act and LCP Policies**

There are several Coastal Act and LCP Policies that were mentioned in the Background Section. In some cases, the solutions to the issues or needs are long term and beyond the scope of this plan. In any event, these issues and solutions need to be acknowledged.

#### **a. Water and Marine Environment Policies**

These policies relate to the enhancement of marine resources, including water quality, and the issues of sand movement and dredging. In terms of marine resources and water quality, the status quo appears to be adequate and must be continued. In this light, the Harbor Master Plan recommends:

- Continued monitoring of water quality (Action MAR-1.1);
- Study the biological diversity of the Harbor (Action MAR-1.2);
- Continued education relating to water pollution (Action MAR-1.3); and
- Continued enforcement of water quality rules and regulations (Action MAR-1.4).

The issues relating to sand movement and dredging are not so simple. Dredging of the Harbor is crucial to the Harbor and downcoast beaches. This is also an important fiscal issue as dredging costs approximately \$800,000 per year (1992 dollars) and the cost is presently being borne by the Army Corps of Engineers. The Harbor Master Plan recommends:

- Continued dredging of the Harbor entrance channel and other areas as necessary to provide for high priority uses such as boating and fishing (Action MAR-2.1).
- Continued bypassing of dredged sand to replenish downcoast beaches (Actions MAR-2.3).
- Continued participation in studies with Army Corps of Engineers and others to

- solve sand accretion problem (Actions MAR-2.3).
- Continued participation in BEACON (Action MAR-2.4).
- Careful review and design of future structures on the sandy beach to consider sand movement (Action MAR-2.5).
- Consideration of long term beach erosion to minimize wave damage to structures and uses (Policy MAR-3).

With these actions, the Harbor Master Plan is consistent with the water and marine environments policies.

## **b. Ocean Dependent Activities and Recreation**

The Ocean Dependent and Recreation Policies have been considered in the HMP. There are two related long term issues that need to be considered in future plans to the area:

### **1. Storm Protection**

The need for better storm protection from southeast storms has been established although the appropriate solution has not been determined. The concept of an easterly breakwater has been discussed and studied several times over the last 25 years. Most recently, in March 1988, the Army Corps of Engineers completed the "Reconnaissance Report for Santa Barbara Harbor, Restudy of a Deferred Project." This study address the feasibility of Federal improvements to the Harbor in order to navigation, reduce shoaling and maintenance dredging, reduce storm damage and expand the Harbor. The study included an economic analysis of the 15 different alternatives that were studied, including the concept of an easterly breakwater.

The easterly breakwater was not recommended for further study primarily because its cost-benefit ratio was 0.643 and the Corps seeks a ratio of 1.0 or greater. Policy 7.4 of the Local Coastal Plan also recognizes the storm protection issue and seeks a solution only after careful evaluation of the project's impact on several items including the environment, economic feasibility and community acceptance. The question of storm protection is addressed in Action DEP-4.1.

### **2. Open Mooring Area**

The open mooring area to the east of Stearns Wharf needs to be addressed in conjunction with an easterly breakwater or other storm protection. This issue will be addressed in conjunction with the study of the easterly breakwater (Action DEP-4.1).

### **c. Shoreline Access and Locating New Development**

With respect to the Shoreline Access and Locating New Development Policies, intersection monitoring and possible improvements will be necessary in order for the plan to be found consistent as follows:

- Intersection improvements, particularly to the Castillo Street/Montecito Street, need to be considered (Action SERV-2.1); and
- Within one year of the completion of major Waterfront improvements (or December 31, 1998, whichever is sooner), Waterfront intersection capacity needs to be reevaluated to determine if additional intersection improvements are necessary (Action ACC-1.1).

### **d. Public Service Policies**

The existing water and sewer system is adequate to serve current and anticipated future needs. Continued maintenance of the existing system is needed, as well as drainage improvements in the Harbor (Policy SERV-6), in order to find the plan consistent with these coastal policies.

A Coastal Development Permit will be required for any of the recommendations of the Harbor Master Plan that involve a change or increase in intensity of use of the area. The changes to the Naval Reserve Building, for instance, will be reviewed in terms of the net change to the use, regardless of the exact square footage or location of particular uses within the building. The analysis of coastal policies in this section has been done at a "program" level, but it appears that the individual recommendations of the Harbor Master Plan are consistent with the overall policies of the Coastal Act and Local Coastal Plan.

## **B. GENERAL PLAN ELEMENTS**

### **1. Background**

Many of the policies of the City's Local Coastal Plan are derived from the General Plan Elements, including the Conservation, Open Space and Scenic Highways Elements. These policies, which are excerpted in Appendix C of this Plan, generally include provisions which require that the scenic character of the City be protected and enhanced. The Open Space Element, which identifies the ocean and shoreline as types of open space, notes that "....excessive development .....could easily deprive the community as a whole of the shoreline as an open space."

The Interim Circulation Element was adopted in 1988, subsequent to the adoption of the LCP. The general theme of those policies is that the Waterfront must be kept relatively congestion free so that it can be enjoyed by everyone who wishes to visit or use the area. The policies also emphasize shuttles and other mass transit, bicycles and walking as alternate means of transport that need to be encouraged.

## **2. General Plan Element Policy Consistency**

### **a. Conservation Element**

The Conservation Element policies promote the scenic character of the Waterfront. Some of the actions that relate directly to that goal are in Action VIS-2.1 which requires the development of Design Guidelines for the study area. These guidelines seek to promote visual continuity within the area and generally improve its appearance. These actions are consistent with the goal to promote the scenic character of the Waterfront.

### **b. Open Space Element**

This element generally seeks to protect and provide open space and avoid excessive development, especially in the shoreline area. The policies and actions under review in the Harbor Master Plan are attempting to utilize existing buildings and facilities and minimize new construction. The plan also seeks to move vehicles and pedestrians more efficiently to and within the study area. Assuming these goals of the Harbor Master Plan are being met, the Harbor Master Plan policies and actions are consistent with the goals and policies of the Open Space Element.

### **c. Scenic Highways Element**

Highway 154 is the only designated Scenic Highway in Santa Barbara although Cabrillo Boulevard is listed as a potential Scenic Highway. This element, similar to the Open Space Element, seeks to avoid excessive development and congestion, especially where it may obstruct scenic vistas towards the ocean. The Harbor Master Plan policies and actions under review include measures to reduce congestion at the State Street/Cabrillo Boulevard intersection. The policies and actions relating to West Beach, including providing a Small Boat Quiet Area, are not expected to obstruct the view of the ocean from Cabrillo Boulevard. Some construction is planned for the Harbor Commercial Area which will require careful study to avoid obstructing important view corridors. Assuming that views are considered and protected, the Harbor Master Plan policies and actions are consistent with the policies of the Scenic Highways Element.

#### **d. Circulation Element**

The overall goal of the Circulation Element is to provide an efficient street circulation system that is visually attractive and sensitive to environmental constraints while accommodating a reasonable amount of future traffic. Providing adequate parking is also a goal of the element, as is providing for alternate modes of transit and safety.

Of all the policies and actions under review, there are several that do not appear to raise traffic or parking issues. These generally relate to Stearns Wharf improvements, water quality studies, dredging and storm protection studies, visual resource protection, and public services.

There are several policies and actions under review that appear to improve the traffic, parking and pedestrian access situation in the study area and the Waterfront. These are:

- Addition of parking and use of shuttles and buses (Actions of Policies SERV-1 and -3)
- Improving pedestrian access (Policy ACC-2 and related actions)
- Improvements to the existing Harbor Way entrance (Action SERV-4.1)
- The addition of a second entrance to the Wharf (Action SERV-1.1)

There are other policies and actions that could add to congestion and parking problems if they are not in balance with the capacity of the road system and parking supply at peak periods. These are:

- Enhance the Harbor Commercial Area (Policy DEP-5)
- Increased commercial fishing use of the Navy Pier and charter boat use of the Accommodation Dock (with the relocation of the Harbor Patrol and Coast Guard Boats) (Actions DEP-1.3 and 2.3)
- Addition of 50 slips (Action DEP-1.2)
- Additions to rock groin and boat launch ramp area (Action DEP-2.1)
- Adding a Small Boat Quiet Area/sand trap to West Beach (Action DEP-1.1)

Policy SERV-2 requires that development projects only go forward when all necessary intersection and parking improvements to mitigate environmental impacts are done. Therefore, the policies and actions are consistent with the Circulation Element.

The Circulation Element is being updated during 1996 and the recommendations of the Harbor Master Plan relating to circulation will be incorporated into that document.

### **C. GENERAL PLAN UPDATE/CHARTER SECTION 1508**

The City of Santa Barbara worked for over two years on a comprehensive update to the General Plan. The commercial growth decisions of the General Plan Update, some of which were incorporated into Charter Section 1508 which was approved by the voters in November 1989, provide for 3 million sq. ft. of new nonresidential growth over the next 20 years as follows:

Approved Projects	900,000 sq. ft.
Pending Projects	700,000 sq. ft.
Vacant Property	500,000 sq. ft.
Small Additions	600,000 sq. ft.
Community Priorities	<u>300,000 sq. ft.</u>
<b>TOTAL</b>	<b>3,000,000 sq. ft.</b>

There are several ways in which Charter Section 1508 could affect the study area and the recommendations of the Harbor Master Plan. New development will be carefully scrutinized and all requests for additional square footage must be drawn from one of the categories listed above (minor additions of < 1,000 sq. ft. are exempt). The overall increase in area and change of use associated with the policies and actions under review is shown in Table 24.

The new square footage proposed for the study area may meet one or more of the categories listed above including Pending Projects, Small Additions and Community Priorities or be exempted from the growth cap as Minor Additions. In addition, several years ago the Breakwater Restaurant was proposed to be expanded in size by several thousand square feet, although the most recent project was for a net addition of 4,200 sq. ft. That proposal is still pending and, under the guidelines governing the implementation of Charter Section 1508, that pending project can be revised and the square footage can be used elsewhere on the same parcel. Most of the policies and actions under review involve the reuse of existing buildings which is also consistent with the goals of Charter Section 1508. In addition, completion of the Harbor Master Plan is one of the implementing strategies of the update.

Table 24 includes a preliminary analysis of the new square footage proposed as a part of the Harbor Master Plan on a per parcel basis. Some of the new area will come under the category "Revision to Pending Project," some will be a minor or small addition (up to 3,000 sq. ft. per parcel) and some will need to be allocated square footage from the "Community Priority" category.

As with all other projects, the merits of the recommendations of the Harbor Master Plan that involve new construction will have to be carefully weighed although it appears that the policies and actions are consistent with Charter Section 1508.

Table 24

**ESTIMATE OF  
HABITABLE SQ. FOOTAGE AND CONSISTENCY  
WITH CHARTER SECTION 1508**

APN	DESCRIPTION	NET HABIT. SF (a)	GEN. PLAN ALLOCATION CATEGORY (b)			
			Community Priority	Pending	Exempt	Minor/Small Addition
45- 250- 4	<b>NAVAL RESERVE</b> • Add public offices and a new restaurant and remove offices and meeting space	0	0			
45- 250- 11	<b>HARBOR AREA</b> • Relocate maintenance to new building (d)	4,950	450	4,500		
33- 120- 18	<b>ROCK GROIN/ LAUNCH RAMP</b> • Relocate Harbor-master's Office  • Add deli  • Add restrooms  • Relocate dredge power station	1,200  250  250  400	1,200    250			250
33- 120- 22	<b>WHARF IMPS.</b> • Add restrooms and add onto Wharf Maint. Building  • Add Harbor Tour Kiosk	800  50	800			50
<b>TOTAL</b>		<b>7,900</b>	<b>2,700</b>	<b>4,500</b>	<b>400</b>	<b>300</b>

- a Based on net additions shown in Table 23 (New Square Footage and Change of Use)  
b See discussion of "General Plan Update/Charter Section 1508" for definition of terms  
c Assumes retention of Breakwater Restaurant and new restaurant in Naval Reserve Bldg.  
e 475 sf of portable sheds will be removed (not factored into this chart)

## **D. HARBOR LEASE POLICIES**

In 1984, the City Council adopted policies which relate to Harbor leases. These policies reflect the overall goal to have the Waterfront be financially self supporting. The five lease policies can be summarized as follows, in declining order of priority:

- First, the leasing policy shall provide essential supplies and services to the boating public;
- Second, optimum revenue shall be raised to assist in the operation and maintenance of the Harbor to preclude all costs having to be borne by the boating public;
- Third, passive recreational opportunities and an aesthetic waterfront shall be provided for the enjoyment of the general public;
- Fourth, an opportunity shall be provided for nonprofit marine oriented individuals and groups to benefit from the Harbor as long as they pay a reasonable amount for their operation; and
- Fifth, a negative goal is the preclusion of any lease to an activity which provides supplies or services tending towards a carnival atmosphere or nonmarine related businesses or services that can be equally served outside the Tidelands Area.

These policies will be incorporated into the Harbor Master Plan (Policy DEP-3 and Actions DEP-3.1 and 3.2).

### **1. Areawide Recommendations**

Harbor Lease Policy #3 requires that an "aesthetic" Waterfront be provided. The development and implementation of Design Guidelines (Action VIS-2.1) will improve the aesthetics of the area therefore this action is consistent with this lease policy.

### **2. Harbor Area Recommendations**

These actions add slips; provide a small boat quiet area/sand trap; improve the rock groin which frees up space around the Navy Pier; improve the Harbor entrance; provide space for marine related agencies and a maritime museum/exhibits; and add visitor serving uses such as the expansion of the Breakwater Restaurant.

Harbor Lease Policy #1 - This policy requires that essential supplies and services be provided for the boating public. The overall addition of slips, the addition of a fish hoist and the relocation of government boats and the Harbormaster's office to the groin, the use of the Accommodation Dock for six passenger charters and tie ups and increased commercial fishing use of the Navy Pier all provide essential services to the boating public. Ocean related uses include providing space for marine related public meetings, offices for marine related public

agencies, the new fishing resource center and formalizing the gear repair area. The actions summarized above are consistent with this lease policy.

Harbor Lease Policy #2 - This policy requires that the optimum amount of revenue be raised to assist in operations and maintenance to avoid having all costs be borne by the boating public. The two biggest revenue generators proposed are the addition of slips and the new restaurant in the Naval Reserve Building which between them account for about 2/3 of the total revenue associated with the Harbor Master Plan (see the Fiscal Section for further information on revenues). Ocean related and/or visitor serving uses such as the gift shop in connection with the maritime museum/ exhibit also raise needed revenue. Most of the other Harbor Area recommendations cost much more to construct and maintain than the revenue they generate, but they meet other coastal policies as discussed earlier in this section. The Harbor Master Plan policies and actions, particularly Policy DEP-5 (Enhance Harbor Commercial Area) and Actio DEP-1.2 (Slips), are consistent with this lease policy.

Harbor Lease Policy #3 - This policy requires that passive recreation and an aesthetic Waterfront be provided for the enjoyment of the general public. There are several actions that are consistent with the policy: the addition of a deli, restroom and observation area on the Groin, providing a dock for six passenger charters, a maritime museum/exhibit and improvements to West Beach are all recreation oriented.

Harbor Lease Policy #4 - This policy requires that nonprofit marine oriented individuals and groups benefit from the Harbor as long as they pay a reasonable amount for their use. Two actions that are consistent with this policy are the addition of a public meeting room in the Naval Reserve Building and the new Small Boat Quiet Area/sand trap on West Beach.

Harbor Lease Policy #5 - This policy states that a carnival atmosphere or nonmarine oriented businesses or public services should be precluded if they can be served equally outside the Tidelands. None of the policies and actions can be construed as having a carnival atmosphere. There are actions that are visitor serving (e.g., the new restaurant) which are allowed in the Harbor area to a limited degree. Overall, the recommendations proposed are consistent with this lease policy as they are ocean dependent and related uses.

### **3. Stearns Wharf Recommendations**

None of the lease policies deals specifically with Stearns Wharf. The LCP and other policy documents recognize that the Wharf is primarily tourist oriented and a revenue generator. The Harbor Commercial (HC) Zone indicates that visitor serving uses are appropriate on the Wharf. Because no policies address Stearns Wharf leases, the actions within that area are discussed

briefly here with respect to intent of the Harbor policies. As the Harbor Lease Policies do not address the Wharf, no conclusion is drawn regarding consistency and inconsistency.

Lease Policy #1 relates to providing essential supplies and services to the boating public. With the possible exception of a bait and tackle shop and Harbor and other tours and charters, essential services are provided elsewhere in the study area. The actions under review will not change that situation to any great degree.

Lease Policy #2 relates to raising optimum revenue. The Wharf is very successful at raising revenue for use on the Wharf and elsewhere in the Harbor area. The actions under consideration should help in that endeavor.

Lease Policy #3 states that passive recreation and an aesthetic Waterfront must be provided. The Wharf provides passive recreation and is an asset to the aesthetics of the area. The actions being considered should only improve that situation.

Lease Policy #4 relates to nonprofit groups and does not apply to the Wharf.

Lease Policy #5 relates to precluding activities or uses that could be located elsewhere. The uses allowed on the Wharf are specified in the HC Zone and have been found to be appropriate. No change in use is proposed.



## **X. IMPLEMENTATION**

### **A. ADMINISTRATION**

Section 28.70.030.4 of the Harbor Commercial (HC) Ordinance required an annual review of the adequacy of ocean dependent uses (Harbor primary uses) in relation to ocean related and visitor serving uses (Harbor secondary uses) in order to assure that the Harbor remains a working harbor. This review is done by the Harbor Commission, with Planning Commission input, with copies of the relevant materials sent to the Coastal Commission. The review has not occurred every year since the ordinance was adopted due partially to workload and because the Harbor Master Plan was being developed. Amendments to the HC Ordinance (see Appendix B) requires that the review occur at least every five years. A Harbor or Planning Commissioner could also request a more frequent review of the uses at any time. The change to a review every five years is primarily because the mix of uses in the Harbor Commercial area has changed very little over the last decade (see Appendix E for a comparison of uses in 1982 and 1992). In addition to the five year or more frequent review, the Harbor Commission will be monitoring the implementation of the Harbor Master Plan at its monthly meetings

When the Environmental Review Committee (ERC) reviewed the Harbor Master Plan in June 1992, they included the following in its motion to approve the Negative Declaration (Appendix G):

*Prior to completion of Staff review of environmental issues associated with any proposed changes to the Naval Reserve Building (if an Initial Public Hearing will not be held on the project), the ERC shall be notified as an informational item of the scope of the project and the preliminary Staff recommendation.<sup>3</sup>*

The proposed changes to the Naval Reserve Building are expected to be one of the first recommendations of the Plan to be implemented. Additional environmental review will occur as appropriate.

### **B. FUNDING AND TIMING OF IMPLEMENTATION**

As the recommendations of the Harbor Master Plan could be designed and implemented any time in the next ten years, specific funding strategies cannot be definitively established at this time. The following, however, explores timing and priority of projects and possible funding sources. The potential funding sources are:

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3 - The Environmental Review Committee was disbanded in 1994.

**Current Revenue** - These recommendations would be funded through the normal budget process. Depending on other major maintenance and capital items in any given fiscal year, certain funds may be available for Harbor Master Plan implementation. In any given fiscal year, other one time revenue sources may also be available for implementation.

**State Loan** - The State Department of Boating and Waterways has low interest loans available for marina development. Interest rates in October 1991 are 4.7% with a twenty (20) year term. This or other state loan programs could be used to finance major improvements.

**Federal Funding** - For this report, Federal Funding refers to planned expenditures by the US Army Corps of Engineers.

**Bond Financing** - In 1991, the Waterfront had outstanding Certificates of Participation (Debt). The Waterfront Department was able to restructure this debt without increasing the annual debt service, thus gaining additional funds to purchase and refurbish the Naval Reserve Building.

**Other** - This category refers to funding by sources other than those listed above.

The following discussion addresses the major recommendations of the Harbor Master Plan in terms of their cost estimate, projected annual revenues and how they might be financed. Table 25 that follows summarizes the funding sources and estimated timing of implementation.

## **1. Parking**

Parking improvements have been recommended throughout the Harbor area. This project is being recommended to ease the present parking situation for Harbor users, not for any economic benefit. Ongoing costs for maintenance of parking areas will be included in each future year's operating budget as part of the Waterfront Department Pavement Management Program.

Cost Estimate:	\$500,000
Associated Annual Revenue:	Minimal
Funding Source:	Fund Balance or Bond Fund

## **2. Public Access Improvements**

The improvements proposed in this category include:

- Improved signage;
- Improved pedestrian movement between the La Playa Parking Lot and the Harbor;
- Pedestrian walkways to encourage pedestrian movement on sidewalks rather than through areas traveled by vehicles; and
- Improvements on Cabrillo Blvd. between the Harbor and Stearns Wharf.

These projects are being recommended to ease both pedestrian and vehicular movement throughout the Harbor area and not for direct economic benefit. Future years' maintenance costs will be budgeted in the annual operating budget of the Waterfront Department with the exception of those improvements to Cabrillo Blvd. which will be a General Fund obligation.

Cost Estimate:	\$100,000*
Associated Annual Revenue:	None
Funding Source:	Fund Balance or Bond Fund

\*Cabrillo Blvd. Improvements to be funded by the Redevelopment Agency and the City General Fund.

### **3. Aesthetics**

This recommendation includes the implementation of the Design Guidelines developed as part of this Plan (Appendix I).

Implementation of Design Guidelines will occur over the life of the Plan. Specific costs associated with implementation will become project costs at the time projects are constructed.

### **4. Harbor Entrance**

This recommendation proposes an improved design of Harbor Way to add parking and smooth traffic, pedestrian and bicycle traffic flow. There is no direct revenue associated with this recommendation and costs of ongoing maintenance will be part of the Waterfront annual operating budget.

### **5. Harbor Commercial Area/Naval Reserve Building**

The City Council desired the return of the Naval Reserve Center to City ownership for a number of years. In late 1992 the City and Navy agreed that the City can retake possession of the building once the City provided funds for the construction of a replacement facility for the

Navy in Port Hueneme. Upon completion of this facility, one site was traded for the other. This was a very complex transaction requiring approval by the US Congress and the State Lands Commission. The Naval Reserve Building was formally transferred to the City in 1994.

The Naval Reserve property will be used for various public purposes. A new restaurant will be added, a public meeting room will be developed for various Waterfront groups to use, a marine museum will be added and ocean related public agencies will have offices there as well as some visitor serving and commercial tenants.

During the development of the Harbor Master Plan, Waterfront staff has had discussions with several ocean related groups and agencies that may be interested in leasing space in the Naval Reserve Building. Staff will continue to have discussions with these potential tenants, although nothing has been decided at this time. Any new tenant in the building will be evaluated based on the existing Harbor Lease Policies and the policies of the Harbor Master Plan. The lease policies, summarized below and incorporated into the Harbor Master Plan as Policy DEP-3, give guidance for new and renewed leases in the Harbor as follows:

- The primary goal is to provide supplies and services to the boating public, including commercial fishermen and recreational boaters;
- The second goal shall be 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;
- The third goal is to provide passive recreational opportunities and an aesthetic Waterfront;
- The fourth goal is to provide an opportunity for non profit marine oriented groups; and
- The fifth goal is to avoid activities that are inappropriate in the area.

There are many benefits associated with this proposal. The proposed public meeting room will benefit many ocean related groups that in the past have used either the Coast Guard Auxiliary Building or the Waterfront Classroom. The museum/exhibit area that is being proposed will improve the public's understanding of the Harbor and Waterfront. The consolidation of certain Waterfront Department functions in offices in the area will improve the public's access to these activities, free up office space on Stearns Wharf for commercial purposes, free up the current Waterfront Parking office for conversion to a small laundromat and avoid either the payment of rent, or costs of construction, for the Waterfront Administrative offices. Currently the Waterfront Department administrative function is housed at 321 E. Cabrillo Blvd. and, although no rent is charged for this building, it is to be included in the proposed Waterfront Park Project which will require the relocation of the Waterfront Department office. With the exception of the Waterfront Offices, museum/exhibit area and public meeting room, all tenants in this building are assumed to pay market rent. Moreover, Action DEP-5.1 requires that the Naval Reserve Building be operated in a self supporting manner.

Cost Estimate:	\$3 to 3.4 million
Associated Annual Revenue:	\$186,000* (net)
Funding Source:	Bond Fund

\* Associated annual revenue is the net of maintenance costs and increased debt service.

## **6. Relocation of Harbor Maintenance Shop to New Facility**

This recommendation primarily deals with increased efficiency rather than economics. A certain efficiency will be achieved by relocating this activity from the main Harbor commercial center to the outskirts of the Harbor. This will also free up approximately 1,700 sq. ft. of existing space for commercial purposes.

The need for the Harbor Maintenance function to be located in the immediate Harbor area has been questioned. Due to the variety of activities that are performed by Harbor Maintenance personnel it is important for efficiency that this function to be located in close proximity to the Harbor. As an example, a maintenance crew may be working on electrical systems, repairing plumbing, deck cleats, or floats all in the same day. A variety of tools, repair parts and supplies need to be in close proximity to the work sites. Harbor Maintenance personnel also perform all mechanical and some structural maintenance on patrol vessels. Due to the very nature of the work performed by these vessels (search and rescue and fire suppression) it is of utmost importance that this work be performed close to the Harbor.

Cost Estimate:	\$500,000
Associated Annual Revenue:	\$40,000*
Funding Source:	Annual Operating Budgets

\* Annual revenue will be dependent upon the types of businesses allocated the existing Harbor Maintenance Shop space. For the purposes of this estimate, \$2.00 per sq. ft. per month was assumed.

## **7. Navy Pier and Accommodation Dock**

This recommendation (Action DEP-2.3) proposes to increase the use of the pier by commercial fisherman by relocating the Coast Guard Cutter to the rock groin. Assuming the Harbormaster is relocated to the rock groin, small charter operators will be allowed to use the Accommodation Dock, which is currently used by the Harbormaster, as a central point for the loading and unloading of passengers. Boaters using the Travel Lift will still be able to tie up to this dock to load and unload their boats.

The changes in use of the Navy Pier and Accommodation Dock do not involve any costs nor do they represent any revenue.

## **7. Addition of Slips**

This recommendation includes the addition of 54 slips to the end of Marina 1 and 5 slips to the north side of the Navy Pier ("Fish Float Two"). The addition of the Navy Pier slips will be dependent upon the completion of the improvements to the rock groin and the relocation of the Coast Guard Cutter. Annual maintenance cost will be included in the Harbor operating budget.

Cost Estimate:	\$1 million
Associated Annual Revenue:	\$265,000
Funding Source:	Fund Balance or Bond Fund

The addition of slips to Fish Float Two is a high priority but it cannot occur unless the rock groin is rebuilt and certain government boats are relocated there. The extension of Marina One, on the other hand, provides needed slips and generates considerable revenue and it is not dependent on other recommendations. Based on these factors, this recommendation should move forward at the earliest possible date.

## **8. Rock Groin**

This project is recommended in order to reduce congestion in the central Harbor area, provide a quicker response for emergency vessels leaving the Harbor and to free up the entire south side of the Navy Pier for commercial fishing use. There is significant cost associated with this recommendation and very little revenue.

Cost Estimate:	\$6 million
Associated Annual Revenue:	\$35,000*
Funding Source:	To be determined

\*Annual revenue associated with small deli.

Due to the cost to reconfigure the Rock Groin, this will be a longer range project and dependent upon grants or outside funding sources.

## **9. Small Boat Quiet Water Area**

This is being recommended to provide for a quiet water area for nonmotorized watercraft and not for economic reasons. The US Army Corps of Engineers is expected to provide funds for

the majority of the initial dredging and the Harbor will be required to maintain the area. A small grant of \$15,000 has been received to fund a portion of the initial dredging. West Beach serves as an important sand trap and it is estimated that annual maintenance costs to keep the area free of sand will be \$50,000.

Cost Estimate:	\$500,000
Associated Annual Revenue:	None
Funding Sources:	\$450,000 Federal; \$15,000 Grant and \$35,000 Fund Balance

#### **10. Addition to Wye on Stearns Wharf Shoreward Finger**

This is being recommended to provide a second emergency access from Stearns Wharf and to relieve congestion on the Wharf by encouraging visitors to park in the Palm Park Parking Lot and walk onto the Wharf. This proposal should be viewed as an enhancement to the Wharf and will not produce any direct revenue. Annual maintenance costs will be included in the Wharf operating budget.

Cost Estimate:	\$750,000
Associated Annual Revenue:	None
Funding Source:	Fund Balance

#### **11. Enhancements on Wharf**

This proposal entails the addition of a second public restroom on the Wharf, adding a small kiosk for the Harbor tour operator and the addition of more public seating. This proposal should be viewed as an enhancement to the wharf and will not produce any direct revenue. Annual maintenance costs will be included in the Wharf operating budget.

Cost Estimate:	\$100,000
Associated Annual Revenue:	None
Funding Source:	Fund Balance

**Table 25**  
**FUNDING AND TIMING OF IMPLEMENTATION**  
**HARBOR MASTER PLAN RECOMMENDATIONS**

Recommendation	Action or Policy #	Estimated Funding Source	Phasing		
			1995-97	1998-00	2001-04
<i>Areawide</i>					
Add Parking	SERV-1.2 to 1.5	Fund Bal./Bond Fund	X		
Encourage Shuttles	SERV-3	General Fund	X		
Improve Cabrillo Bl. sidewalk	ACC-2.2	General Fund			X
La Playa Pkg Lot Sidewalk	ACC-2.1	General Fund	X		
Harbor Way Improvement	SERV-4.1	Fund balance	X		
Aesthetics	VIS-2.1	Incl. in project costs	X	X	X
<i>Harbor Area</i>					
Convert Naval Res.	DEP-5.1 to 5.3	Bond Fund	X		
Relocate Restaurant	DEP-5.3	Bond Fund	X		
Convert Parking to laundry	DEP-5.2	Fund balance	X		
Harbor Maint. Facility	DEP-5.4	Fund balance		X	
Public Meeting Rm.	DEP-5.2	Bond Fund	X		
Navy Pier Com. Fish Slips	DEP-2.3	Fund balance			X
Accom. Dock	DEP-1.3	n/a			X
Add Slips to Marina One	DEP-1.2	Fund Bal./Bond Fund	X		
Dredge	MAR-2.2	Fed., Grant & Fund	X	X	X
<i>Rock Groin</i>					
Reconfigure Rock Groin	DEP-2.1	To be determined			X
Relocate Harbormaster	DEP-2.1	To be determined			X
Add Gov't. Slips	DEP-2.1	To be determined			X
Add Deli/Restroom/Observ.	VISIT-1.1	To be determined			X
<i>West Beach</i>					
Dredge West Beach	DEP-1.1	Fed., Grant & Fund	X		
Small Boat Storage/lock box	DEP-1.1	Fund balance	X		
Add Landscaping and lawn	ACC-2.3/REC-1.2	General Fund		X	
Add volleyball courts	REC-1.1	General Fund	X		
<i>Stearns Wharf Area</i>					
Second Wharf Access	SERV-1.1	Fund balance		X	
Wharf Restrooms	VISIT-1.1	Fund balance	X		
Wharf Seating	REC-1.3	Fund balance	X		
Wharf Kiosk	REC-1.2	Fund balance	X		
Wharf Maint. Bldg. Addition	DEP-5.4	Fund balance	X		

## **XI. GLOSSARY OF TERMS**

**AFFORDABLE HOUSING PROJECT** - Under Ordinance 4609 and its successors (the "Long Term Water Ordinance"), housing which will be rented or sold at rates or prices consistent with the City's adopted affordability criteria in effect at the time of application.

**COMMERCIAL FISHING** - Commercial fishing includes the vessels, facilities and fishermen involved in fishing as a business. For the purposes of this report, nonrecreational commercial boating services such as tug boats are considered to be in this category.

**COMMERCIAL RECREATIONAL BOATING** - Commercial Recreational Boating includes boat rentals and commercial charters for diving, sportfishing, whale watching, cruises, tours, etc. The rentals and charters are generally offered to the public by private companies, nonprofit organizations and by governmental agencies (e.g. the National Park Service).

**HUMAN SERVICES PROJECT** - Under Ordinance 4609 and its successors (the "Long Term Water Ordinance"), a project which will deliver a significant social or health care service to the community, including but not limited to, shelters for the homeless and community health clinics.

**NEEDS ASSESSMENT** - An analysis of an issue, a service or an area to evaluate and determine requirements for operation. Also, a comparison of that service, area or issue to the relevant goals and policies to determine the adequacy of the existing situation in accomplishing the desired outcome. In this report, the determination of needs is based on past and present reports and studies, past and present interviews with people who use the Harbor and the Wharf, and on the opinions of the City Waterfront staff. The needs were also evaluated by the Harbor Master Plan Overview Committee before they were included in this report.

**OCEAN DEPENDENT USES** - Ocean dependent uses are those that are tied to and require water, e.g. marinas, boat moorings, marine service stations, boat yard/repair, marine oriented government facilities, commercial fishing support (including net repair, hoists and storage), and other ocean-dependent uses deemed appropriate by the Planning Commission (based on the definition in the Harbor Commercial Ordinance, SBMC 28.70.030.1).

**OCEAN RELATED USES** - Ocean related uses are those that relate to but do not require water, e.g. museums relating to the ocean, bait and tackle shops, boat sales, storage, construction and/or repair, diving gear, boat and other ocean-related equipment rental, marine equipment and accessories sales and/or repair, marine storage, marine surveyor, ocean-related offices, public parking lots, sail manufacturing and/or repair, seafood sales and processing, and other uses deemed appropriate by the

Planning Commission (based on the definition in the Harbor Commercial Ordinance, SBMC 28.70.030.2).

**RECREATIONAL BOATING** - Recreational boating includes boats that are used primarily for recreation, ranging from large sailboats and power boats to small sailboats and dinghies to outriggers.

**STATE TIDELANDS GRANT** - In 1925, the City of Santa Barbara received "title" to the tidelands area from the State of California. The State conveyed "...all the right, title and interests of the state of California, ... in and to all tidelands and submerged lands(whether filled or unfilled), situated in or upon that portion of the Pacific Ocean known as the Santa Barbara Channel... to be forever held by the City of Santa Barbara in trust for the uses and purposes and upon the express conditions ..." (Chapter 78 of the Statutes of 1925). The grant stated that the City must use the tidelands exclusively for Harbor activities, wharves, piers and other structures "necessary or convenient for the promotion of commerce and navigation and fisheries." The grant was amended in 1937, 1940 and in 1975 to allow, among other things, the Navy's use of the Naval Reserve Building and the construction of La Playa Field and Stadium for Santa Barbara City College. The City cannot sell or convey outright any portion of the tidelands to a third party under the concept of the "public trust doctrine." Money raised in the tideland area must also be spent there for the overall benefit of the area.

**VISITOR** - A visitor is a tourist from another city or area.

**VISITOR SERVING USES** - Visitor serving uses are restaurants, marine oriented specialty and gift shops and small markets (based on the definition in the Harbor Commercial Ordinance, SBMC 28.70.030.2).

## **XII. ORGANIZATIONS AND PERSONS CONTACTED**

**NOTE:** Interviews were conducted in Fall, 1989 with individuals (fishermen, liveaboards, business people, slip holders, etc.), associations and agencies that were representative of the interests in the Harbor and Stearns Wharf. In addition, many people sought out the Waterfront Director and/or Harbor Master Plan consultant to offer input on the Plan throughout the Harbor Master Plan process.

Attlesley, Ed; Santa Barbara Yacht Club  
Barsky, Kristine; California Dept. of Fish and Game  
Brooker, Craig; President, California Urchin Divers Assoc.  
Cardilino, Joan; State Coastal Conservancy  
Compton, Dick, Santa Barbara Yacht Club  
Cota, Gordon; Fisherman  
Crabbe, Gil; Fisherman  
Dougherty, Barbara; Official Liaison, Santa Barbara Arts and Crafts Show  
Fischer, Colette; Waterfront Business Manager, City of Santa Barbara  
Flynn, John; Engineer, Public Works Dept., City of Santa Barbara  
Franks, Kevin; Underwater Sports and Harbor Deli  
Fusaro, Craig; Director of the Oil-Fisheries Joint Committee  
Gleason, Gary; General Manager, Metropolitan Transit District  
Grandon, Jean; Army Corps of Engineers  
Grant, Bob, AIA, Santa Barbara Yacht Club  
Gutierrez, Rick; Fisherman  
Harris, Jack; Harbor Commissioner  
Hauser, Roy; Sea Landing  
Hazard, Julie; Harbor Patrol Supervisor  
Hedden, Don; Captain Don's Harbor Cruise  
Holly, Carol; Recreation Department  
Hopkins, Sally; Liveaboard  
Kieding, Bob; Coast Chandlery  
Kronman, Mick; Fisheries Consultant  
Lara, Ernesto; Small Boat Charter Owner  
Lewis, Steve; Harbormaster  
Longaburger, Dennis; Seacoast Yacht Sales  
MacDougall, Peter; President, Santa Barbara City College  
Marcus, Leonard; Fisherman  
Marini, Ed; Santa Barbara Yacht Club  
McCorkle, Mike; Fisherman

### **Persons and Organizations Contacted (continued)**

McCrea, Merit; Boat Charter Owner  
Molloy, Billy; Brophy Brothers Restaurant  
Paxson, Bill; Manager, Santa Barbara Sailing Center  
Osborn, David, Accounting Coordinator, Water Dept., City of Santa Barbara  
Romasanta, Antonio, Local Business Owner  
Roebuck, Bob; Water Resources Manager, City of Santa Barbara  
Santa Barbara Yacht Club; general meeting  
Saxton, Ken; Former Harbor Commissioner  
Schiffman, Beth; SB Chamber of Commerce Government Review Committee  
Scott, John; Harbor Restaurant  
Shaver, Matt; National Park Service  
Smith, Julian; Former Harbor Commissioner  
Stanley, Stephen; Spectra Inc.  
Sweitzer, Randy; Santa Barbara Sailing Center and Santa Barbara Yacht Club  
Tompkins, Jim; Small Boat Charter Owner  
Turner, Todd; Coast Guard  
Warnock, John; Santa Barbara Yacht Club  
Watson, Charlie; Santa Barbara Yacht Club  
Weinheimer, Kathy; Assistant City Attorney, City of Santa Barbara  
Wiley, Steve; Assistant City Attorney, City of Santa Barbara  
White, Tom; SB Shellfish Co.  
Williams, John; Char West and Great Pacific Ice Cream Co.

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Dougherty, Barbara L., Official Liaison, Santa Barbara Arts and Crafts Show, Letter to Rich Bouma, November 13, 1989.

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Finchum, Dave, Harbor Maintenance Coordinator, Memo to Rich Bouma, October 16, 1989.

Gibbs, Wolcott, Jr., Letter to Rich Bouma, October 19, 1989.

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### **SPEAKERS at Harbor Commission and Planning Commission hearings (8/27/92, 9/10/92, 9/17/92, 10/29/92 and 11/12/92)**

Rich Beveridge  
Stephen Byrd \*  
Marilyn Castanon  
Dallas Clark  
Steven Cloud (for David Crosby)  
Fred Clough \*  
Gordon Cota  
Harry Davis  
Glen Fitzler (Sea Landing) \*  
Charles Hansen (SBCC) \*

Roy Hauser (Sea Landing) \*  
Dick Hibbard  
Tim Hushings  
Bob Kieding \*  
Gale Lockwood \*  
John Lynch  
Claudia Madsen (CPA) \*  
Leonard Marcus  
Ed Marin  
Martin Masters \*

Merit McCrea  
Barry McNelis  
Tom McWilliams  
Rebecca Montgomery  
Robert Myer (representing Neal Abbott)  
Joy Piazza  
Dennis Power  
Laurie Rafferty  
Tony Romasanta  
Marsha Rowland  
Richard Rowland

Karen Shapansky  
Emerson W. Smith \*  
J. Michael Thompson \*  
George Volkos  
John Warnock  
Charles Watson  
Debbie White  
Jerry White (SBSC) \*  
Mark Williamson

\* Also submitted a letter

### **LETTERS ONLY**

Dick Hibbard  
Kim Jones  
Mike Katz  
Cathie McCammon  
Jeffrey Parrish  
Mike Pyzel  
Lee Sandow/Patti Waterfall  
Cheri Savage  
Jane Watkins (Harbor Commission member)  
George Witter



# **APPENDICES**

- A. COASTAL ACT AND LOCAL COASTAL PLAN POLICIES**
- B. AMENDED HARBOR COMMERCIAL ZONE ORDINANCE**
- C. GENERAL PLAN ELEMENT POLICIES**
- D. SLIPS, MOORINGS AND PERMITS AND SLIPS BY MARINA**
- E. 1992 vs. 1982 HARBOR AREA USES**
- F. COMPARISON OF PHASE II ALTERNATIVES AND DRAFT HARBOR MASTER PLAN RECOMMENDATIONS\***
- G. NEGATIVE DECLARATION AND ADDENDUM, SB-09-91**
- H. TRAFFIC AND PARKING STUDIES**
  - Naval Reserve Building Study, June 19, 1995
  - \*Other Historic Structures Reports
- I. DESIGN GUIDELINES**
- J. HISTORIC STRUCTURES REPORTS**
  - Phase II Naval Reserve Building Study, June 19, 1995
  - \*Other Traffic and Parking Studies (Sept. 12, 1991 and October 9, 1991)
- K. TEN YEAR FINANCIAL FORECASTS (1992-2002)**
- L. EXECUTIVE SUMMARY - BREAKWATER RESTAURANT FINANCIAL REPORT**
- M. WATER DEPARTMENT FEE RESOLUTION\***

\* - These appendices are bound separately in the "Harbor Master Plan Technical Appendix" which is available for review at the Waterfront Department Office (113 Harbor Way, Santa Barbara (805) 564-5519) or the Planning Division Office (630 Garden St., Santa Barbara (805) 564-5470).



**Appendix A**

**COASTAL ACT AND  
LOCAL COASTAL PLAN  
POLICIES**

## COASTAL ACT POLICIES

### WATER AND MARINE ENVIRONMENTS

Section 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.

Section 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 encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30233. (a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and, where feasible, mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

- (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.
- (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
- (3) In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland; provided, however, that in no event shall the size of the wetland area used for such boating facility, including berthing space, turning basins,

necessary navigation channels, and any necessary support service facilities, be greater than 25 percent of the total wetland area to be restored.

- (4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities.
- (5) Incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.
- (6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.
- (7) Restoration purposes.
- (8) Nature study, aquaculture, or similar resource-dependent activities.
- (b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable longshore current systems.
- (c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary.

Section 30235. Revetments, breakwaters, groins, harbor channels, seawalls, cliff-retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fishkills should be phased out or upgraded where feasible.

Section 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.

## PUBLIC SERVICES

## OCEAN DEPENDENT ACTIVITIES

Section 30220. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30224. Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

Section 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.

Section 30255. Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland.

## VISUAL QUALITY

Section 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.

Section 30254. New or expanded public works facilities shall be designed and limited to accommodate needs generated by development of uses permitted consistent with the provisions of this division; ...Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

## LOCATING NEW DEVELOPMENT

Section 30250. (a) New development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

Section 30252. The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential of public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

Section 30253. New development shall:

(3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.

(4) Minimize energy consumption and vehicle miles travelled

Section 30255. Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided in this division, coastal-dependent developments shall not be sited in a wetland.

SHORELINE ACCESS

Section 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.

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

Section 30212. Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources; (2) adequate access exists nearby; or (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1-66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.

Section 30212.5. Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

RECREATION

Section 30212.5. Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of over-crowding or overuse by the public of any single area.

Section 30213. (Part) Lower cost visitor and recreational facilities...shall be protected, encouraged, and where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30220. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30221. Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30222. The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Section 30223. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Section 30250. (c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction of visitors.

Section 30240. (b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designated to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

COASTAL ACT POLICIES (continued)

VISITOR-SERVING COMMERCIAL USES

Section 30222. The use of private lands suitable for visitor-serving recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Section 30213. (Part) Lower cost visitor and recreational facilities...shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30250. (c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction of visitors.

## LOCAL COASTAL PLAN POLICIES

### RECREATION

#### Policy 3.5

The City of Santa Barbara shall continue to support efforts by the Redevelopment Agency to provide people moving systems and public parking to meet recreational demand needs, and shall continue to coordinate with the Metropolitan Transit District (MTD) in providing bus scheduling and routes to serve recreational demand along the waterfront.

#### Action:

- Continue to pursue the provision of people mover systems along Cabrillo Boulevard, and from Stearns Wharf up State Street which are routed and scheduled to meet recreational demands as called for by the Redevelopment Plan.

### VISITOR-SERVING USES

#### Policy 4.3

Public amenities which provide unique lower cost visitor-serving experiences, such as the Arts and Crafts Show, channel and boat viewing at the Harbor, and any other special uses shall be protected and encouraged.

### WATER AND MARINE ENVIRONMENTS

#### Policy 6.2

The City will support and encourage the enforcement of all laws enacted for the purposes of preserving and protecting marine resources, maintaining optimum populations of marine organisms, and maintaining the quality of the marine environment for the protection of human health.

#### Policy 6.6

Revetments, seawalls, bulkheads, groins, pipelines, outfalls and other necessary permitted construction shall be designed to eliminate or mitigate to the maximum extent adverse impacts on local shoreline sand supply.

#### Policy 6.7

To avoid the need for future protective devices that could impact sand movement and supply, no permanent above-ground structures shall be permitted on the dry sandy beach except facilities necessary for public health and safety, such as lifeguard towers and restrooms.

### OCEAN DEPENDENT ACTIVITIES

#### Policy 7.1

The Harbor/Wharf complex and its associated recreational facilities shall be considered as the highest priority land use in the waterfront area.

#### Actions

- The waterfront area of the Harbor/Wharf complex shall be rezoned to insure that the Harbor/Wharf complex will be developed in a manner consistent with the policies of the Coastal Act regarding visitor-serving uses and ocean-dependent activities. The zoning classification for this complex shall specify principal permitted uses which are ocean-dependent and related to the maritime use of the Harbor and secondary permitted uses related to visitor-serving recreational activities.

#### Policy 7.2

The Harbor/Wharf complex shall be redesigned and restructured to:

- (1) Protect Harbor/Wharf facilities from southeast storms;
- (2) Reduce Harbor/Wharf shoaling;

#### Actions

- The City shall develop a specific urban design/development plan for the Harbor/Wharf complex which will:
  - (1) Create a breakwater and such other structures as necessary to protect the harbor area.
  - (2) Delineate location of Harbor dependent facilities and uses;
  - (3) Provide adequate circulation for all modes of transportation within the waterfront;
  - (4) Provide limited expansion of facilities for both recreational and commercial boating, with the needs of commercial fishing being given priority;

## LOCAL COASTAL PLAN POLICIES (continued)

- (5) Relocate commercial fishing to the proposed easterly breakwater;
- (6) Improve and where necessary increase Harbor/Wharf facilities, such as boat hoists, launch ramps, ice machines, and fuel stations;
- (7) Establish a design theme for both the Harbor and Wharf structures which reflects a historic maritime setting for the Wharf and a Mediterranean/Hispanic setting for the Harbor;
- (8) A quiet water sailing and recreation area shall be provided west of Stearns Wharf.

### Policy 7.3

Consistent with available land resources and environmental constraints, additional space created within the restructured harbor shall be utilized to:

- (1) Separate commercial fishing and recreational boating facilities;
- (2) Provide additional but limited slip accommodations for both recreational and commercial boating, with the needs of commercial fishing being given priority;
- (3) Insure a visually attractive, people oriented environment; and
- (4) Provide a quiet water space between the wharf and the existing marinas for open water recreation.

### Actions

- Dredge West Beach parallel to the existing sea wall as appropriate to create a quiet water area.
- Explore the possibility of creating an Aquatic Park from the area designated as "quiet water".

### Policy 7.4

The Harbor/Wharf complex redesign and restructuring shall be accomplished only after careful evaluation of the project's:

- (1) Conformance with all applicable local, State and Federal laws and regulations;
- (2) Consistency with all related Coastal Act policies;
- (3) Adequacy of all public services and on-shore support facilities;

- (4) Potential environmental impact of the proposed easterly breakwater and interior harbor improvements, including, but not limited to

- a. Mission Creek and the Central Storm Drain emptying into the Harbor;
  - b. Impact on the littoral drift on sand;
- (5) Economic feasibility and community acceptance.

### Actions

- The specific urban design and development plan must address the problems of:
  - (1) Mission Creek and the central storm drain emptying into the Harbor;
  - (2) Impact on the littoral drift of sand;
  - (3) Public service capacities;
  - (4) Economic feasibility; and
  - (5) Community acceptance.

## VISUAL QUALITY

### Policy 9.1

The existing views to, from, and along the ocean and scenic coastal areas shall be protected, preserved, and enhanced. This may be accomplished by one or more of the following:

- (a) Acquisition of land for parks and open space;
- (b) Requiring view easements or corridors in new developments;
- (c) Specific development restrictions such as additional height limits, building orientation, and setback requirements for new development;
- (d) Developing a system to evaluate view impairment of new development in the review process.

### Actions

- Explore Federal, State, and local funding sources for park and open space acquisition.

## LOCAL COASTAL PLAN POLICIES (continued)

- Delineate view corridor locations on new construction/development plans by additional building limits, building orientation, and setback requirements.
- Establish standards of acceptable view protection to be utilized by developers, City staff, and discretionary bodies to ascertain a project's height, setback, and clustering of buildings.

### 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.

### Action

- The City will work with the utility companies to hasten the under-grounding of utilities in the coastal zone.

### Policy 9.5

All parking facilities shall be screened from public view in a method suggested in the City's Scenic Highways Element of the General Plan.

### Actions

- Adopt a City parking/landscaping ordinance to reflect the above policy.

## PUBLIC SERVICES

### Policy 11.3

The Castillo Street/Cabrillo Boulevard/Shoreline Drive intersection shall be improved to increase the handling capacity for future levels of traffic.

### Action

- The City Public Works Department will monitor this intersection and implement the necessary improvements if traffic queues begin to develop on the approaches to the intersection.

### Policy 11.6

The City shall locate and develop new public and private parking in larger, multi-use facilities wherever feasible in order to minimize street access points, reduce peak parking space requirements, and improve facility control.

### Actions

- As part of the on-going, comprehensive Transportation Management Plan and in conjunction with the Redevelopment Agency, the City shall identify, prioritize, and develop additional public parking facilities in the waterfront area.
- As part of the discretionary review of new private developments in the waterfront area, the City shall encourage the development of multi-use parking facilities and reciprocal access agreements to achieve this policy wherever feasible.

### Policy 11.8

Parking shall be provided for the proposed Stearns Wharf restoration by:

- (1) The future development of new off-street public parking at Santa Barbara Street and Cabrillo Boulevard; and
- (2) New parking on the Wharf, subject to a parking management plan in order to:
  - (a) Prevent queuing or stacking of vehicles on the Wharf or at Cabrillo Boulevard;
  - (b) Eliminate non-user vehicle circulation on the Wharf; and
  - (c) Encourage reasonable turnover of vehicles in the public parking spaces on the Wharf.

### Policy 11.9

The City shall investigate the posting of time limits or the imposition of parking fees for on-street parking in order to:

- (1) Generate revenues to pay for local transportation-related programs; and
- (2) Divert drivers into peripheral parking facilities or alternative transportation modes.

### Policy 11.11

The City shall encourage ride-sharing and car-pooling as a means of minimizing traffic demands in the waterfront.

### Actions

- Tie into the ride-sharing program the Area Planning Council proposes to establish and operate. Carpool applications should be widely distributed and promotional activities performed. Also, a staff member should be designated to be responsible for liaison.
- Assign reserved parking spaces to carpoolers in premium parking areas.

Policy 11.12

The City shall, if feasible, implement the development of a shuttle bus system in the waterfront area as an alternative means of transportation.

Action

- The following Waterfront Area Transportation Study recommendations shall be investigated:

(1) Operate a shuttle bus along State Street that is an extension of the downtown "Peplemover" that connects to the end of Stearns Wharf. Operate with 8 minute headways (time between buses) during peak periods and 20 minute headways during other periods. Operate with shorter headways after a freeway undercrossing of State Street is built.

(2) Operate a Cabrillo Boulevard shuttle bus between City College and Milpas Street. On weekdays the route would loop around City College, and on weekends it would terminate in the City College parking lot on Shoreline Drive. Buses would operate on 8 minute headways during peak periods and 20 minute headways during other periods. The route would be coordinated with the State Street route to provide transfers at the State Street/Cabrillo Boulevard intersection.

Upon completion of grade-separation of State Street, the headways on the Cabrillo Boulevard route would also be reduced to provide even better transit service. The services should be implemented just prior to the opening of a Stearns wharf development.

(3) A shuttle system should be purchased for the waterfront area to provide these services in concert with the transit shuttle bus improvements planned for downtown.

Policy 11.13

The City shall cooperate with the Metropolitan Transit District in improving bus service to the waterfront area and coordinate this service with any future shuttle-bus program.

Policy 11.14

The City shall implement the Bikeway Master Plan in the waterfront area in order to encourage the use of the bicycle as an alternative mode of transportation.

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.

Actions

- The City shall:
  - (1) Give first priority to developing bike lanes on State Street.
  - (2) Design the State Street and Garden Street freeway undercrossings for bicycle movement and amend the Bicycle Master Plan appropriately to include these extensions.
  - (3) If the Castillo Street/U.S. 101 interchange is improved, provisions shall be made for bicycle movements.
  - (4) Consider using State Street as a lower cost alternative to the Master Plan's proposed bike path along Mission Creek south of U.S. 101.
  - (5) Develop the bike path in the Master Plan from Cabrillo Boulevard through Pershing Park to at least Montecito Castillo Street.
  - (6) Site plans for all developments should be reviewed by the City to ensure that good bicycle access is provided to existing and future bike routes.
  - (7) As an extension of the recommended bike rack inventory/installation program for downtown, provide additional public bike racks in the waterfront area. A total of at least 300 bike rack spaces should be provided in the beach and commercial areas.
  - (8) A City-wide bicycle parking ordinance should be adopted.

Policy 11.15

Pedestrian movement and safety should be encouraged and provided for throughout the area.

Action

- Review individual projects or capital improvement projects within the waterfront area to incorporate safe pedestrian movement.

LOCATING NEW DEVELOPMENT

Policy 12.2

New developments within the City's Waterfront Area shall be evaluated as to a project's impact upon the area's:

- (1) Openness;
- (2) Lack of Congestion;
- (3) Naturalness; and
- (4) Rhythm.



**Appendix B**

**AMENDED  
HARBOR COMMERCIAL  
ZONE ORDINANCE  
(SBMC Chapter 28.70)**



## Chapter 28.70

### HC - HARBOR COMMERCIAL ZONE

#### Sections:

**28.70.001 In General.**

**28.70.030 Uses Permitted in the Harbor and Shoreline Area.**

**28.70.050 Building Height Standards.**

**28.70.090 Coastal Zone Review.**

**28.70.131 Development Potential.**

#### **28.70.001 In General.**

The regulations contained in this Chapter shall apply in the Harbor Commercial Zone unless otherwise provided in this Title. The Zone strives to assure that the harbor will remain primarily a working harbor with visitor-serving and ocean-related uses secondary to ocean-dependent uses, and that Stearns Wharf will consist of a mixture of visitor-serving, and ocean-dependent and ocean-related uses. In addition, this zone is intended to provide a desirable environment by preserving and protecting surrounding land uses in terms of light, air and existing visual amenities. (Ord. 4428, 1986; Ord. 4170, 1982.)

#### **28.70.030 Uses Permitted in the Harbor and Shoreline Area.**

In all areas of the Harbor Commercial Zone the following uses are permitted provided that such operations, manufacturing, processing or treatment of products are not obnoxious or offensive by reason of emission of odor, dust, gas, fumes, smoke, liquids, waste, noise, vibrations, disturbances or other similar causes which may impose a hazard to life and property. Within the Harbor Commercial Zone the primary uses listed below shall be the predominant uses for the harbor and shoreline area.

##### **A. Primary harbor uses:**

1. Marinas, boat moorings, marine service stations, boat yard/repair facilities and related activities.
2. Marine-oriented government facilities.
3. Seafood processing.
4. Services necessary for commercial fishing activities, including such facilities as net repair areas, hoists and ice machines and storage areas.
5. Other ocean-dependent uses as deemed appropriate by the Planning Commission.

##### **B. Secondary harbor uses:**

1. Museums and other cultural displays relating to the ocean.
2. Bait and tackle shops.
3. Boat sales, storage, construction and/or repair.
4. Diving gear, boat, surfing and other ocean-related equipment rental.
5. Fast food restaurants, other restaurants, and restaurants with entertainment and meeting facilities used in conjunction with the restaurant.
6. Marine equipment and accessories sales and/or repair.
7. Marine storage.
8. Marine surveyor.
9. Offices of businesses or persons engaged exclusively in ocean-related activities.
10. Public parking lots.
11. Sail manufacturing and/or repair.
12. Seafood sales and processing.
13. Marine oriented specialty and gift shops.
14. Stores which sell liquor, groceries and food which do not exceed 2,500 square feet in gross floor area.

15. Household hazardous waste collection facilities as defined in Section 28.04.295 of this Title and exclusively serving the area within the H-C Zone.

16. Other ocean-related uses as deemed appropriate by the Planning Commission.

##### **C. Stearns Wharf uses:**

1. Art galleries.
2. Bait and tackle shops.
3. Boat sales, storage, construction and/or repair.
4. Diving gear, boat, surfing and other ocean-related equipment rental.
5. Fast food restaurants, other restaurants and restaurants with entertainment facilities used in conjunction with the restaurant.
6. Marine equipment and accessories sales and/or repair.
7. Marine service stations.
8. Marine storage.

9. Marine surveyors.
10. Museums and other cultural displays relating to the ocean.
11. Offices of businesses or persons engaged in ocean-related activities.
12. Sail manufacturing and/or repair.
13. Seafood sales and processing.
14. Specialty and gift shops.
15. Stores which sell liquor, groceries and food which do not exceed 2,500 square feet in gross floor area.

16. Other ocean-dependent, ocean-related and visitor-serving uses as deemed appropriate by the Planning Commission.

**D. Five year review of uses:**

At least once every five (5) years from March 30, 1993, the Board of Harbor Commissioners shall review the extent and nature of the uses existing in the Harbor and shoreline area of the HC Zone and make a recommendation to the Planning Commission regarding the adequacy of ocean-dependent uses (Harbor primary uses) in relation to ocean-related and visitor-serving uses (Harbor secondary uses) in order to assure that the harbor remains a working harbor. A review of the mix of uses may occur at any other time at the direction of the Board of Harbor Commissioners or Planning Commission. Subsequent reviews shall be at five (5) year intervals thereafter. The Coastal Commission shall receive a copy of the recommendation and accompanying background materials associated with each review. (Ord. 4825, 1993; Ord. 4808, 1993; Ord. 4428, 1986; Ord. 4170, 1982.)

**28.70.050 Building Height Standards.**

Two (2) stories not to exceed thirty (30) feet. (Ord. 4428, 1986; Ord. 4170, 1982.)

**28.70.090 Coastal Zone Review.**

All development in the Coastal Overlay Zone S-D-3, is subject to review pursuant to Section 28.45.009 of this Code. (Ord. 4428, 1986; Ord. 4170, 1982.)

**28.70.131 Development Potential.**

Notwithstanding any provision of law to the contrary, no application for a land use permit for a nonresidential construction project will be accepted or approved on or after December 6, 1989 unless the project complies with the provisions outlined in General Provisions, Development Plan Approval, Section 28.87.300. (Ord. 4670, 1991.)

**Appendix C**

**GENERAL PLAN POLICIES**

**CONSERVATION ELEMENT**

**OPEN SPACE ELEMENT**

**SCENIC HIGHWAYS ELEMENT**

**CIRCULATION ELEMENT**

## GENERAL PLAN POLICIES

### CONSERVATION ELEMENT

#### Marine Resources

Policy

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

Policy

Intertidal and marine resources shall be maintained or enhanced.

#### Implementation Strategies

- Post Fish and Game laws on the taking of intertidal organisms at beach access points and encourage vigorous enforcement of those laws by the appropriate agency.
- Prohibit off-shore dumping of sediments near kelp beds or reefs.
- Conduct a study to determine disposal sites for dredged material such that the material can aid in beach replenishment without significantly impacting major marine resources.
- Continue monitoring of organisms at the sewage outfall in conjunction with the Coastal Water Research Project. Such monitoring will be used to determine the environmental impact of Santa Barbara's sewage outfall over a long term.
- Conduct a feasibility study on the construction of wastewater reclamation facilities, provided this can be accomplished without significant degradation of the groundwater basin.

Policy

The biotic resources of the Harbor shall be maintained, so far as possible within the framework of the LCP and other Harbor Restoration plans.

#### Implementation Strategies

- Construction which would substantially decrease the current rate of tidal flushing in the Harbor should be avoided if feasible alternatives are available.

- Continue the study of littoral sand drift with the objective of developing feasible alternatives to additional breakwater construction to reduce sand deposition in harbor channels.
- Evaluate the feasibility of onshore boat storage and pull-out facilities as an alternative to harbor expansion.
- Provide for onshore disposal of toxic wastes from shipyard facilities.

### VISUAL QUALITY

#### Goals

Restore where feasible, maintain, enhance and manage the creekside environments within the City as visual amenities, where consistent with sound flood control management and soil conservation techniques.

Prevent the scarring of hillside areas by inappropriate development.

Protect and enhance the scenic character of the City.

Maintain the scenic character of the City by preventing unnecessary removal of significant trees and encouraging cultivation of new trees.

Protect significant open space areas from the type of development which would degrade the City's visual resources.

#### Policies and Implementing Actions

1. Development adjacent to creeks shall not degrade the creeks or their riparian environments.
3. New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City.
- When the Local Coastal Program is finalized, this element should be revised, as needed to preserve and enhance the Harbor, shoreline, and other coastal resources.

## OPEN SPACE ELEMENT

5. Significant open space areas should be protected to preserve the City's visual resources from degradation.

- Parks and other public lands which provide panoramic views or scenic vistas, especially those at higher elevations, shall be protected and maintained for the enjoyment by the public.

### GOAL

The purpose of this open space element and the goal that it seeks to attain is elemental. It is to protect the character of Santa Barbara, as defined in the section of this report on principles and goals, by conserving and providing significant open and natural landforms through and around the community.

There are many overlaps between open space and other community features which share the goal of conserving the Santa Barbara character. The protection of mature trees on private property, the landscaping of major developments, the policies on architectural and sign control, and many other subjects in the General Plan serve a function parallel with that of open space. Only those segments of open space meeting the criteria of city-wide significance are discussed here.

### CATEGORIES OF OPEN SPACE

The open space segments fall into several categories because of the differences in their natures, manner of usage, maintenance and methods of implementation. The "Ocean" and "Mountain" categories are perhaps so obvious as to be taken for granted and escape specific notice. To overlook them, however, would be a mistake, for they could be significantly compromised.

#### The Ocean

As an open space, the ocean has a profound effect on Santa Barbara and on all coastal communities. Much of Santa Barbara's activities are oriented to it. It has already been partially despoiled by oil exploration, drilling and extraction.

It must be firmly resolved and all possible actions taken by the City to gain the reversion of the ocean to its original state and to limit uses of the ocean to those natural to it, (such as fishing and boating).

As an open space category the ocean extends from the horizon in to the surf and to the harbor. From there inshore, the surf, beach and quiet water areas are covered in the Shoreline category.

#### Shoreline

The Shoreline consists of the surf, the harbor, harbor facilities, beaches, bluffs and adjacent park areas. The shoreline complex is an actively used open space, but is also important visually to the community. The protection and development of the shoreline area is covered in the Harbor and Shoreline section. The preservation of the shoreline as an open space will require care in the types of improvements that are allowed to be sure that the natural qualities are not destroyed or obscured. The Harbor and Shoreline discussion notes that excessive development for one particular group of users could easily deprive the community as a whole of the shoreline as an open space.

SCENIC HIGHWAYS ELEMENT

IMPLEMENTATION

Ocean

1. Continue efforts to prohibit new oil exploration, drilling and production in the channel and to cause the termination of existing leases and the removal of platform structures. Permit the continuation of drilling or production only as proved necessary for remedial purposes.
  2. Establish and enforce a high water quality standard.
  3. Prohibit the use of the channel as a shipping lane for oil tankers and other vessels which present a potential threat of pollution from accidents or other causes.
- Shoreline
1. Determine need for access to the shoreline. Acquire necessary rights-of-way by January 1, 1975.
  2. Improve all access routes to the Shoreline by July 1, 1977.
  3. Prohibit the installation of any improvements which would change the nature of the tidal beaches at the base of the Mesa bluff.
  4. Examine methods of preventing cliff erosion and institute any programs found to be effective.
  5. Delineate all public beach areas and dedicate them for public open space and recreation purposes by July 1, 1973.

Potential State Scenic Highways

Two highway routes within the City, one urban and one semi-rural have potential for the state scenic highway program. However, because each is a secondary state highway, neither is presently listed on the master plan of eligible state highways. Because both routes meet the standards of the State Scenic Highways Advisory Committee for eligible state highways, eligibility can be established by requesting that the Committee consider and include both in the master plan. A description of these routes, with a discussion of land use controls, and planning design, and maintenance standards follows:

I. Cabrillo Boulevard (225) from 101 to Castillo Street.

a. Description:

East Cabrillo Boulevard begins at the 101 freeway near the Montecito border. The road curves past the bird refuge and Child's Estate on the north, and the Santa Barbara Cemetery and Clark Estate on the south. A separated bikeway parallels the boulevard, winding around the bird refuge. At Minos Drive, Cabrillo widens to ninety feet. On the north side are the East Beach Condominium complex, the Mar Monte Hotel, and other similar hotel and motel development. On the south, Cabrillo Boulevard borders East Beach, Palm Park, and the Santa Barbara Channel. The expansive view of the beach and water through the tall palm trees looks west toward Stearns Wharf and the harbor. This panorama is one of Santa Barbara's most treasured scenic resources.

At Punta Gorda Street, Cabrillo Boulevard passes the Southern Pacific Round House, a building of historic value which may be preserved. Beyond the Round House to Santa Barbara Street, the Boulevard offers a continuing view of the Channel to the south. Shrubbery screens an undeveloped area to the north along this portion, creating a naturally landscaped effect until the more developed portion of Cabrillo begins. At Santa Barbara Street, the Chart House Restaurant on the north, initiates the urbanized area of Cabrillo. Both the Chart House and another restaurant, the Espana, are of special interest because they contribute to the

## GENERAL PLAN POLICIES (continued)

attractive urban scene. On the south, Stearns Wharf extends out from the shoreline opposite State Street. Cabrillo Boulevard's intersection with State Street is the center of the tourist vicinity, which continues on with restaurants and motels on the northern side until Castillo Street. West beach and the harbor are visible to the south, providing a scene of sailboats and docks, as Cabrillo Boulevard ends.

### Land Use Controls:

Along with other points of interest in the City, Cabrillo Boulevard is a major tourist attraction and should be preserved for visitors and residents as an urban scenic highway.

Land use regulations consistent with the policies of the General Plan should be in effect over the entire corridor. There are two areas on Cabrillo Boulevard, however, which are not in conformance at the present time. The first is an area north of Cabrillo Boulevard from Chapala Street to approximately Santa Barbara Street, designated in the General Plan for hotel and related commerce, which is presently zoned for commercial and manufacturing uses. Under the C-2 and C-M zoning, inappropriate land uses such as auto repair or retail and wholesale service activities could occur. The second is an adjacent area, also north of Cabrillo Boulevard, from Santa Barbara to Punta Gorda Street, designated in the General Plan for hotel and residential development. It is presently zoned M-1 for manufacturing uses and should be rezoned to enable proper development to take place. These areas are within the Central City Redevelopment Project study area and may be rezoned upon specific land use recommendations resulting from the study.

Although there are height restrictions for hotel and motel development, setback requirements are minimal. Because the second area is a prime site for some type of hotel

facility, it is recommended that appropriate setback requirements be established, and that a height-setback relationship be created in such a manner that any future development does not obstruct views of scenic resources or infringe on the open quality of the corridor. In addition to setbacks, it is recommended that building separations be required to provide significant open spaces and to control the intensity of development. Excellence in landscape, architectural, and construction designs should be encouraged for this hotel site, as well as for the proposed redevelopment of Stearns Wharf. Both facilities must be considered visually important elements within the highway corridor, and should therefore be in keeping with the cityscape and skyline. Along with any other commercial development on Cabrillo Boulevard, these facilities should reflect the density, tempo, and activities of the population.

The size, height, number and type of on-premise restaurant, motel and other commercial advertising signs allowed on Cabrillo Boulevard should be the minimum necessary for identification. Both on-premise and off-site signs should be strictly controlled by the Architectural Board of Review in the scenic highway corridor. Their design and location should relate to the surrounding environment. The Architectural Board of Review's control over building colors should be expanded to cover repainting not only within the scenic highway corridor but throughout the entire city.

The public right-of-way should be landscaped, where appropriate. Mission Creek, passing under Cabrillo Boulevard near State Street, is presently an eyesore. The creek should be improved and landscaped.

### c. Planning, Design, and Maintenance Standards:

The essence of Cabrillo Boulevard as a scenic drive is its proximity and exposure to the shoreline. The City is considering enhancing the shoreline through the expansion of Fair Park in order to provide recreational features such as bikeways, walkways, picnic areas and parking areas with-

## GENERAL PLAN POLICIES (continued)

in uncrowded, generous spaces. The park is heavily used on the weekends, and additional space is necessary to reduce the density.

In order to accomplish this expansion, it has been suggested that the beach area beyond Palm Park be widened. Methods to expand oceanward, to the south, should therefore be investigated. Such an expansion could also be accomplished by widening the Park northward. This latter type of expansion requires the realignment of Cabrillo Boulevard. The designation of a scenic highway is based on that which can be seen by the traveler in relation to the corridor adjacent to the highway. Therefore, adequate standards for the planning, location, and design of the Cabrillo Boulevard realignment, if that occurs, should be applied in order to take advantage of the best scenic values within the corridor.

Toward this end, planning and design for Cabrillo Boulevard should provide for roadside parking areas and lookouts wherever scenic vistas are warranted. Parking areas on the ocean side should be designed and treated in such a way as to preserve the view of the shoreline from the highway. A good example of such design can be found in Shoreline Park, where lots are depressed and landscaped so that their impact on the scenic vista is minimized. On-street parking should be prohibited on Cabrillo Boulevard east of State Street. West of State Street, to Castillo Street, on-street parking should be removed on the ocean side of Cabrillo. The varied needs of parkers in the area between State Street and the Harbor presently conflict, and need to be studied as part of an overall shoreline plan already recommended in the General Plan.

Night views from Cabrillo Boulevard are also treasured as scenic resources by residents and visitors alike, and should be protected. If Cabrillo Boulevard is realigned, the street lighting installed should be more

traditional. Lighting standards in keeping with the image of the City should replace those existing, which now lend a "freeway" feeling to the drive.

Finally, Senate Bill 1467 states that the Department of Transportation shall give special attention to the highway's visual appearance. Therefore, in addition to improved planning and design standards, a scenic highway designation insures that Cabrillo Boulevard will receive a superior maintenance program.

## CIRCULATION ELEMENT

### GOALS OF THE COMPREHENSIVE TRANSPORTATION PROGRAM

All future transportation programs shall be geared toward providing a coordinated, congestion-free, safe, convenient and aesthetically pleasing circulation system for the movement of people and goods. To accomplish this overall goal and avoid additional congestion of streets caused by increases in traffic, emphasis shall be placed on alternative transportation modes and efforts to use more efficiently the existing facilities through street improvements.

The implementation of this overall goal shall be through the adoption of the following specific goals for the Circulation Element:

- o Street circulation system - To develop an efficient street circulation system that is capable of accommodating a reasonable level of increase in future traffic, with priority given to providing a visually attractive street system sensitive to environmental constraints.
- o Parking - To ensure the provision of an adequate supply of private and public offstreet parking to meet local needs and minimize congestion on arterial streets.
- o Alternative transportation modes - To encourage, and where appropriate require the use of alternative transportation modes, including non-motorized modes, through every means available and with equal emphasis to that accorded street circulation improvements.
- o Safety - To maximize the safety of the transportation system.

The goals and policies of the Circulation Element shall be implemented in coordination with other agencies.

### POLICIES OF THE COMPREHENSIVE TRANSPORTATION PROGRAM

The following policies and implementation strategies shall be pursued by the City to ensure that the transportation program is supportive of the goals of this Circulation Element:

#### Street Circulation System Policies

- 1.3 Maintenance of acceptable levels of service at City Intersections shall be the key criterion for evaluation of new development proposals. The upper limit of the level of service "C" range (maximum volume-to-capacity ratio of 0.80 or no more than 25.0 seconds average stopped delay per vehicle) is defined as the maximum acceptable operating conditions during peak hours at signalized intersections.

New developments are only appropriate where they can be implemented without degrading operating conditions at any intersection to below level "C", or where reasonable and enforceable mitigation measures can be implemented by the development to meet these level of service goals.

- 1.5 Street widenings shall only be considered as a mechanism to increase capacity when all alternative means for increasing capacity within the existing roadway cross-section, such as parking prohibitions, have been exhausted.
- 1.6 The City shall ensure that the street system is visually and aesthetically pleasing.
- 1.6-1 Improvement plans requiring Architectural Board of Review or Landmarks Committee consideration shall be reviewed as to the following:

- \* The addition of street trees shall be included in all improvement projects, where feasible.
- \* Whenever bridges or culverts are proposed, said facilities shall be designed with consideration to their appearance and to compatibility with the surrounding neighborhood.

- 1.9 The City shall work cooperatively with Caltrans and other agencies to achieve the Street Circulation System Policies, particularly where it relates to Earl Warren Showgrounds, the Airport, UCSB and Santa Barbara Community College.

#### Parking Policies

- 2.1 The City shall ensure that new developments, including those projects that involve a change of use, provide for adequate offstreet parking to satisfy their parking demands that are unmet by other parking programs. In reviewing parking requirements, structures designated as Landmarks or Structures of Merit shall be given special consideration and individualized Transportation System Management programs shall be an option. The City shall also ensure that the developments provide for the implementation of programs to encourage the use of alternative modes of transportation.

- 2.2 The City shall continue to pursue the development of public parking facilities.

- 2.3 Onstreet parking shall be removed from all primary arterials when determined necessary by the City Transportation and Parking Manager to eliminate safety conflicts, increase capacity or further the implementation of other policies contained in this Element. On primary arterials, the movement of traffic is of higher priority than the provision of onstreet parking.

GENERAL PLAN POLICIES (continued)

- 2.4 For streets other than primary arterials, parking may also be removed when necessary to further the implementation of other policies contained in the Element. The removal of onstreet parking shall be evaluated in terms of its usage by adjacent properties and the availability of alternative nearby offstreet parking facilities. All modes of transportation shall be afforded equal weight when evaluating the use of an existing parking lane for an alternative use, such as for a through travel lane, a bicycle lane or transit stop.
- 2.5 The City shall develop comprehensive parking management plans for areas of the City where there are existing or anticipated parking problems, or where there is a need to control parking and/or travel.

Alternative Transportation Policies

- 3.1 The City shall facilitate the use of the bicycle as a significant mode of transportation in the City.
- 3.2 The City shall provide for a safe and convenient circulation system for pedestrians which is also accessible to handicapped, elderly and blind individuals.
- 3.3 The City shall encourage the coordination of public and private transportation modes in a coordinated and efficient transportation system.
- 3.4 The City shall encourage an aggressive ride sharing program and other mechanisms to reduce dependence on single-occupant automobiles as a primary transportation mode.
- 3.5 The City shall work co-operatively with other agencies to increase the use of alternative transportation modes.

**Appendix D**

**SLIPS, MOORINGS AND  
PERMITS  
1992**



Appendix D  
SLIPS, MOORINGS AND PERMITS

Revised 6/2/92

SLIP SIZE	NUMBER
20'	72
25'	243
28' (1.)	161
30' (2.)	128
35'	220
40'	73
43'	30
45'	18
50'	14
51'	19
60'	14
End Ties (58'-108')	21
Side Ties (varied lengths) (3.)	25
Fish Floats (Fishing)	24
Fish Float (Brokers) (4.)	2
SUB-TOTAL - SLIPS IN MARINAS* (5.)	1064
OTHER	
Moorings	12
Catamaran Beach permits (Leadbetter East)	60
Skiff row permits	50
SUB-TOTAL - OTHER	122
TOTAL SLIPS, MOORINGS AND PERMITS	1186

\* Includes visitors slips held by the Harbormaster (# varies). Does not include commercial operator slips: boat rentals, C.U.D.A. lease, sportfishing/charters (Sea Landing), S. B. Youth Foundation, S. B. Drydock, Maripro, Marine Mammal Center, etc.

**Notes:**

1. A slip was misclassified as 30' when actually 28' (confirming measurement made 6/2/92).
2. Decreased by one slip. Mismeasured a 28' slip (see above).
3. (1) 18' side tie created in previously unused corner of marina 3. Assigned designation of 3ST2. Since the rebuilding of marina 3, the new dock layout altered the original designations.
4. Broker slips created from unused area (previously skiffs would tie there) of Fish Float 2. This done effective 9/1/90 by S. Lewis.
5. This sub-total differs from the previous count due to 4 end ties with (2) accounts.

**SANTA BARBARA HARBOR**  
**Slips by Marina**  
**June 24, 1992**

Slip Size	Slip Number	
<b>MARINA 1</b>		
25'	148	
30'	128	
35'	138	
40'	73	
50'	14	
60'	14	
End ties	15	
<b>TOTAL, MARINA 1</b>	<b>528</b>	
<b>MARINA 2</b>		
20'	72	
25'	68	
35'	20	
45'	18	
End Ties	2	
Side Ties	7	
<b>TOTAL, MARINA 2</b>	<b>187</b>	
<b>MARINA 3</b>		
25'	27	
28'	181	
End Ties	3	
Side Ties	10	
<b>TOTAL, MARINA 3</b>	<b>201</b>	
<b>MARINA 4</b>		
35'	64	
43'	30	
51'	19	
End Ties	1	
Side Ties	1	
<b>TOTAL, MARINA 4</b>	<b>115</b>	
<b>MARINA 0</b>		
Side Ties	7	
Fish Floats	24	
Yacht Broker	2	
<b>TOTAL, MARINA 0</b>	<b>33</b>	
<b>HARBOR SLIP TOTAL</b>		<b>1084</b>

**Appendix E**

**1992 vs. 1982  
HARBOR AREA USES**



**Appendix E**  
**1992 vs. 1982 HARBOR AREA USES**

<b>OCEAN DEPENDENT</b>				
<b>1992 Use</b>	<b>Sq. Ft.</b>		<b>1982 Use</b>	
<b>Name</b>	<b>Bldg.</b>	<b>Lease</b>	<b>Change in Use?</b>	<b>Comments/Notes</b>
City Offices/Maintenance	3,612		No	Harbormaster's office and Harbor maintenance shop
Marine Mammal Center		2,500	---	Nothing there before 1985
Boatyard	1,320	25,305	No	
SB Boat Rentals		8,721	No	
SB Drydock		2,964	No	
SB Sailing Club		7,425	No	Dry boat storage yard
SB Yacht Club	6,789	67,875	No	Some of this may be considered ocean related
SB Youth Foundation		2,500	No	
Science Applic./Maripro		11,063	No	
Sea Landing	1,000	20,857	No	
Seashells, catamarans, outriggers		4,500	No	Storage on the beach
Union Service Station		4,456	No	
UCSB Sailing Facility		5,100	No	
<b>SUBTOTAL</b>	<b>12,721</b>	<b>163,266</b>		

<b>OCEAN RELATED</b>				
<b>1992 Use</b>	<b>Sq. Ft.</b>		<b>1982 Use</b>	
<b>Name</b>	<b>Bldg.</b>	<b>Lease</b>	<b>Change in Use?</b>	<b>Comments/Notes</b>
Argonaut Yacht Sales	572		No	
Private Office (author)	202		No	Was law offices
Carter's Sportfishing	729		No	
Classroom	782		Yes (to more ocean related use)	Was law offices
Coast Chandlery	4,300		No	Small addition
Marine Surveyor	169		No	
Marina Mail Center	156		Yes (still ocean rel.)	Was Pacific States Seafood Office
Oceanaire Elect.	520		No	
Offshore Support Services	338		No (same types of uses previously)	Was Educational Sailing Yacht Maintenance Co.
Offshore Tanker Service	1,079		No	Had 169 sf downstairs and 741 sf upstairs plus 338 sf for Metson Marine Alaska
SB Abalone (processor)	600		Yes (still ocean rel.)	Commercial Fishing Storage
Emporium	936		Yes	Was sailmaker
Seacoast Yacht Sales	521		No	
SB Sailmakers	936		No	
Transpac Marine	438		Yes (still ocean rel.)	Was Comm. Fishing Storage

**Attachment E (cont.)**  
**1992 vs. 1982 HARBOR AREA USES**

<b>OCEAN RELATED (continued)</b>				
<b>1992 Use</b>	<b>Sq. Ft.</b>		<b>1982 Use</b>	
<b>Name</b>	<b>Bldg.</b>	<b>Lease</b>	<b>Change in Use?</b>	<b>Comments/Notes</b>
USCG Auxiliary	---		---	Building burned down in August 1992
Underwater Sports	865			
<b>SUBTOTAL</b>	<b>13,143</b>	<b>0</b>		

<b>VISITOR SERVING</b>				
<b>1992 Use</b>	<b>Sq. Ft.</b>		<b>1982 Use</b>	
<b>Name</b>	<b>Bldg.</b>	<b>Lease</b>	<b>Change in Use?</b>	<b>Comments/Notes</b>
Breakwater Restaurant	1,390	1,849	No	
Brophy Bros Restaurant	2,038		No	Was John Dory Restaurant; had small addition
Galley Shop	522		No	
Harbor Market	676		No	
Minnow Cafe	228		No	
Shirts, Inc.	480		Yes	Was Transpac Marine
Fish Market	228		No	
<b>SUBTOTAL</b>	<b>5,562</b>	<b>1,849</b>		

<b>OTHER USES</b>				
<b>1992 Use</b>	<b>Sq. Ft.</b>		<b>1982 Use</b>	
<b>Name</b>	<b>Bldg.</b>	<b>Other</b>	<b>Change in Use?</b>	<b>Comments/Notes</b>
Naval Reserve Bldg.	17,500		No	
<b>SUBTOTAL</b>	<b>17,500</b>	<b>0</b>		

<b>TOTAL</b>	<b>Sq. Ft.</b>	
	<b>Bldg.</b>	<b>Other</b>
<b>Ocean Dependent</b>	<b>12,721</b>	<b>163,266</b>
<b>Ocean Related</b>	<b>13,143</b>	<b>0</b>
<b>Visitor Serving</b>	<b>5,562</b>	<b>1,849</b>
<b>Other</b>	<b>17,500</b>	<b>0</b>
<b>TOTAL</b>	<b>48,926</b>	<b>165,115</b>

## APPENDIX E (cont.)

### DEFINITIONS

**OCEAN DEPENDENT USES** are marinas, boat moorings, marine service stations, boat yard/repair, marine oriented gov't facilities, commercial fishing support (including net repair, hoists and storage), and other ocean-dependent uses deemed appropriate by the Planning Commission (SBMC 28.70.030.1). For the purposes of this report, boat rentals are considered ocean dependent as they lease water and dock area and boatyard and repairs are listed as primary and secondary uses, so assumed to be ocean dependent also.

**OCEAN RELATED USES** are museums relating to the ocean, bait and tackle shops, boat sales, storage, construction and/or repair, diving gear, boat and other ocean-related equipment rental, marine equipment and accessories sales and/or repair, marine storage marine surveyor, ocean-related offices, public parking lots, sail manufacturing and/or repair, seafood sales and processing, and other uses deemed appropriate by the Planning Commission. For the purposes of this report, fish processors are listed as primary and secondary uses, and are assumed to be ocean related. The Mail Center is also assumed to be ocean related.

**VISITOR SERVING USES** are restaurants, marine oriented specialty and gift shops and small markets.



**Appendix G**

**HARBOR MASTER PLAN  
NEGATIVE DECLARATION  
AND ADDENDUM  
SB-09-91**

**Prepared by:**

**City of Santa Barbara  
Planning Division  
PO Box 1990  
Santa Barbara, CA 93102  
(805) 564-5470**





# City of Santa Barbara California

## MEMORANDUM

**DATE:** July 31, 1995  
**TO:** All Interested Parties  
**FROM:** Planning Division  
**SUBJECT:** ADDENDUM TO NEGATIVE DECLARATION: HARBOR MASTER PLAN  
(SB-09-91)

### BACKGROUND:

On March 23, 1993, the City Council adopted the Negative Declaration prepared to address the Harbor Master Plan. The Negative Declaration assumed that the improvements included in the Harbor Master Plan would be carried out during the planning period of 1993 through 2002. Since that time, several changes have occurred that need to be incorporated into the Plan:

**Coastal Commission Approval:** The Harbor Master Plan was reviewed by the California Coastal Commission on August 10, 1994 and approved subject to several minor changes. These changes relate primarily to adding interpretive signage, keeping walkways clear of tables and displays and the type of vegetation which may be placed along the seawall near Cabrillo Boulevard. Several policies and actions of the Harbor Master Plan need to be amended to incorporate these required changes.

**City Acquisition of the Naval Reserve Building:** During the drafting of the Harbor Master Plan, the City and Navy were negotiating the City's acquisition of the Naval Reserve Building. On August 17, 1994, the City officially acquired the building. To simplify and clarify the Harbor Master Plan, all references to the building should state that it is owned by the City.

**Size and Uses in the Naval Reserve Building:** The Naval Reserve Building was originally proposed to have an addition of 6,500 sq. ft., to bring the total to 24,000 sq. ft. After a public workshop held on December 12, 1994, and further study, the addition to the building is no longer proposed. The proposed uses will include a restaurant of approximately 7,500 sq. ft. (including 2,600 sq. ft. of existing exterior decks), a maritime museum, ocean related offices (NOAA, etc.), public meeting rooms and a small amount of retail. The Waterfront offices that were originally planned to be in the building will be located

elsewhere in the Harbor Commercial area. The change in the uses have been reviewed by a traffic and parking consultant and the results of that study are incorporated into the revised Plan.

**Naval Reserve Building designation as a Landmark Structure:** The Naval Reserve Building was officially designated a Landmark Structure by the City Council on May 9, 1995. Changes proposed to the Naval Reserve Building have been evaluated by an architectural historian and the Historic Landmarks Commission. The findings of the historical evaluation and the Landmarks Commission are incorporated into the Plan.

**Delay in Waterfront-wide Traffic and Parking Study:** Action ACC-1.1 currently requires that a Waterfront-wide traffic and parking study be initiated within one year of approval of the Harbor Master Plan. Several major improvements are planned in the Waterfront between now and 1997, including changes to the Castillo/Montecito intersection and the extensions of Garden and Salsipuedes Streets. Until the improvements are complete, the findings of a areawide traffic and parking study would be based on forecasts of probable distribution, rather than on what traffic patterns actually emerge. Therefore, it is proposed that the study be initiated within one year of completing those three improvements or by December 31, 1998, whichever comes first. This information must be incorporated into Action ACC-1.1 of the Plan.

**Change in 10 Year Planning Period to 1995 - 2004:** As the Harbor Master Plan has not received final approval, the planning period has been extended to cover the 10 year period following the Plan's final approval.

## **DISCUSSION:**

An Addendum to the Harbor Master Plan Negative Declaration has been prepared as allowed under Section 15164 of the California Environmental Quality Act (CEQA) Guidelines. The relevant portions of Section 15164 read as follows:

.....

- (b) *An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary.*
- (c) *An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.*
- (d) *The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.*

The Environmental Analyst has concluded that an Addendum to the Harbor Master Plan Negative Declaration is the appropriate document to recognize the proposed changes in the Plan pursuant to Section 15164 of the CEQA Guidelines. This conclusion is based on the following:

- The most important change to the Harbor Master Plan in terms of potential environmental impacts is the size and uses proposed for the Naval Reserve Building. The potential traffic and parking impacts have been analyzed by Associated Transportation Engineers and City Transportation and Planning Staff and, while the number of peak hour trips is expected to increase, the level of traffic and parking impact will not change. The Negative Declaration already recognizes that the Plan's impact on the Castillo/Montecito intersection will be significant until programmed improvements are completed. These improvements are expected to occur by May 1996, thus significant traffic impacts should not occur.
- Preservation Planning Associates has evaluated the proposed exterior changes to the Naval Reserve Building and found these to be acceptable, subject to some minor conditions. The Historic Landmarks Commission has concurred with that finding.
- The circumstances under which the Harbor Master Plan is being undertaken have not changed significantly in that the environmental setting remains substantially unchanged. As noted above, the Negative Declaration already recognizes the Plan's impacts on the Castillo/Montecito intersection.
- The only change to the "environment" relates to the May 3, 1993 listing of the Western Snowy Plover as a Threatened Species under the Endangered Species Act. The Negative Declaration recognized that this action was possible and states that any proposed project in the area should be reviewed for potential impacts to the plover population. As a candidate for listing and now a listed species, projects may impact the plover are subject to review by the U.S. Fish and Wildlife Service (USFWS). The USFWS may require mitigation measures to be imposed on any project to reduce impacts on the bird to acceptable levels.
- The proposed change in the time period covered by the Plan from 1993 - 2002 to 1995 - 2004 will not result in new significant effects that were not previously discussed. Transportation Staff has reviewed the updated traffic and parking report and found that it covers the 2002 to 2004 period. The impacts will not be substantially more severe and the feasibility of mitigation measures has not changed. In addition, there are no new mitigation measures that could reduce the impacts.

## CONCLUSION:

The Addendum includes changes to the Project Description and additions to three sections of the Negative Declaration: Archaeological Resources, Biological Resources and Traffic, Circulation and Parking. These changes are shown in the following Negative Declaration Addendum.

[J:\...UHV\HMP\HMP-ND.MEM]

## ADDENDUM PROJECT DESCRIPTION CHANGES

There are several changes to the Harbor Master Plan that are being proposed to meet the requirements of the California Coastal Commission and at the request of the City of Santa Barbara. These changes are:

- **Coastal Commission Approval:**

The Harbor Master Plan was reviewed by the California Coastal Commission on August 10, 1994 and certified subject to several minor changes. These changes relate primarily to adding interpretive signage, keeping walkways clear of tables and displays and the type of vegetation which may be placed along the seawall near Cabrillo Boulevard. The following changes to policies and actions are proposed to address the requirements imposed by the Coastal Commission:

**Policy SERV-4      Improve access to the Harbor area.**

**Action SERV-4.1      Improve Harbor Way to better accommodate vehicles, pedestrians and bicycles, including, but not limited to:**

.....

**f.      Avoid displays of merchandise and eating areas which impede access on public walkways.**

**g.      Unless it is determined to be physically or legally not possible, provide an improved accessway between the walkway and the beach between the Yacht Club and the Breakwater.**

**Policy REC-1      Provide passive and active recreation areas throughout the Wharf and Harbor areas, particularly lower cost recreational activities.**

.....

**Action REC-1.2      Consider adding native dune landscaping and incidental improvements such as picnic tables, benches, or wooden boardwalks ~~lawns~~ for passive recreation use on West Beach adjacent to the seawall along Cabrillo Boulevard.**

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

.....

**Action MAR-1.7      Within one year of the approval of the Harbor Master Plan, an interpretive sign program shall be developed to protect and interpret natural and historical features in the Harbor, breakwater and sandspit areas.**

**Policy MAR-2      Alternatives to construction of breakwaters and other shoreline structures and dredging shall be considered and permitted, if**

**feasible, to reduce sand deposition in the Harbor.** Dredging shall be permitted to maintain existing or restore previously dredged areas and, dredging and spoils disposal shall be planned and carried out in accordance with governing agencies' requirements. Dredge spoils suitable for beach replenishment shall be used for such purposes whenever possible.

.....

**Action MAR-2.4** Continue support for the BEACON beach management strategy including nourishment and sand bypassing. Continue to participate in the BEACON study and implementation; Continue to participate in studies with the Army Corps of Engineers and others to solve sand accretion problem.

**Action MAR-2.6** Continue to support monitoring of shoreline processes to define existing and future erosion rates and sediment and sand budgets.

- **City Acquisition of Naval Reserve Building:**

During the drafting of the Harbor Master Plan, the City and Navy were negotiating the City's acquisition of the Naval Reserve Building. On August 17, 1994, the City officially acquired the building. To simplify and clarify the Harbor Master Plan, all references to the building should state that it is owned by the City as follows:

**Policy DEP-5** Ocean related facilities and uses shall be encouraged in order to support ocean dependent uses and activities.

**Action DEP-5.1** Once If the Naval Reserve Building is acquired and improved by the City, it shall be operated in a self supporting manner.

**Action DEP-5.2** ~~If the Naval Reserve Building is acquired by the City, t~~ The following types of uses shall be provided in the Harbor Commercial area:

.....  
**Action DEP-5.3** ~~If the Naval Reserve Building is acquired by the City, t~~ The Breakwater Restaurant shall be retained with a new restaurant (with 3,500 sq. ft. of interior space and a 1,000 sq. ft. deck) to be provided in the Naval Reserve Building.

**Policy ACC-2**      **Public access from the nearest public roadway to the shoreline and along the coast shall be provided.**

.....  
**Action ACC-2.5**      If When the City acquires and improves the Naval Reserve Building, add pedestrian access adjacent to ~~the south of~~ the Naval Reserve Building from Harbor Way to the Breakwater.

- **Size and Uses in Naval Reserve Building:**

The Naval Reserve Building was originally proposed to have an addition of 6,500 sq. ft., to bring the total to 24,000 sq. ft. After a public workshop held on December 12, 1994 and further study, the addition to the building is no longer proposed. The proposed uses will include a restaurant of approximately 7,500 sq. ft. (including 2,600 sq. ft. of existing exterior decks), a maritime museum, ocean related offices (NOAA, etc.), public meeting rooms and a small amount of retail. The Waterfront offices that were originally planned to be in the building will be located elsewhere in the Harbor Commercial area. Action DEP-5.2 lists the type of uses that should be allowed in the Harbor Commercial area, including in the Naval Reserve Building. No change to this action is needed since the proposed uses are basically unchanged. However, office space will be substantially reduced and the total restaurant square footage will be increased from 4,500 sq. ft. to 7,500 sq. ft.. One action has been changed to reflect the proposed changes to the restaurant in the Naval Reserve Building:

**Policy DEP-5**      **Ocean related facilities and uses shall be encouraged in order to support ocean dependent uses and activities.**

.....  
**Action DEP-5.3**      ~~If the Naval Reserve Building is acquired by the City, t~~ The Breakwater Restaurant shall be retained with a new restaurant ~~(with 3,500 sq. ft. of interior space and a 1,000 sq. ft. deck)~~ to be provided in the Naval Reserve Building.

- **Naval Reserve Building designation as a Landmark Structure:**

The Naval Reserve Building was officially designated a Landmark Structure by the City Council on May 9, 1995. Changes proposed to the Naval Reserve Building have been evaluated by an architectural historian and the Historic Landmarks Commission. The findings of the historical evaluation and the Commission are incorporated into the Plan through the following new action:

**Policy CUL-1**      **Activities and developments in the Harbor that may have an effect on significant cultural or historic resources shall undergo**

**environmental review as outlined in the Cultural Resources  
Section of the City's Master Environmental Assessment.**

**Action CUL-1.3**      Incorporate the findings of the "Phase II Historical Resource Evaluation, Naval Reserve Armory," prepared by Preservation Planning Associates, June 20, 1995, into the recommendations of the Harbor Master Plan as well as any conditions of approval imposed by the Historic Landmarks Commission or any other discretionary body.

- **Delay in Waterfront-wide Traffic and Parking Study:**

Action ACC-1.1 currently requires that a Waterfront-wide traffic and parking study be initiated within one year of approval of the Harbor Master Plan. Several major improvements are planned in the Waterfront between now and 1997, including improvements to the Castillo/Montecito intersection and the extensions of Garden and Salsipuedes Streets. Until the improvement are complete, the findings of a areawide traffic and parking study would be based on forecasts of probable distribution, rather than on what traffic patterns actually emerge. Therefore, it is proposed that the study be initiated within one year of completing those three improvements or by December 31, 1998, whichever comes first. This information must be incorporated into Action ACC-1.1 of the Plan as follows:

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

**Action ACC-1.1**      Within one year of the completion of the extensions of Garden and Salsipuedes Streets and the Phase I improvements at Castillo and Montecito Streets approval of the Harbor Master Plan, or December 31, 1998, whichever comes first, the Waterfront Department shall work with City Public Works and other appropriate agencies and property owners to initiate a comprehensive traffic and parking study of the Waterfront.....

- **Change in 10 Year Planning Period to 1995 - 2004:**

Because of the proposed changes and delays in adopting the Harbor Master Plan, Staff has suggested that the life of the Plan be shifted from a 1993-2002 timetable to a 1995-2004 timetable. This allows the Plan to remain a ten year plan and to stretch out the improvements in a better relationship to the available revenues. There are several references to the time period in the text that will be changed, including Table 25, Funding and Timing of Implementation of Harbor Master Plan Recommendations, on page 166.

- **Minor Changes and Clarifications:**

- Actions CUL-1.1 and -1.2 reflect the correct name of the Historic Landmarks Commission.
- Minor clarification in Policy FIS-1, Action DEP-5.2e, Action SERV-1.4 and -1.8, Policy SERV-2, Action SERV-2.2 and -4.1c, REC-1.4 and Action VISIT-1.1.
- Addition of a action item under Action SERV-4.1 (relating to improving Harbor Way) to require that the connection from the bikeway east of Harbor Way to the bike lane on Shoreline Drive be studied.
- All references to square footage have been removed from the actions (e.g., Action DEP-5.3 re the new restaurant in the Naval Reserve Building) because the size of the various uses and buildings is discussed elsewhere in the Harbor Master Plan.

## **BIOLOGICAL RESOURCES ADDITIONAL DISCUSSION**

Since the adoption of this Negative Declaration, the Western snowy plover, a small shorebird, has been listed as threatened pursuant to the Federal Endangered Species Act of 1973, as amended. The birds have been reported to use the area for foraging and post rearing of their young, although not a lot is known of their activities near the Harbor. Any proposed project in the Harbor area will be reviewed for potential impacts to the snowy plover population. The U.S. Fish and Wildlife Service is doing the studies necessary to designate Critical Habitat for the snowy plover. An initial determination has been made that the Harbor area does not provide a breeding habitat for the snowy plover.

## **CULTURAL RESOURCES ADDITIONAL DISCUSSION**

On May 9, 1995, the City Council designated the Naval Reserve Building as City Landmark. The Historic Structures Ordinance (SBMC Chapter 22.22) requires that any proposed exterior change to a Landmark be evaluated by a qualified architectural historian with the Historic Landmarks Commission reviewing the results of that report. A "Phase 2 Historical Resource Evaluation of the Naval Reserve Armory" was prepared by Preservation Planning Associates (dated June 20, 1995) and is incorporated herein by reference. This report addresses the specific changes proposed for the exterior of the Naval Reserve Building. On July 5, 1995, the Commission accepted the report subject to final approval of the design. These studies and their findings are discussed below.

The June 1995 report prepared to assess the proposed changes to the Naval Reserve Building concludes that all exterior changes can be accomplished without compromising the historic fabric of the building. The report addresses changes including:

- Handicap ramps
- Addition of an elevator
- Raised terraces
- New door on the east elevation
- Railing addition to side roof decks
- Deck extension at the rear entrance and access ramps.

All of these changes have been found to be acceptable if four measures are incorporated:

- 1./2. Scrape the existing finish to see what the original building color was and return the building to that color if possible. Do the same for the window sash.
3. Remove the paint from the copper downspouts.
4. Remove the paint from the bronze seals on the front balconies.

These four requirements will be incorporated into the approved architectural drawings. In addition, the City is recommending that the Harbor Master Plan include an action (Action CUL-1.3) which requires the findings of the architectural history report be incorporated into the building plans.

## TRAFFIC, CIRCULATION AND PARKING ADDITIONAL DISCUSSION

**Traffic:** Because of the changes to the Naval Reserve Building, another traffic and parking analysis was completed on June 19, 1995 to address the proposed changes to the Naval Reserve Building. The revised findings are presented below.

The study area identified for the traffic and parking analysis is larger than the Harbor Master Plan study area and is shown in Figure 1 of the Traffic and Parking Study.

In terms of existing traffic volumes and levels of service, Table 5 in the 1995 Traffic Study shows that Castillo St./Montecito St. operates at LOS D (V/C 0.84) and LOS C (V/C 0.74) during the Friday and Sunday peak hours respectively. Existing traffic volumes for the Castillo St./Montecito St. intersection were provided by City staff, while cumulative volumes were obtained from Penfield & Smith Engineers, the firm that recently updated the cumulative level of service forecast for the City. According to Table 5 of the 1995 report, the revised Harbor Master Plan project-added V/C at that intersection is 0.017 on Friday and 0.015 on Sunday.

Table 6 in the 1995 report indicates that the Castillo St./Montecito St. intersection will have a cumulative plus project V/C of 0.88 and an LOS of D on Fridays and a V/C of 0.79 and LOS C on Sundays. The revised Harbor Master Plan, including changes to the Naval Reserve Building, will result in 30 additional trips on Fridays and 25 on Sundays. The report concludes that the traffic generated by the revised HMP would contribute to a significant cumulative impact at this intersection. The proposed Phase I improvement project, scheduled to be completed by May 1996, is projected to result in a V/C of 0.65 and LOS B with existing traffic and 0.74/C with cumulative volumes on Fridays. Operations on Sunday would also improve to acceptable conditions, given that peak hour Sunday volumes at the intersections are lower than peak hour Friday volumes.

Table 4 in the 1995 Traffic Study indicates that there will be a net increase of 2 Friday PM and 10 Sunday PM peak hour trips with the revised Naval Reserve Building project. The total increase in trips associated with the proposed revised Harbor Master Plan is 42 Friday PM and 40 Sunday P peak hour trips.

The Harbor Master Plan recommends the initiation of a comprehensive traffic and parking study within one year of completion of major traffic improvements in the Waterfront. These improvements include the Castillo St./Montecito St. Phase I improvements discussed above, as well as extensions of Salsipuedes and Garden Streets to Cabrillo Blvd. The Harbor Master Plan recommends that the areawide traffic and parking study not be initiated until these major improvements are complete and traffic patterns have been established. If one or more of the improvements are not pursued as planned, the study would be initiated by December 31, 1998. This study will identify existing and projected traffic levels with buildout as well as including

needed intersection and other improvements. The Waterfront Department will participate in this study that should confirm or revise the traffic projections contained in the Traffic Study.

Parking: In order to assess the significance of parking impacts generated by the implementation of the Harbor Master Plan, a constraints analysis was performed. The available capacity (85% of total spaces minus the number of occupied spaces) in the study area parking systems was determined for high demand periods. Table 20 in the Harbor Master Plan Administrative Final #3 indicates that reserve capacity in the study area parking system varies between 39 available spaces on Fall weekday mornings and 893 available spaces on summer weekday evenings. Table 20 compares the revised Harbor Master Plan parking demand to reserve capacity and, in all cases, there is excess parking capacity available.

The June 19, 1995 Traffic and Parking Study discussed above included an assessment of parking demand with the proposed changes to the Naval Reserve Building. Table 7 of the 1995 Parking Study indicates that weekday parking demand associated with the revised Harbor Master Plan recommendations, including the changes to the Naval Reserve Building, varies from a low of 39 spaces on weekday mornings to a high of 177 spaces on weekend mornings. The report concludes that as more than adequate parking is available in the Waterfront area to accommodate parking generated by the HMP and additional parking is proposed, therefore significant parking impacts should not occur as a result of the change to the Project Description.

[J:\...UHVHMP\HMP-ND.ADD]

# CITY OF SANTA BARBARA

## COMMUNITY DEVELOPMENT DEPT.

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



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

**DATE:** June 16, 1992

**SUBJECT:** CEQA NEGATIVE DECLARATION, PROJECT NUMBER SB-09-91

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, a Draft Negative Declaration is hereby made on the project listed below:

A proposal by the City of Santa Barbara Waterfront Department to prepare a Draft Harbor Master Plan which covers a ten (10) year period through 2002. The plan will address 250 acres of land and water south of Cabrillo Boulevard extending from west of the Harbor near Loma Alta Drive east to Palm Park Parking Lot. Preliminary recommendations under consideration for inclusion in the Draft Harbor Master Plan are outlined in the Harbor Master Plan Phase II Alternatives Report and include:

- ▶ The addition of parking.
- ▶ Improvements to Harbor Way.
- ▶ The addition of slips.
- ▶ Dredging and improvements to West Beach to create a Small Boat Quiet Area.
- ▶ Reversion of the Naval Reserve Building to City ownership with government offices and other public uses located there including a Marine Museum, Fisherman's Library and the relocation of the Breakwater Restaurant.
- ▶ Improvements to the rock groin and the relocation of the Harbor Patrol and Coast Guard vessels to the groin.
- ▶ Minor enhancements to Stearns Wharf including the addition of secondary access.
- ▶ The demolition of the existing Breakwater Restaurant and old Coast Guard Auxiliary.

The reason for the determination that a Negative Declaration is appropriate:

The Environmental Review Committee found that there is no substantial evidence that there will be significant adverse environmental impacts associated with this project.

Attached is the Initial Study prepared for the project. Documents used in preparation of the Initial Study can be reviewed at 630 Garden Street.

*Brent Daniels*  
for Environmental Analyst



# City of Santa Barbara California

## INITIAL STUDY SB-09-91

### APPLICANT AND PROPERTY OWNER NAME AND ADDRESS

Agent: Pat Saley and Associates, for Richard Bouma, City Waterfront Director  
Owner: City of Santa Barbara

### PROJECT ADDRESS AND LOCATION (See Vicinity Map.)

Santa Barbara Harbor Area

### PROJECT DESCRIPTION

The City has undertaken the development of a Harbor Master Plan as a comprehensive approach to identifying appropriate improvements and establishing specific policies to guide activities and development in the Harbor and Wharf area over the coming ten years. A phased approach was taken to the preparation of the Harbor Master Plan beginning with the drafting of a Background and Needs Assessment Phase I report. The second step was completion of the Harbor Master Plan Phase II Alternatives Report. This Phase II Report identified thirteen alternatives that were developed to address the "needs" of the study area that were identified in the Phase I Report. The alternatives are described in Section IV of the Phase II Report (pages 13 - 33). As noted in the Introduction of the Phase II Report, the alternatives have been clarified and are now called "Preliminary Recommendations" which are expected to be the basis of the goals, policies and actions of the Draft Harbor Master Plan. It has always been the intent of the Harbor Master Plan Overview Committee that after the Preliminary Recommendations of the Phase II report were publicly presented, an environmental assessment of the recommendations would be conducted. This assessment would be done to ensure that the recommendations which are ultimately incorporated into the Harbor Master Plan are environmentally sound and that significant environmental impacts would not occur when the recommendations of the Plan are implemented.

An Initial Study has been prepared for the Harbor Master Plan Phase II Alternatives Report in order to identify any environmental concerns related to implementation of the Plan. This approach was taken prior to drafting the Harbor Master Plan to allow any environmental issues to be considered during preparation of the draft Plan and result in a Plan which is responsive to these concerns. The Master Plan Recommendations will undergo environmental assessment. Applicable environmental documents will be prepared when they are proposed during the ten (10) year life of the plan.

Based on ERC concerns regarding the Naval Reserve Building, Staff recommends that a policy be incorporated into the Master Plan which states that prior to completion of environmental review of any proposed changes to the Building, the ERC shall be notified as an informational item of the scope of the project and the preliminary Staff recommendation (if a Negative Declaration or EIR is not necessary).

Attachments 2 and 3 to this Initial Study contain a more detailed discussion of the recommendations and a breakdown of the proposed new square footage and any changes of use associated with them. Attachment 4 shows the existing buildings in the Harbor Area along with their area, use and ownership. Figures 2 through 5 depict the recommendations that are included in the Phase II Report and analyzed in this Initial Study.

One of the recommendations (#10, Dredging of West Beach) is currently permitted through the Army Corps of Engineers (ACOE) and the State of California State Lands Commission and is not subject to any type of local discretionary permit. This recommendation is included in the Plan because the dredging takes place within the study area. This Initial Study does not include environmental assessment of this action.

The Preliminary Recommendations are separated into three categories: "Areawide" meaning they relate to the entire study area, "Harbor Area" and "Stearns Wharf Area" meaning the recommendations relate specifically to those two areas. The recommendations are generally listed starting from the west side of the study area and moving eastward.

As noted in the Introduction, the Harbor Master Plan is a ten year plan (1992 through 2002). Implementation of the individual projects would take place within the next ten years. Two projects, the Breakwater Restaurant (part of Recommendation #5) and the addition of slips (#8), are in the preliminary design phase and would be submitted for development review within the first year after adoption of the plan.

The twelve Preliminary Recommendations are summarized below.

## **AREAWIDE PRELIMINARY RECOMMENDATIONS**

### **#1     PARKING (see Figures 2 and 4)**

*Add approximately 50 spaces in the Harbor area;*

### **#2     PEDESTRIAN ACCESS (see Figure 2)**

*Provide a sidewalk between the La Playa Parking Lots and the Harbor.*

### **#3     AESTHETICS AND DESIGN GUIDELINES**

*Develop design guidelines.*

## **HARBOR AREA PRELIMINARY RECOMMENDATIONS**

### **#4     HARBOR ENTRANCE (see Figure 2)**

*Improve Harbor Way Design*

**#5    ENHANCE HARBOR COMMERCIAL AREA/CITY OWNS NAVAL RESERVE CENTER (see Figure 3)<sup>1</sup>**

*City and Marine Related Public Agencies Offices, Maritime Museum, Fishermen's Library, Breakwater Restaurant and Visitor Center/Gift Shop in Naval Reserve Building;  
New City maintenance building;  
Lease Harbormaster's office and Waterfront classroom; and  
Add laundromat.*

**#6    COAST GUARD AUXILIARY BUILDING (see Figures 3 and 4)**

*Add Public Open Space and Parking (assumes demolition of Coast Guard Auxiliary and Breakwater Rest.).*

**#7    NAVY PIER AND ACCOMMODATION DOCK (see Figure 3)**

*Increase Commercial Fishing Use of Navy Pier;  
Provide Six Passenger Charter Location on Accommodation Dock.*

**#8    SLIPS**

*Add 54 slips averaging 50 feet in length within the existing Harbor and add 5 slips for commercial fishing boats on the north side of the Navy Pier.*

**#9    ROCK GROIN/BOAT LAUNCH RAMP AREA**

*Relocate Harbormaster's Office;  
Relocate Harbor Patrol, Coast Guard and possibly NOAA Boats;  
Add fish hoist for commercial fishing (urchin) use;  
Add small deli and restrooms;  
Add observation area;  
Relocate Dredge Power Station from Wharf; and  
Retain Sea Landing, Marine Mammal Center and UCSB boats.*

**#10    WEST BEACH**

*Dredge West Beach to make a Small Boat Quiet Area;  
Add lock boxes;  
Add landscaping (e.g., native palms) along seawall and volleyball nets for recreational use only (i.e. no tournaments that may attract large crowds).*

**STEARNS WHARF AREA PRELIMINARY RECOMMENDATIONS**

**#11    SECONDARY ACCESS**

*Complete the extension of the shoreward finger to the beach for pedestrians, bicyclists and emergency vehicles (and possibly trams in the future).*

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<sup>1</sup> The Phase II Report included a second alternative (#5b) which addressed the Naval Reserve Building if the Navy were to retain ownership. As the City and Navy are negotiating for the City to take back ownership, this Initial Study only addresses the City's ownership of the building.

## #12 MINOR ENHANCEMENTS

*Add outdoor public seating, public restrooms and small visitor information center;  
Additions to Wharf Maintenance Building and Harbor Tour Boat Kiosk.*

For the purposes of this Initial Study, the following recommendations are assumed to have no environmental impacts and therefore are not studied any further<sup>2</sup>:

- #2 - Pedestrian Access
- #3 - Aesthetics and Design Guidelines
- #6 - Coast Guard Auxiliary Building
- #7 - Navy Pier and Accommodation Dock
- #10 - West Beach

## ENVIRONMENTAL SETTING

Assessor's Parcel Number:	<u>33-120-15.-16.-18.-22</u> <u>45-250-04.-11.-12</u>
Parcel Size:	253.2 acres of land and water area
Current Zoning:	HC - Harbor Commercial
General Plan Designation:	Harbor/Beach
Existing Use:	Harbor, Stearn's Wharf, Chase Palm Park
Proposed Use:	Enhancements of the existing uses.
Slope:	Flat
Surrounding Land Uses	
North:	Cabrillo Boulevard. Hotels, Restaurants
South:	Santa Barbara Channel
East:	Chase Palm Park
West:	Leadbetter Beach

The Harbor Master Plan study area includes approximately 253 acres located south of Cabrillo Boulevard between Stearns Wharf and the west end of the Harbor (see Figure 1). The entire study area is under the ownership and authority of the City of Santa Barbara Waterfront Department, with one exception as noted below. The study area includes approximately 167 acres of water and 83 acres of land and 3.8 acres attributed to Stearns Wharf.

The study area is developed with several buildings which are described in Attachment 4. The western study area is the "Harbor Commercial" area. This area includes the three existing "ocean dependent uses"; Marinas, the City-owned Navy Pier and the Accommodation Dock. There are several buildings with offices and retail uses geared to ocean dependent and ocean related uses as well as visitor serving facilities. All of these buildings are in City ownership and control with the exception of the Naval Reserve Building which was originally owned by the City but is now owned by the Navy. The City

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<sup>2</sup> The traffic and parking demand generated by these five recommendations is addressed in this Initial Study.

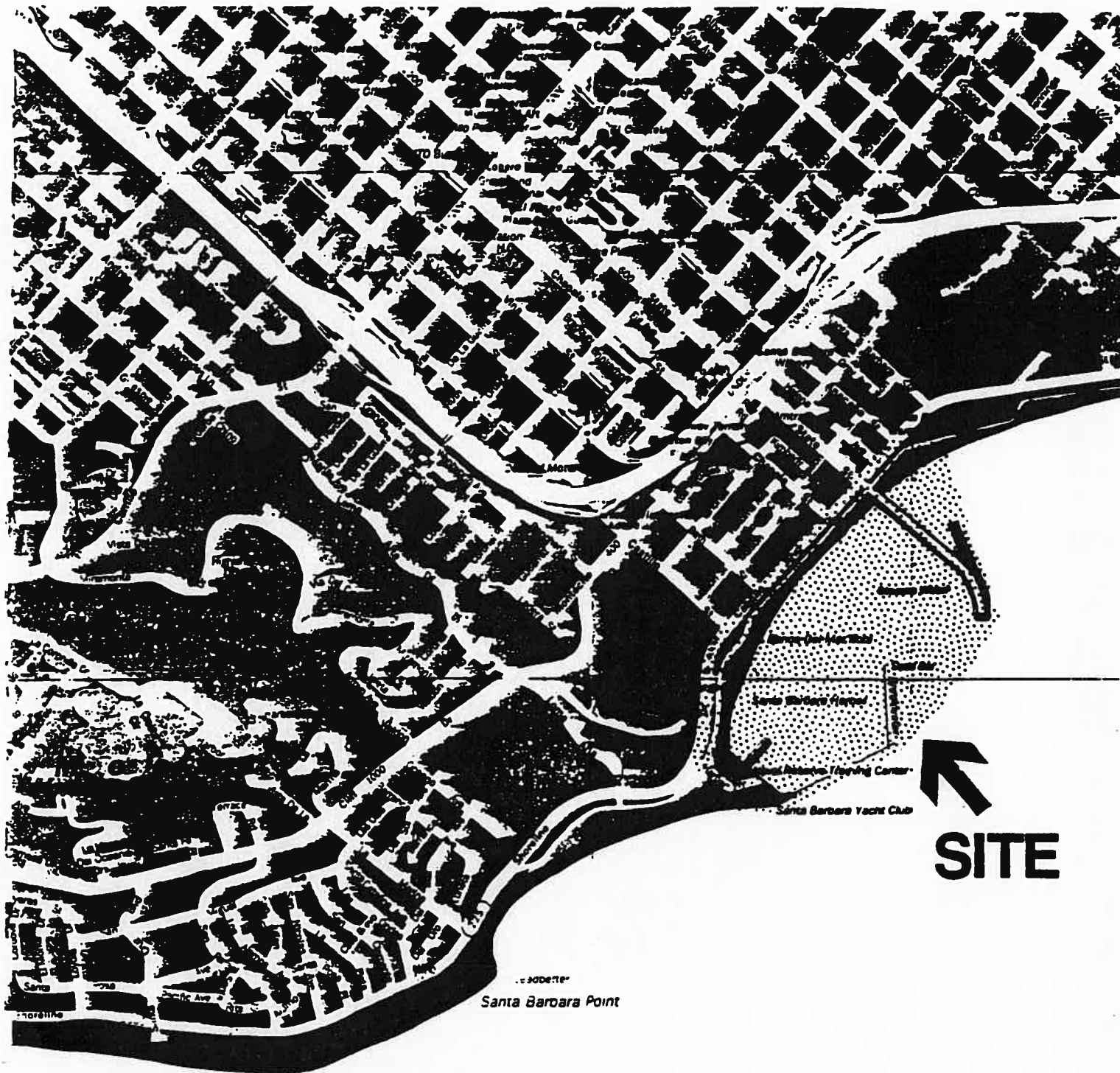
and the Navy have agreed to return that building to City ownership as soon as the terms of the transfer can be worked out. The west end of the study area also includes the Harbor Way/Shoreline Drive intersection as well as short term and long term parking.

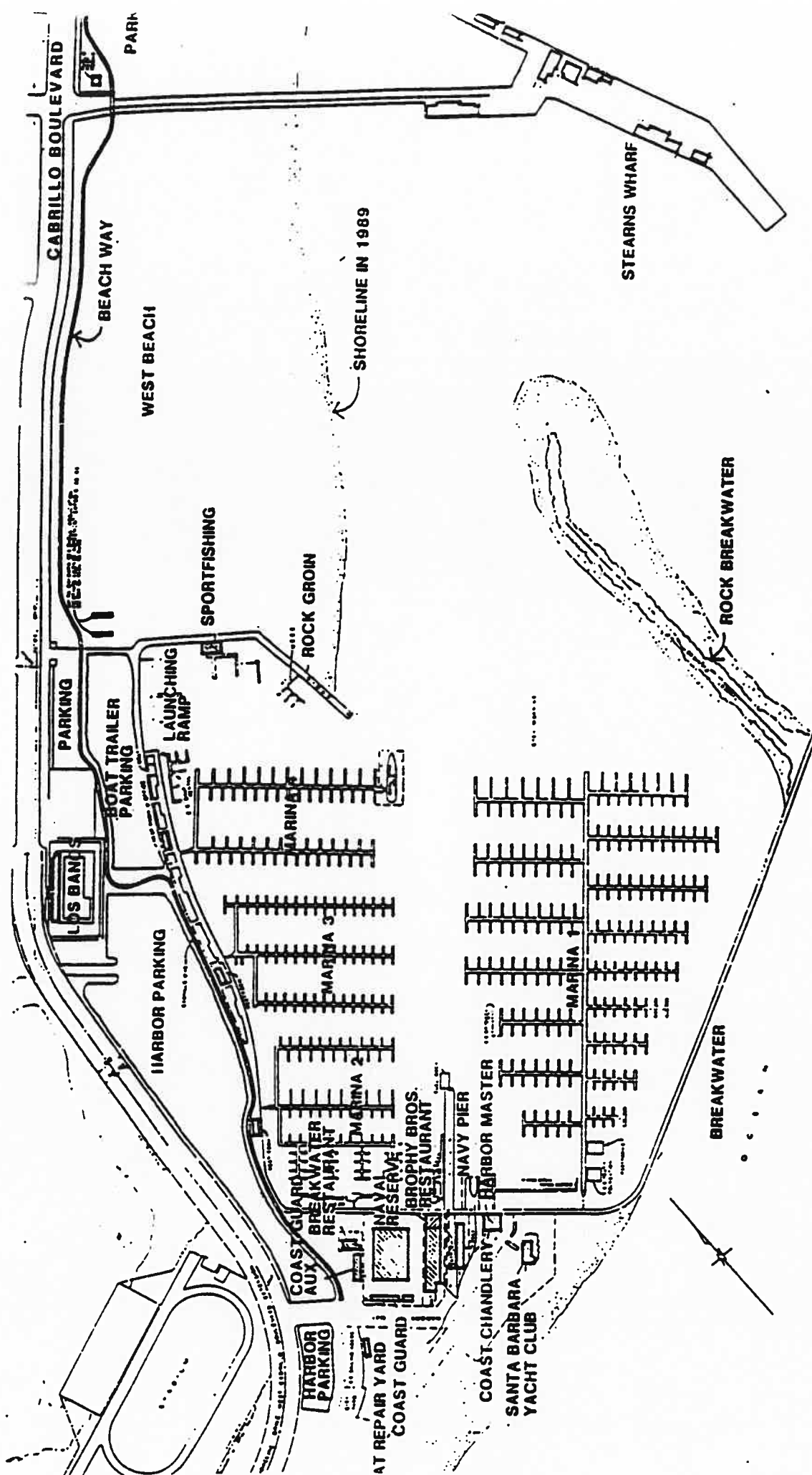
To the east of this commercial area, the rock groin and boat launch ramp are the next major improvements. The boat launch ramp was rehabilitated in Spring, 1991. Los Baños Pool, a facility that is operated by the Parks and Recreation Department, is located near the rock groin. The pool and adjacent wading pool area are not a part of the Harbor Master Plan study area. Further to the east is West Beach, a large sandy beach that has slowly accreted over the last decade or so. The Coastal Commission has issued a Coastal Development Permit to dredge 250,000 cubic yards of material from West Beach to approximately half the width of the existing beach.

Stearns Wharf, a major tourist attraction in Santa Barbara, is on the east end of the study area. The Wharf includes primarily visitor serving uses including restaurants, marine-oriented stores, the Sea Center and Nature Conservancy Building. Parking for approximately 127 cars is provided on the Wharf. In 1991, a new passenger loading ramp was recently completed on the east side of the Wharf. The State Street/Cabrillo Boulevard intersection, located at the base of the Wharf, is heavily utilized by vehicles, pedestrians and bicyclists.

The west end of Palm Park, which features the Arts and Crafts Show on Sundays and some holidays, is included in the study area. The Mission Creek Outfall, located at the extreme east end of the study area in Palm Park, is outside the Harbor Master Plan study area.

### VICINITY MAP



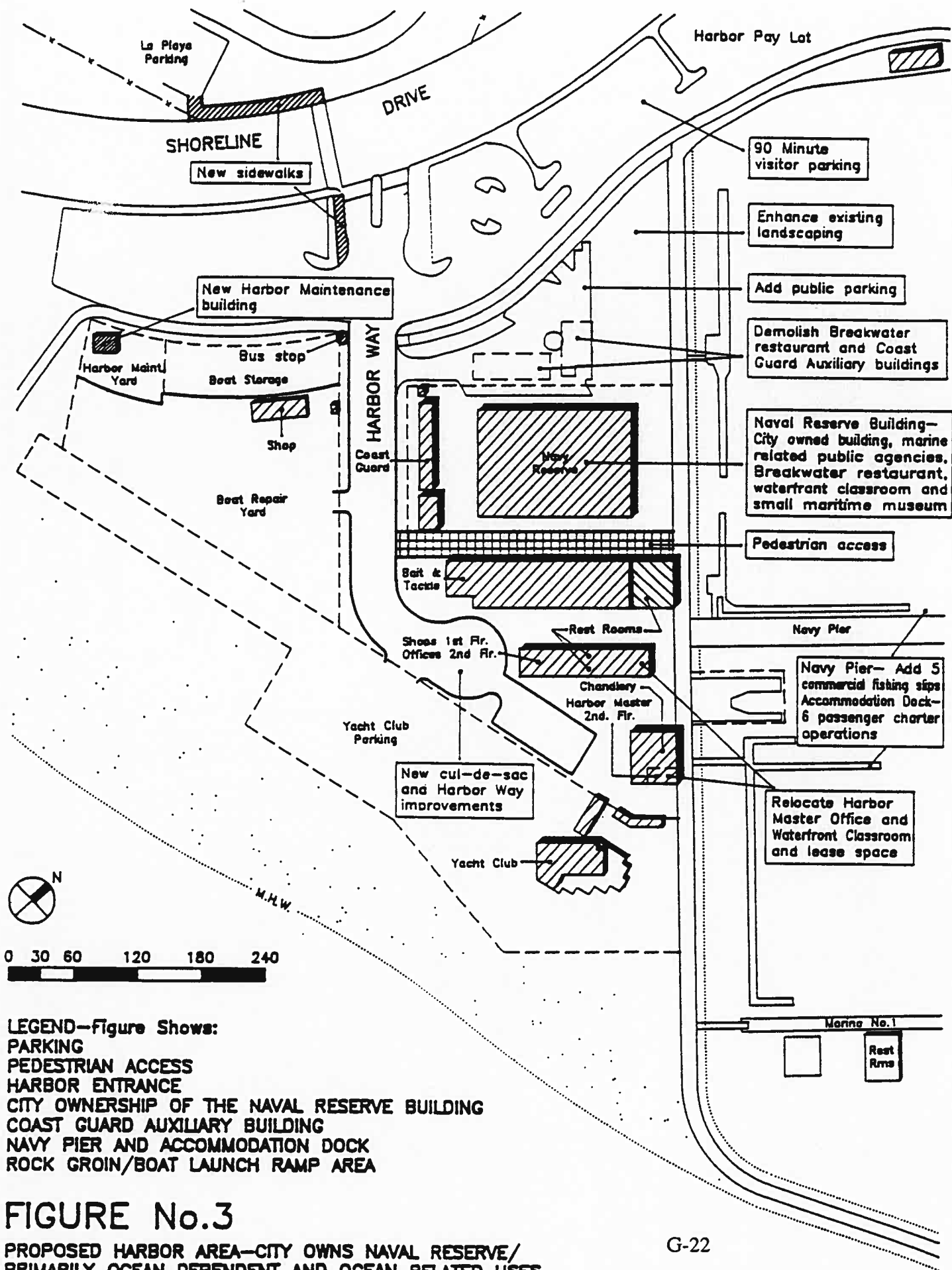


HARBOR MASTER PLAN STUDY AREA

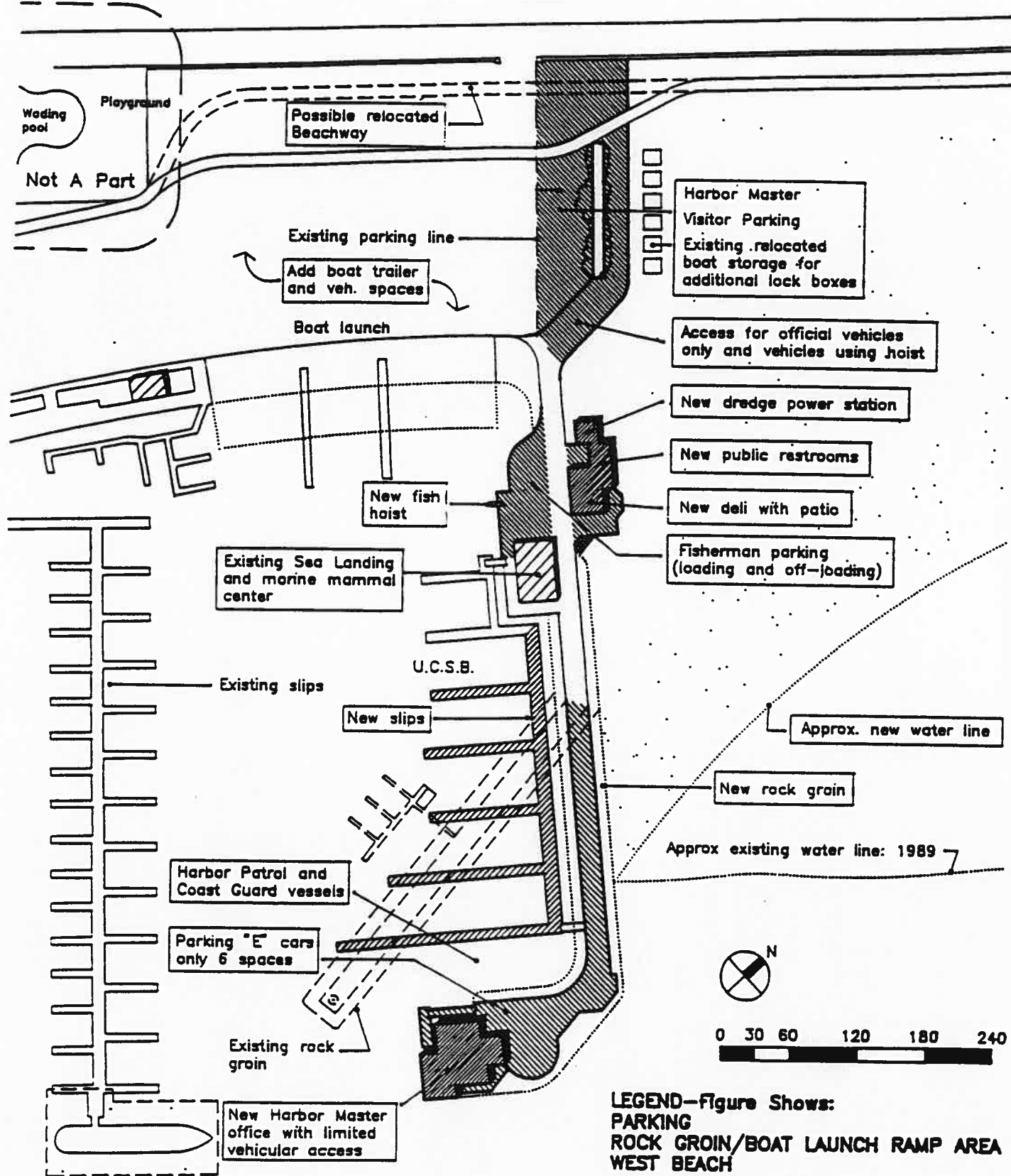
FIG. 1

## FIGURE No.2

**PROPOSED CHANGES—ALUMINIDE**



CABRILLO BLVD.



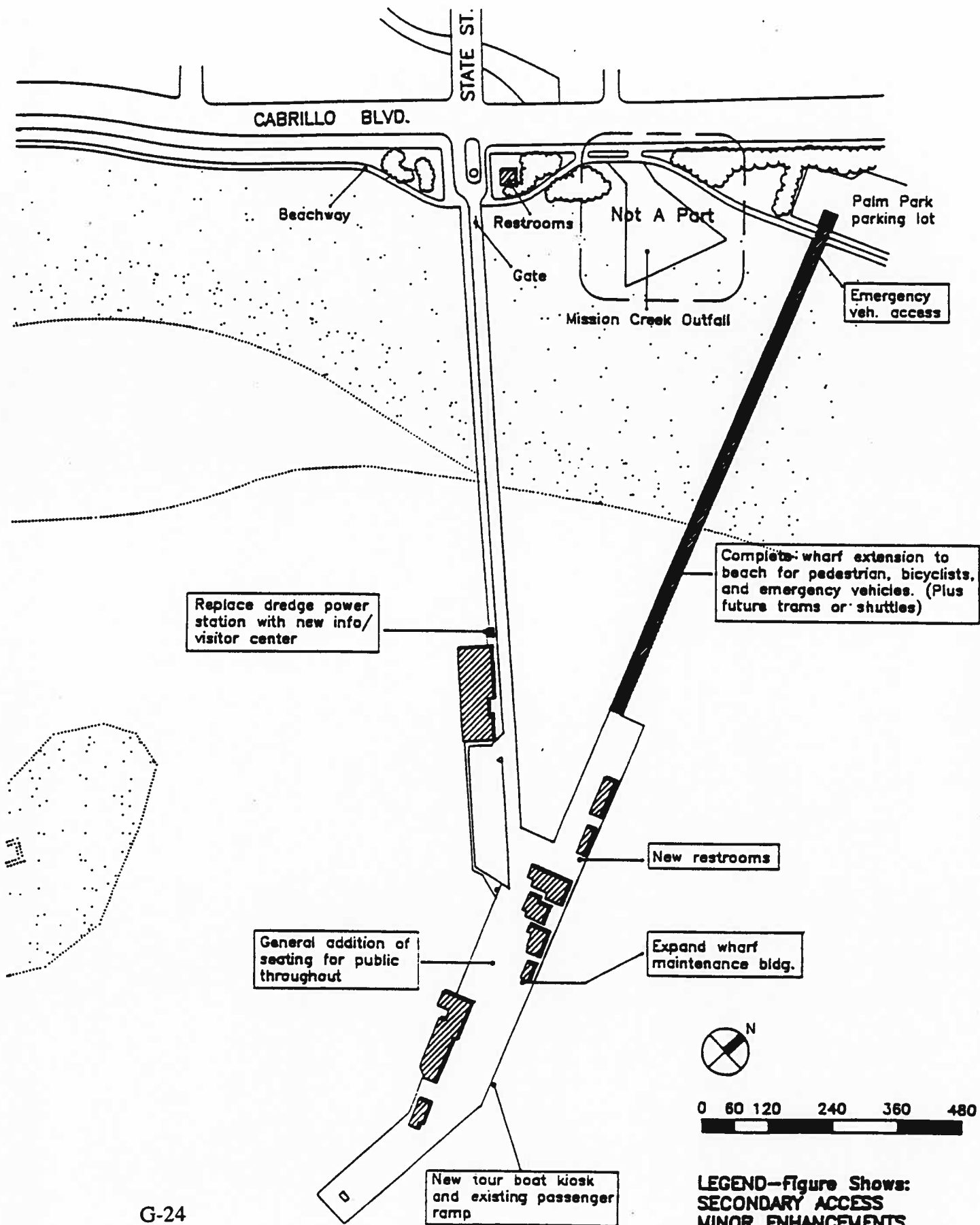
LEGEND—Figure Shows:

PARKING  
ROCK GROIN/BOAT LAUNCH RAMP AREA  
WEST BEACH

FIGURE No.4

PROPOSED ROCK GROIN/  
BOAT LAUNCH RAMP AREA

G-23



G-24

LEGEND—Figure Shows:  
SECONDARY ACCESS  
MINOR ENHANCEMENTS

**FIGURE No.5**  
STEARNS WHARF AREA

# **INITIAL STUDY CHECKLIST**

## **INTRODUCTION**

This checklist is to be completed for all projects which are not exempt from environmental review under the California Environmental Quality Act (CEQA). The information, analysis and conclusions contained in the checklist is the basis for deciding whether an Environmental Impact Report (EIR) or Negative Declaration (ND) is to be prepared. Additionally, the checklist shall be used to focus an EIR on the effects determined to be potentially significant.

The following checklist indicates the potential level of impact and is abbreviated as follows:

**Known Sig.**: Known significant environmental impacts.

**Unknown Poten. Sig.**: Unknown, potentially significant impacts which need further review to determine significance level.

**Poten. Sig. and Mitig.**: Potentially significant impacts which can be mitigated to less than significant levels.

**Not Sig.**: Impacts which are not considered significant or no impact.

<b><u>Known Sig.</u></b>	<b><u>Unknown poten. Sig.</u></b>	<b><u>Poten. Sig. and Mitig.</u></b>	<b><u>Not Sig.</u></b>
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### **1. AIR QUALITY:**

#### **Will the proposal result in:**

- a. The violation of any ambient air quality standard, a substantial contribution to an existing or projected air quality violation including, CO hotspots, or exposure of sensitive receptors to substantial pollutant concentrations (emissions from direct, indirect, mobile and stationary sources)?

ROC N/A lbs/day NOX N/A lbs/day

_____	_____	_____	<u>✓</u>
-------	-------	-------	----------

- b. The creation of objectionable smoke, ash or odors?

_____	_____	_____	<u>✓</u>
-------	-------	-------	----------

- c. Dust generation?

_____	_____	_____	<u>✓</u>
-------	-------	-------	----------

#### **Impact Discussion:**

The assessment of potential air quality effects associated with the Harbor Master Plan includes the generation of air emissions and deterioration of local or regional ambient air quality. With regard to the increase in number of slips,

Known <u>Sig.</u>	Unknown poten. <u>Sig.</u>	Poten. Sig. and <u>Mitig.</u>	<u>Not Sig.</u>
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Recommendation #8 represents approximately a five percent increase in slips. It is not anticipated that the 50+ new slips proposed in Recommendation #8 will contribute significantly to the deterioration of local or regional ambient air quality.

The Traffic and Parking Study prepared by ATE (Attachment 5) indicates that significant project specific and cumulative traffic impacts could occur at the Castillo St./Montecito St. intersection. With the planned intersection improvements, the Level of Service and Volume to Capacity ratio will be improved to acceptable levels. The study recommends that the implementation of major recommendations of the Harbor Master Plan, specifically the Breakwater Restaurant and the Naval Reserve Center (Recommendation #4), be delayed until the intersection improvements are completed. Given that the implementation of the Plan will not occur until the intersection is operating at acceptable levels, traffic related air quality impacts are not expected to occur.

Short-term air quality impacts, including an increase in particulate emissions, could result from construction activities. However, because the construction activities are expected to be spread out over the ten year life of the plan and appropriate dust control measures would be placed on individual projects if necessary, no significant impacts should occur.

#### Mitigation and Residual Impact:

#### Recommended Monitoring:

## 2. BIOLOGICAL RESOURCES:

Describe existing plant and animal communities/conditions:

Will the proposal result in:

- a. A loss or disturbance to a unique, rare or threatened plant or animal community?

_____	_____	_____	✓
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- b. A reduction in the numbers or restriction in the range of any unique, rare or threatened species of plants or animals?

_____	_____	_____	✓
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- c. A reduction in the extent, diversity, or quality of native vegetation (including brush removal for fire prevention and flood control improvements)?

_____	_____	_____	✓
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- d. An impact on non-native vegetation whether naturalized or horticultural?

_____	_____	_____	✓
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- e. The loss of healthy specimen trees?

_____	_____	_____	✓
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	Known Sig.	Unknown poten. Sig.	Poten. Sig. and Mitig.	Not Sig.
f. Introduction of herbicides, pesticides, animal life, human habitation, non-native plants, or other factors that would change or hamper an existing habitat?	—	—	—	✓
g. A reduction in the numbers, a restriction in the range, or an impact to the critical habitat of any unique, rare, threatened, or endangered species of animals?	—	—	—	✓
h. A reduction in the diversity or numbers of animals onsite (including mammals, birds, reptiles, amphibians, fish or invertebrates)?	—	—	—	✓
i. A deterioration of existing fish or wildlife habitat (for foraging, breeding, roosting, nesting, etc.)?	—	—	—	✓
j. Introduction of barriers to movement of any resident or migratory fish or wildlife species?	—	—	—	✓
k. Introduction of any factors (light, fencing, noise, human presence and/or domestic animals) which could hinder the normal activities of wildlife?	—	—	—	✓

#### Impact Discussion:

Potential impacts associated with plant and animal life include changes in the diversity and habitat of marine plant and animal species.

The MEA identifies the study areas near Leadbetter Beach, the sandspit, West Beach and east of Stearns Wharf as coastal strand and beach. Although not specified on the MEA maps, marine life is present within the water portions of the study area.

The Harbor Master Plan Phase I Report included a Harbor Water Quality section. This section indicated that the County of Santa Barbara's Division of Health Care Services regularly checks the ocean water in the Harbor to determine if it meets water quality standards. The primary concern is coliform contamination associated with sewage from holding tanks or other sources. The County has indicated that existing water quality continues to be exemplary within the Harbor and efforts to maintain and enhance that quality should be continued. Continued protection and enhancement of the Harbor water quality will result in protection of the marine environs. The policies outlined in Appendix A of the Phase II Report that will be included in the Harbor Master Plan are:

Known <u>Sig.</u>	Unknown poten. <u>Sig.</u>	Poten. Sig. and <u>Mitig.</u>	<u>Not Sig.</u>
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- Water Quality - Continue to monitor water quality as needed and continue to enforce water quality protection rules and regulations.
- Water Pollution - Continue to educate the public relating to water pollution; continue to maintain pump out facilities in the Harbor.

Implementation of these policies will result in efforts which will continue to maintain and/or enhance the water quality in the harbor area. Continued water quality sampling and testing, as scheduled and performed by the Santa Barbara County Health Care Services, will identify possible water quality degradation and provide an early opportunity to remediate the condition.

The MEA does not identify any threatened, endangered or rare plants or animals species, habitats or breeding areas for the Harbor area. However, western snowy plovers, small, pale colored shorebirds with dark patches on either side of the breast, have recently been observed breeding in the Harbor area. This species is currently a candidate for designation as threatened pursuant to the Endangered Species Act of 1973, as amended. Action on this proposed status is expected to occur in January of 1993. Any proposed project in the Harbor area should be reviewed for potential impacts to the snowy plover population.

Mitigation and Residual Impacts:

Recommended Monitoring:

3. CULTURAL RESOURCES:

Will the proposal result in:

a. ARCHAEOLOGICAL RESOURCES:

1. Disruption, alteration, destruction, or adverse effect on a recorded prehistoric or historic archaeological site (note site number below)?

_____	_____	<u>✓</u>	_____
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2. Distribution or removal of human remains?

_____	_____	_____	<u>✓</u>
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3. Increased potential for trespassing, vandalizing, or sabotaging archaeological resources?

_____	_____	_____	<u>✓</u>
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Known <u>Sig.</u>	Unknown poten. <u>Sig.</u>	Poten. Sig. and <u>Mitig.</u>	<u>Not Sig.</u>
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4. Ground disturbances in an area with potential cultural resource sensitivity based on the location of known historic or prehistoric sites?

—	—	✓	—
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b. ETHNIC RESOURCES:

1. Disruption of or adverse effects upon a prehistoric or historic archaeological site or property of historic or cultural significance to a community or ethnic group?

—	—	✓	—
---	---	---	---

2. Increased potential for trespassing, vandalizing, or sabotaging ethnic, sacred, or ceremonial places?

—	—	—	✓
---	---	---	---

3. The potential to conflict with or restrict existing religious, sacred, or educational uses of the area?

—	—	—	✓
---	---	---	---

c. HISTORIC RESOURCES:

1. Disruption of or adverse effects upon a prehistoric or historic archaeological site or property of historic or cultural significance to a community or ethnic group?

—	—	✓	—
---	---	---	---

2. Beneficial impacts to a historic resource by providing rehabilitation, protection in a conservation/open easement, etc.?

—	—	—	✓
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Impact Discussion:

The Cultural Resources Section of the MEA indicates that the Harbor area has the potential for prehistoric or historic archaeological significance as well as potentially significant historic buildings, structures or objects. The Phase I Archaeological Report completed for the proposed Harbor Master Plan revealed a number of Native American and historic archaeological resources that may be affected by the improvements proposed in the Plan. (Attachment 6, Archaeological Study prepared in September, 1991 by Dames and Moore). A Phase II Historic Structures Evaluation Report was also completed for the area. A supplement to this report was subsequently prepared to address concerns with regard to the potential historical significance of the Coast Guard Axillary building and the Breakwater Restaurant.

(Attachment 7, Historic Structures Evaluation prepared in August, 1991 and February, 1992, by Preservation Planning Associates). Both of these reports took a "programmatic" approach to cultural resource issues, i.e. they identified potentially significant and sensitive areas that will require further study if and when individual projects are proposed in those areas. These studies and their findings are discussed below<sup>3</sup>.

**Historic Structures Evaluation:** The Historic Structures Evaluation analyzed the existing buildings and structures in the Harbor and Wharf area to determine potential historical significance. There were three buildings or structures that might be changed which could result in significant adverse impacts:

- The Naval Reserve Armory Building (which could be changed as a result of Recommendation #5);
- The existing seawall that runs along the Breakwater; and
- The two pylons which are located at the end of the Breakwater near the Harbor Parking Lot kiosk.

The latter two structures could potentially be affected by Recommendation #1, changes to the Harbor Parking Lot, if either structure were changed as a result of improvements to the lot.

Adverse (although not significant) impacts identified in the report include those resulting from the development of secondary access to Sterns Wharf (#11) and from the demolition of the Coast Guard Auxiliary Building and Breakwater Restaurant. These two buildings were the subject of an additional Phase II Historical Structures analysis and reviewed by Landmarks on February 26, 1992 (see minutes, Attachment 8). Although the report does not identify these as significant, the Landmarks Committee felt that these were potentially significant but could be mitigated by the recommendations outlined in the report.

**Archaeology Report:** This study analyzed the thirteen recommendations from the Phase II Report in terms of their potential impact on Native American, Spanish Colonial/Mexican, Anglo-Mexican, American Period and Early 20th Century archaeological resources in the study area. This was accomplished by identifying each MEA Cultural Sensitive area within the Harbor area. Table 3 of the study includes an outline of each sensitivity zone and the proposed project activities which may affect that zone. The table also includes "procedures" or mitigation measures for minor and major types of projects. A summary of the findings of the study are [Note: There are confidential maps accompanying the study that more specifically identify where the recommendations are proposed to be carried out as compared to the sensitivity zones]:

- Native American: Recommendation #1 (Parking) affects both "high" and "moderate" sensitivity zones. Shovel test pits, limited backhoe testing and construction monitoring are among the mitigations necessary to mitigate significant impacts.
- Spanish Colonial-Mexican: None of the recommendations are expected to affect this sensitivity zone. If resources are discovered during construction, the mitigations found in the MEA would apply.

<sup>3</sup> These studies also addressed Pedestrian Access across West Beach (part of #2); a second Harbor entrance at Castillo Street (an option of #4) and the Mission Creek outfall (#13). All three project elements have been deleted and are not discussed further.

<u>Known Sig.</u>	<u>Unknown poten. Sig.</u>	<u>Poten. Sig. . and Mitig.</u>	<u>Not Sig.</u>
-----------------------	------------------------------------	---	-----------------

- **Anglo-Mexican:** Recommendations #3 (Design Guidelines) may impact this sensitivity zone. Mitigation includes limited backhoe testing, construction monitoring and background study if resources are discovered.
- **American Period:** Recommendations #1 (Parking) and possibly #9 (Rock Groin/Boat Launch Ramp). In order to mitigate potentially significant impacts, limited backhoe testing and background study may be necessary.
- **Early 20th Century:** Recommendations #11 (Secondary Entrance to the Wharf) and #13 (Mission Creek Outfall) are potentially significant. Mitigation includes limited backhoe testing and background study.

#### Mitigation and Residual Impact:

1. The development and implementation of Design Guidelines for any new structures (Recommendation #3). The guidelines shall provide for the following:
  - a. Compatibility with existing historic features such as the concrete wall, the pylons, and the lamp posts;
  - b. Compatibility with historic structures such as the formal Spanish-Colonial Revival Naval Reserve Building and the more utilitarian wood frame clapboard buildings such as the Breakwater Restaurant and the Coast Guard Auxiliary building; and
  - c. Reference to historical uses and events.
  - d. Mitigation of visual concerns, including view corridors towards and along the ocean.
  - e. The design of lighting which provides for the safety of the area while tying the area together visually through the use of consistent light standards and fixtures.
2. The design of the extension of the shoreward finger of the Wharf should take into consideration its connection to the shore and how it interfaces with Chase Palm Park and Cabrillo Boulevard.
3. Although the Historic Structures Evaluation report does not identify the demolition of the Coast Guard Auxiliary Building and Breakwater Restaurant as significant, the Landmarks Committee felt that these were potentially significant but could be mitigated by the following measures: Demolition of the Coast Guard Auxiliary Building and Breakwater Restaurant shall not be approved until drawings are prepared and photographs taken of the two buildings and an interpretive plan is developed identifying the historic significance of the area.
4. Shovel test pits, limited backhoe testing and construction monitoring shall be required prior to any ground disturbing activities in those areas of the Harbor Study area designated in the MEA as a Culturally Sensitive Zone for Native American Settlement prior to 1780, as Anglo-Mexican Period, as American Period, and as Early Twentieth Century Settlement.

With the incorporation of these mitigation measures and/or avoidance of these cultural resources, significant impacts to historic resources outlined above should be avoided.

#### Recommended Monitoring:

<u>Known Sig.</u>	<u>Unknown poten. Sig.</u>	<u>Poten. Sig. and Mitig.</u>	<u>Not Sig.</u>
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#### 4. ENERGY:

Will the Proposal result in:

- a. Substantial increase in demand, especially during peak periods, upon existing sources of energy?
- b. Requirement for the development of new sources of energy or expansion of existing facilities?

_____	_____	_____	_____✓_____
_____	_____	_____	_____✓_____

Impact Discussion:

Mitigation and Residual Impact:

Recommended Monitoring:

#### 5. GEOLOGIC PROCESSES:

Will the proposal result in:

- a. Exposure to or production of unstable earth conditions such as landslides, earthquakes, liquefaction, soil creep, mudslides, ground failure (including expansive, compressible, collapsible soils), or similar hazards?
- b. Disruptions, displacements, compaction or overcovering of the soil by cuts, fills, or extensive grading?
- c. Permanent changes in topography?
- d. The destruction, covering or modification of any unique geologic, paleontologic, or physical features?
- e. Any increase in wind or water erosion of soils, either on or off the site?

_____	_____	_____✓_____	_____
_____	_____	_____	_____✓_____
_____	_____	_____	_____✓_____
_____	_____	_____	_____✓_____
_____	_____	_____	_____✓_____

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- f. Changes in deposition or erosion of beach sands or dunes, or changes in siltation, deposition or erosion which may modify the channel of a river, or stream, or the bed of the ocean, or any bay, inlet or lake?

—	—	✓	—
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- g. Excessive grading on slopes of over 20 percent?

—	—	—	✓
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- h. Sand or gravel removal or loss of topsoil?

—	—	✓	—
---	---	---	---

- i. Vibrations, from short-term construction or long-term operation, which may affect adjoining areas?

—	—	—	✓
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- j. Excessive spoils, tailings or over-burden?

—	—	—	✓
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#### Impact Discussion:

In terms of new structures, potential impacts in this area primarily relate to: liquefaction; disruptions, displacements and compaction of soils; deposition or erosion of beach sands and exposure of people and property to earthquakes and ground failures.

The eastern half of the study area has been determined to be "Presettlement Estero" and therefore is underlain with alluvium which has high liquefaction potential. Some of the area sits on sand that accreted once the Breakwater was built in 1927. There is an earthquake fault which crosses the southern part of the study area and terminates near West Beach. These factors contribute to the possibility of damage from local or distant fault movements.

The Waterfront Department, in conjunction with the Army Corps of Engineers, regularly dredges the navigation channel leading into the Harbor as well as within the Harbor itself. In addition, periodic dredging of West Beach also occurs. The average amount of dredging is from 250,000 cubic yards (cy) to 300,000 cy. The Waterfront Department currently has Coastal Development Permits to dredge 250,000 cy from West Beach, to narrow it to approximately half its current width, and maintenance dredging permits to dredge within the Harbor itself. These permits (issued by the State Lands Commission, U.S. Army Corps of Engineers and the State Coastal Commission) are issued based on a thorough analysis that has determined that no significant impacts will occur.

The Master Environmental Assessment (MEA) indicates that an engineering geologist and structural engineer should prepare a seismic analysis for any new structures in an area such as the Harbor. All necessary studies will be done when the individual buildings or improvements contemplated in the Harbor Master Plan are proposed.

#### Mitigation and Residual Impact:

#### Recommended Monitoring:

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6. HOUSING:

Will the proposal result in:

- a. Loss of existing affordable dwellings through demolition, conversion, or removal?
- b. Displacement of current residents?
- c. An effect on existing housing or create an additional demand for additional housing?

_____	_____	_____	<u>✓</u>
_____	_____	_____	<u>✓</u>
_____	_____	_____	<u>✓</u>

Impact Discussion:

At this time, assessing housing impacts associated with implementation of the recommendations of the Master Plan would be too speculative. Each development which necessitates a Development Plan approval (any project over 1,000 square feet of habitable space) will be assessed as to its impact on regional low and moderate housing. At the time of application, these projects will have to comply with the City's Housing Mitigation Ordinance (SBMC §28.87.300.J).

Mitigation and Residual Impact:

Recommended Monitoring:

7. LAND USE:

Will the proposal result in:

- a. Structures and/or land-use incompatible with existing land-use?
- b. The induction of substantial growth or concentration of population?
- c. The extension of sewer trunk lines or access roads with capacity to serve new development beyond this proposed project?

_____	_____	_____	<u>✓</u>
_____	_____	_____	<u>✓</u>
_____	_____	_____	<u>✓</u>

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d. The loss of a substantial amount of open space?

_____	_____	_____	_____✓
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e. Establishment of a use which would substantially diminish or impair long term productivity of the environment.

_____	_____	_____	_____✓
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#### Impact Discussion:

The entire study area is zoned HC or Harbor Commercial Zone. The HC Zone "strives to assure that the Harbor will remain primarily a working Harbor with visitor serving and ocean related uses secondary to ocean dependent uses, and that Stearns Wharf will consist of a mixture of visitor serving and ocean dependent and ocean related uses..." This zone and the Harbor Master Plan are both based on the City's Local Coastal Plan (LCP) and the Coastal Act. The uses and improvements proposed as part of the Alternatives Report appear to be consistent with the priorities for activities in the Harbor as established in the Zoning Ordinance and Local Coastal Plan.

In developing the Harbor Master Plan and identifying the recommendations in the Alternatives Report, in addition to considering the LCP and the Coastal Act, the City's Water policies, Charter Section 1508 and elements of the General Plan have been considered. All nonresidential development which occurs must draw square footage from one of the General Plan Allocation categories. The categories which appear to relate to the recommendations in the Alternatives Report include Pending Projects, Small Additions, and Community Priority. Specific findings must be made by the Council for a project to qualify for Community Priority square footage, and some projects may need to be designated as Community Priority to be found consistent with Charter Section 1508. The initial analysis in the Phase II Report indicates that the recommendations under review are "potentially consistent" with the Community Priority designation. That analysis will be refined in the Draft Harbor Master Plan itself once the draft recommendations have been determined.

The development proposals contained in the Alternative Report involve an increase in intensity of uses in the Harbor (the addition of the reconstructed Breakwater Restaurant and the addition of the Waterfront Offices in the Naval Reserve Building). However, this intensification would not occur in newly constructed buildings. Instead, the recommendations call for the demolition of some of the existing buildings (the existing Breakwater Restaurant and the existing Coast Guard Auxiliary Building) and the reuse of existing structures (the Naval Reserve Building). This renovation and reuse of existing structures, in lieu of the construction of new buildings, is consistent with the one of the goals of the General Plan Update, to encourage the creative reuse of the existing buildings, rather than the construction of new buildings.

#### Mitigation and Residual Impact:

#### Recommended Monitoring:

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8. NOISE:

Will the proposal result in:

- a. Long-term exposure of people to noise levels exceeding City thresholds?
- b. Short-term exposure of people to noise levels exceeding City thresholds?
- c. Project-generated substantial increase in the ambient noise levels for adjoining areas (either day or night)?

_____	_____	_____	<u>✓</u>
_____	_____	_____	<u>✓</u>
_____	_____	_____	<u>✓</u>

Impact Discussion:

The Harbor Plan does not include any recommendations which would expand the Harbor area and/or uses which would result in noise levels beyond current levels.

Mitigation and Residual Impact:

Recommended Monitoring:

9. PUBLIC SERVICES:

Will the proposal result in:

- a. DRAINAGE
  - 1. Substantial increase in storm water runoff?
  - 2. Aggravation of an identified drainage problem or creation of a new one?

_____	_____	_____	<u>✓</u>
_____	_____	_____	<u>✓</u>

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<b>b. FIRE PROTECTION</b>				
1. Establishment or expansion of a permanent use in high fire hazard area.	_____	_____	_____	_____✓_____
2. Substantial increase of expenditures for fire protection?	_____	_____	_____	_____✓_____
3. Exposure of people to hazardous wastes/materials?	_____	_____	_____	_____✓_____
<b>c. POLICE PROTECTION</b>				
1. Substantial increase in expenditures for police protection?	_____	_____	_____	_____✓_____
<b>d. PARKS AND RECREATION</b>				
1. Addition of a substantial number of people to an area where existing parks and recreation facilities are inadequate?	_____	_____	_____	_____✓_____
2. Conflict with established recreation uses of the area?	_____	_____	_____	_____✓_____
3. Conflict with biking, equestrian and/or hiking trails?	_____	_____	_____	_____✓_____
<b>e. SCHOOLS</b>				
1. Substantial increase in the number of school children in the attendance area?	_____	_____	_____	_____✓_____
2. Aggravation of an existing facilities overcrowding problem?	_____	_____	_____	_____✓_____

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3.	A negative impact on student access routes to or from school property during normal working hours?	_____	_____	_____	<u>✓</u>
f.	SEWERS				
1.	Substantial increase in sewage generation? <u>N/A</u> gal/day.	_____	_____	_____	<u>✓</u>
2.	Aggravation of an identified sewer system problem or creation of a new one?	_____	_____	_____	<u>✓</u>
g.	SOLID WASTE				
1.	Substantial increase in solid waste generation?	_____	_____	_____	<u>✓</u>

#### Impact Discussion:

In terms of Public Services, there are potential impacts to the sewer system, fire protection, parks and other recreational facilities. The potential exists for significant fire protection impacts because the MEA identifies the study area as having inadequate fire flow. According to a recent letter from the Fire Marshall (Attachment 9), this situation has been corrected and significant fire flow impacts are not expected.

In terms of recreation impacts, the addition of recreational volleyball courts and the creation of a "Small Boat Quiet Area" on West Beach #10) would result in greater ocean oriented recreational use of that area. No conflicts are

anticipated with other established recreation uses in the harbor area. This has the potential to result in the need for more maintenance of the area with its associated costs. These costs will be considered in the fiscal analysis of the plan and do not represent an environmental impact.

#### Mitigation and Residual Impact:

#### Recommended Monitoring:

10. **RISK OF UPSET/HAZARDOUS MATERIALS:**

- a. In the known history of this property, have there been any past uses, storage, or discharge of hazardous materials? (Examples of hazardous materials include, but are not limited to, fuel or oil stored in underground tanks, pesticides, solvents, or other chemicals.)

Yes ☒ Maybe ☐ No ☐

- b. Will the proposed project involve the use, storage, or distribution of hazardous or toxic materials?

Yes ☐ Maybe ☐ No ☒

**Discussion:**

Currently, in the Marina area there exists fuel tanks for harbor users which includes gas and diesel fuels. Additionally, there are oil recycling tanks for boat oil. The project does not include the expansion of these facilities.

**Will the proposal result in:**

- c. A risk of an explosion or the release of hazardous substances (including, but not limited to oil, gas, biocides, bacteria, pesticides, chemicals or radiation) in the event of an accident or upset conditions?

☐ ☐ ☐ ☒

- d. Possible interference with an emergency response plan or an emergency evacuation plan?

☐ ☐ ☐ ☒

- e. The creation of a potential public health hazard?

☐ ☐ ☐ ☒

- f. Public safety hazards from oil or gas pipelines or oil well facilities?

☐ ☐ ☐ ☒

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g. Exposure to hazards from oil or gas pipelines or oil well facilities?	_____	_____	_____	_____✓_____
h. The contamination of a public water supply?	_____	_____	_____	_____✓_____

Impact Discussion:

Mitigation and Residual Impact:

Recommended Monitoring:

11. TRANSPORTATION/CIRCULATION:

Will the proposal result in:

a. Generation of substantial additional vehicular movement (daily, peak-hour, etc.) in relation to existing traffic load and capacity of the street system? <u>N/A</u> ADT <u>N/A</u> Peak Hour	_____	_____	_____	_____✓_____
b. A need for private or public road maintenance, or need for new road(s)?	_____	_____	_____	_____✓_____
c. Effects on existing parking facilities, or demand for new parking?  Zoning Requirement <u>N/A</u> Demand <u>N/A</u>	_____	_____	_____	_____✓_____
d. Substantial impact upon existing transit systems (e.g. bus service) or alteration of present patterns of circulation or movement of people and/or goods?	_____	_____	_____	_____✓_____
e. Alteration to waterborne, rail or air traffic?	_____	_____	_____	_____✓_____

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f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians (including short-term construction and long-term operational)?

_____	_____	✓	_____
-------	-------	---	-------

g. Inadequate:

sight distance?

_____	_____	_____	✓
-------	-------	-------	---

ingress/egress?

_____	_____	_____	✓
-------	-------	-------	---

general road capacity?

_____	_____	_____	✓
-------	-------	-------	---

emergency access?

_____	_____	_____	✓
-------	-------	-------	---

#### Impact Discussion:

Potential traffic, circulation and parking impacts relate to the generation of traffic trips and associated impacts to the existing and post-freeway street system; alteration of circulation patterns and potential impact on parking supply.

With respect to the West Beach area (Recommendation #1), and the potential conflicts that may result between vehicles, bicyclists and pedestrians, Figure No.4 indicates the Beachway will be relocated as part of the project. Additionally, to avoid conflicts construction is contemplated for an off-high-season construction schedule.

A Traffic and Parking Study has been prepared on the Draft Harbor Master Plan Alternatives by Associated Transportation Engineers (Attachment 5). That study focussed on five alternatives or recommendations from the Phase II Report that the traffic consultants and City Transportation Staff assume would be likely to affect traffic and parking:

Recommendation #5a -	Harbor Commercial Area (if the City owns the Naval Reserve Building)
Recommendation #5b -	Harbor Commercial Area (if the Navy retains ownership of the Naval Reserve Building) [Note: This option has since been dropped from consideration and will not be discussed further in the Initial Study.]
Recommendation #6 -	Coast Guard Auxiliary Building [Note: This building is now proposed to be demolished with the uses relocated to the Naval Reserve Building.]
Recommendation #9 -	Rock Groin/Boat Launch Ramp Area
Recommendation #12 -	Stearns Wharf Enhancements

The study area identified for the traffic and parking analysis is larger than the Harbor Master Plan study area and is shown in Figure 1 of the Traffic and Parking Study.

Traffic and Circulation: One of the challenges in preparing the Traffic Study was the determination of what baseline conditions to use given that the Crosstown Freeway has been under construction for about two years and is expected to be completed in 1992. Since the Harbor Master Plan is not expected to be approved by both the City and Coastal

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Commission until mid 1992, and therefore will not begin implementation until late 1992 or early 1993, the post-freeway condition was used as baseline. The Fiesta Park EIR (SB-110-87) offers the only pre-freeway Level of Service (LOS) and volume to capacity (V/C) figures for major intersections in the vicinity of the Harbor prior to the beginning of the Crosstown Freeway Project. Peak hour conditions for 1992 were approximated based on the Fiesta Park EIR's 1987 volumes assuming a 1.5 percent per year growth rate and modelling studies of the Waterfront area. For Harbor area intersections that had not been included in the Fiesta Park EIR (Harbor Way/Shoreline Drive, Loma Alta Drive/Shoreline Drive, Loma Alta Drive/Cliff Drive), new traffic counts were done on Fridays and Sundays during May, 1991.

In terms of existing traffic volumes and levels of service at the time the Fiesta Park EIR was certified (1987), Table 1 in the Traffic Study shows that Castillo St./Montecito St. operated at LOS D (V/C 0.87) and LOS C (V/C 0.78) during the Friday and Sunday peak hours respectively. The Castillo St./Haley St. intersection operated at LOS C (V/C 0.78) during the Friday peak hour. All other intersections were operating better than LOS B at that time.

The adjusted 1992 peak hour intersection LOS is shown in Table 2 of the Traffic Study. That table indicates that again Castillo St./Montecito St. indicates that it is operating at an unacceptable LOS during the Friday peak hour (LOS F, V/C 1.04) and Sunday peak hour (LOS D, V/C 0.84). In addition, while the Castillo St./Haley St. intersection is expected to be operating at an acceptable LOS during the Friday peak hour (LOS C, V/C 0.72), the Castillo St./US 101 SB ramps are expected to be operating at LOS D (V/C 0.81).

Table 3 (Friday P.M.) and Table 5 (Sunday P.M.) of the Traffic Study estimates peak hour trip generation for the recommendations noted above (#6, 9 and 12). The Study concluded that the traffic generated by implementation of these recommendations would not result in the addition of one full peak hour trip through the Montecito/Castillo Streets intersection. Recommendation #5 is expected to generate the most traffic of all the recommendations: 32 Friday and 16 Sunday P.M. peak hour trips.

In terms of traffic impacts associated with the Draft Harbor Master Plan alternatives (project specific impacts), Table 5 in the Traffic Study indicates that the majority of the critical intersections in the study area will operate within acceptable levels of service (LOS A-C) under 1992 post-Crosstown Freeway conditions. One exception is the Castillo St./Montecito St. intersection which is expected to operate in the LOS D range (V/C 0.83) during the Friday P.M. This represents a significant impact.

In terms of cumulative traffic impacts, Tables 11 and 12 from the Traffic Study indicate that the project as proposed, along with cumulative traffic in the area, would cause significant cumulative traffic impacts because more than one peak hour trip would be added to the Castillo St./Montecito St. intersection. That intersection would operate at LOS D (V/C 0.87) in the Friday and Sunday P.M. peak hour with cumulative plus Harbor Master Plan project traffic.

Improvements to the Castillo St./Montecito St. intersection have been planned for some time. The improvements, which include some land acquisition and the addition of new lanes, are programmed to be underway in early 1994. Table 17 in the Traffic Study indicates that with the planned improvements, the intersection will operate at LOS A and B during the Sunday and Friday P.M. peak hour. The Traffic Study recommends that, in order to avoid creating significant impacts, the development of the entire Harbor Master Plan should not go forward until completion of the Castillo St./Montecito St. improvements. The study goes on to state that, as most of the recommendations are expected to result in inconsequential traffic increases, consideration should be given to allowing the less intense Harbor Master Plan recommendations to move forward prior to completion of the improvements. The recommendations relating to the Harbor Commercial Area (#5) would generate the majority of the new traffic and therefore, to avoid significant impacts, shall not obtain a building permit until the identified traffic improvements at Castillo/Montecito Streets have been funded,

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approved, scheduled and appropriate permits obtained. Furthermore, the Harbor Commercial Area (#5) would not be able to obtain occupancy clearance until the Castillo/Montecito Streets improvements are in place.

If the Harbor Commercial Area improvements are delayed until the Castillo St./Montecito St. intersection improvements are complete, there is not expected to be any traffic impacts associated with the Harbor Master Plan. In their memo of March 25, 1992 (Attachment 10), Transportation Staff indicated that LOS may have already begun improving at the Castillo/Montecito intersection with the removal of the freeway traffic lights. Transportation Staff expects to recount this intersection after the final completion of the Crosstown Freeway to verify projections and to determine the extent of the improvements that are necessary at the Castillo/Montecito intersection. At that time, the contribution of the Harbor Commercial Area improvements will also be reassessed to determine if they contribute to a significant traffic impact that must be mitigated before the project gets a Certificate of Occupancy. In either case, The Harbor Commercial Area improvements should not be completed until either the intersection is improved as currently planned or it is reassessed and whatever necessary improvements are completed to ensure that significant traffic impacts will not occur.

In terms of construction related traffic and circulation impacts, generally large construction projects are planned for other than summer months because that is the busiest time in the Harbor and Wharf area.

The Phase II Report recommends the preparation of a comprehensive traffic and parking study once the Crosstown Freeway Project is complete. This study will identify existing and projected traffic levels with buildout as well as including needed intersection and other improvements. The Waterfront Department will participate in this study that should confirm or revise the traffic projections contained in the Traffic Study.

**Parking:** In terms of potential parking impacts, the Harbor and Cabrillo Blvd. are shown in the MEA to be parking deficit areas. The Phase I and II Reports, however, have indicated that parking is not a major problem except possibly during peak summer holiday weekends, particularly in the Harbor Parking Lot. The City uses an 85% occupancy threshold to determine parking impacts. Table 15 in the Traffic and Parking Study indicates that the highest weekday demand for parking in the study area occurs during the mornings in the summer months (1,233 vehicles). The highest weekend demand for parking in the study area occurs during the afternoons in the summer months (1,181 vehicles). The parking supply in the area is 2,053 spaces if the Pershing Parking Lot is included; 1,857 if that lot is not included. The parking analysis includes the Harbor, Leadbetter East and West, and La Playa Lots, all of which are located in close proximity to the Harbor, and excludes Pershing Park (although realistically that lot does offer parking for Harbor users).

The Leadbetter and La Playa Parking Lots are subject to a Joint Powers Agreement with Santa Barbara City College. This agreement is outlined in the Phase I Report and will be summarized in the Draft Harbor Master Plan. The agreement provides for the complementary use of the parking lots with City College. Students primarily use the lots during weekdays during the school year and other public uses them during afternoons, evenings and weekends year round. City College has included a policy in their adopted Public Works Plan requiring annual coordination with the City as it relates to parking utilization and availability. A similarly worded policy is proposed to be added to the Harbor Master Plan.

In order to assess the significance of parking impacts generated by the implementation of the Harbor Master Plan, a constraints analysis was performed. The available capacity (85% of total spaces minus the number of occupied spaces) in the study area parking systems was determined for high demand periods. Table 16 in the Traffic and Parking Study indicates that reserve capacity in the study area parking system varies between 262 available spaces on Fall weekday mornings and 913 available spaces on summer weekday evenings. The parking demand for the Harbor Master Plan recommendations would have to exceed 262 spaces to as many as 913 spaces before a significant impact would result. According to the study, considering the low-intensity land uses and moderate building increases proposed, it is apparent

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that the existing reserve parking is more than adequate. It is important to note that the parking analysis did not include the 50 parking spaces that are proposed to be added. Therefore, given that there is currently an excess of parking spaces available, the low intensity nature of the new uses and the proposed addition of parking, significant parking impacts should not occur.

Parking availability is generally perceived as being inadequate, especially during summer weekends and holidays, but the issue is really one of the location of the parking relative to where the person parking wants to go. For example, now that the Leadbetter East/Harbor West Lot has been rebuilt, resulting in a net increase of 194 spaces, the Leadbetter and La Playa Lots rarely, if ever, fill. The Harbor Parking Lot may fill on busy summer weekends, but there is adequate parking available nearby, particularly in the Leadbetter and La Playa Lots. Looking at an aerial or areawide map shows that the distance from the existing Breakwater Restaurant to the Leadbetter West Lot near Sea Cove Restaurant is actually less than the distance from the restaurant to the east end of the Harbor Parking Lot near West Beach. The two La Playa Lots are roughly equidistant from the Breakwater Restaurant to the parking near West Beach. While that may be the case, people still perceive that the Harbor Lot is the most convenient. The redesign of the Harbor Way entrance (#4) will include improved signage that will direct parkers to the lots at the west end of the Harbor.

The Harbor Master Plan Needs Assessment identified additional parking which offers support to ocean dependent activities in the Harbor Area as a high priority. The need for additional short-term parking to allow people the ability to load/unload gear and boats, then return to repark their car in long-term parking lots is one way this can be provided. A mitigation has been added to require that additional short-term spaces be added adjacent to Marinas 2, 3 and 4 and in the new lot near the Naval Reserve Building (and/or along the new Harbor Way cul-de-sac). These spaces shall be patrolled by parking enforcement personnel to ensure that the spaces are used for short-term parking only. The new parking lot proposed where the Breakwater Restaurant and Old Coast Guard Auxiliary are currently located will also be for short-term parking only. This will help address the need for short-term spaces close to the Harbor.

#### Mitigation and Residual Impact:

1. In order to avoid creating significant impacts, the development of the Harbor Commercial Area (Preliminary Recommendation #5) portion of the Harbor Master Plan shall comply with the following:  
  
A study shall be performed which recounts the Castillo/Montecito Streets intersection once the Crosstown Freeway is complete, to determine the extent of the improvements that are necessary for the intersection to function at an acceptable level. If it is determined that the Harbor Commercial Area improvements contribute to a significant traffic impact at that intersection, the intersection improvements must be funded, approved, scheduled and appropriate permits obtained prior to obtaining building permits for the Harbor Commercial Area. Furthermore, the improvements associated with Recommendation #5 would not be able to obtain occupancy clearance until the Castillo/Montecito Streets improvements are in place.
2. Within one year of the completion of the Crosstown Freeway, the Waterfront Department shall work with City Public Works and other appropriate agencies and property owners to initiate a comprehensive traffic and parking study of the Waterfront. The study shall include, but not be limited to, vehicular and non-vehicular traffic, Transportation Demand Management, parking, future tram or shuttles onto the Wharf and future known development projects.
3. Additional short-term spaces shall be added to serve each of the Marinas, in the new lot near the Naval Reserve Building and/or along the new Harbor Way cul-de-sac, as can be provided in the revised parking and circulation

plan. These spaces shall be patrolled by parking enforcement personnel to ensure that the spaces are used for short-term parking only.

With the incorporation of this mitigation measure and the policy mentioned above relating to coordination with SBCC, the existing parking in the area, plus the proposed addition of parking, indicates that parking is and will continue to be adequate in the Harbor area and significant parking impacts should not occur.

4. Construction of recommendations which may cause a conflict with vehicle, bicycle or pedestrian circulation of the Harbor area shall be scheduled for off-high-season time periods.

Recommended Monitoring:

12. VISUAL:

Will the proposal result in:

- a. The obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?

\_\_\_\_\_

- b. Change to the visual character of an area?

\_\_\_\_\_

- c. Glare or nightlighting which may affect adjoining areas?

\_\_\_\_\_

- d. Visually incompatible structures?

\_\_\_\_\_

Impact Discussion:

There are potential visual impacts associated with the project relating to the obstruction of scenic vistas or views open to the public. The MEA identifies the entire study area as being an area of visual sensitivity (coastal bluffs and shoreline).

The potential impacts would relate primarily to the addition of the Harbor Master's office and a small restroom/deli building on the rock groin (#9). The recommendations under review also include the addition of a Harbor Maintenance Building in place of the existing storage containers in the Maintenance Yard. Minor building additions to the Wharf are also proposed (#12). In the Harbor Commercial area, two buildings are proposed for removal (the Breakwater Restaurant and Old Coast Guard Auxiliary) which will provide a combination of additional parking spaces and more open space.

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The Phase II Report recommends that Design Guidelines be developed. These guidelines will require careful consideration of the location of new structures, landscaping, lighting and other architectural features. An outline of the guidelines is included in Appendix C of the Phase II Report.

**Light/Glare** – The proposed Design Guidelines, which will be developed along with the Harbor Master Plan will address new lighting for the study area. The new lighting may result in increased light and glare if not carefully designed and placed. One of the goals of the Design Guidelines is to provide for safety through lighting while tying the area together visually through the use of consistent light standards and fixtures throughout the study area. The new lighting would replace old, inefficient fixtures and should reduce overall light and glare in the study area. Significant impacts should not occur.

**Mitigation and Residual Impact:**

(The following measure is also found in the Cultural Resource section.)

1. The development and implementation of Design Guidelines for any new structures (Recommendation #3). The guidelines shall provide for the following:
  - a. Compatibility with existing historic features such as the concrete wall, the pylons, and the lamp posts;
  - b. Compatibility with historic structures such as the formal Spanish-Colonial Revival Naval Reserve Building and the more utilitarian wood frame clapboard buildings such as the Breakwater Restaurant and the Coast Guard Auxiliary building; and
  - c. Reference to historical uses and events.
  - d. Mitigation of visual concerns, including view corridors towards and along the ocean.
  - e. The design of lighting which provides for the safety of the area while tying the area together visually through the use of consistent light standards and fixtures.

**Recommended Monitoring:**

Known <u>Sig.</u>	Unknown poten. <u>Sig.</u>	Poten. Sig. and <u>Mitig.</u>	<u>Not Sig.</u>
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### 13. WATER RESOURCES/FLOODING:

Will the proposal result in:

a.	Changes in currents, or the course or direction of water movements, in either marine or fresh waters?	—	—	—	✓
b.	Changes in percolation rates, drainage patterns or the rate and amount of surface water runoff?	—	—	—	✓
c.	Change in the amount of surface water in any water body?	—	—	—	✓
d.	Discharge into surface waters, or alteration of surface water quality, including but not limited to temperature, dissolved oxygen, turbidity, or thermal water pollution (e.g., eutrophication)?	—	—	—	✓
e.	Alterations to the course or flow of flood waters, or need for private or public flood control projects?	—	—	—	✓
f.	Exposure of people or property to water related hazards such as flooding (placement of project in 100 year flood plain), accelerated runoff or tsunamis?	—	—	—	✓
g.	Alteration of the direction or rate of flow of groundwaters?	—	—	—	✓
h.	Change in the quantity of groundwaters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations of recharge interference?	—	—	—	✓
i.	Overdraft or overcommitment of any groundwater basin? Or, a substantial increase in the existing overdraft or overcommitment of any groundwater basin?	—	—	—	✓
j.	The substantial degradation of groundwater quality including saltwater intrusion?	—	—	—	✓
		—	—	—	✓

Known Sig.	Unknown poten. Sig.	Poten. Sig. and Mitig.	Not Sig.
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k. 1. The use of substantial quantities of water? N/A AFY

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2. Substantial reduction in aquifer recharge?

_____	_____	_____	<u>✓</u>
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3. Substantial water quality degradation?

_____	_____	_____	<u>✓</u>
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### Impact Discussion:

Potential impacts associated with water relate to the alteration of drainage patterns and/or the flow of flood waters; the exposure of people or property to storm damage, flooding or tsunamis; the potential for a reduction in the amount of public water supplies; and discharge into surface waters associated with dredging activities.

Flooding and Tsunami: Much of the study area, particularly Leadbetter Beach below Hondo Creek, may be subject to inundation in the event of a 100 year flood. The entire study area could also be inundated by a tsunami. Present construction codes minimize the possibility of tsunami and flood damage to the maximum degree possible, therefore significant impacts should not occur.

Drainage: Drainage has been a problem in the past in the Harbor and major improvements have improved the situation. There is the possibility that drainage patterns would be altered with the construction of new structures. A policy has been recommended for inclusion in the Harbor Master Plan that requires continued maintenance and upgrading of the drainage system in the study area (This policy has been included as a mitigation measure). In addition, the Division of Land Use Controls requires engineered drainage plans, where appropriate, therefore drainage should not result in significant impacts.

Dredging: The Preliminary Recommendations under review include the dredging of West Beach to create a "Small Boat Quiet Area" (#10). The Coastal Commission has issued a Coastal Development Permit relating to the proposed dredging of 250,000 cy of material to reduce the width of West Beach by approximately one-half to create the quiet area. This dredging occurs about once every ten years, depending on funding and storm activity. The Phase II Report also recommended that continued Harbor dredging be maintained as it is vital to people who use the Harbor itself as well as being necessary for the replenishment of downcoast beaches. The Coastal Commission has found that the dredging, if done when grunion are not spawning and with certain other requirements, does not result in significant environmental impacts.

Storm Damage and Protection: The question of storm protection and possible storm damage is an important one. In the winter of 1982/83, the South Coast experienced a 100 year storm and several other serious storms that did considerable damage and closed the Harbor for about two months. Since that time, while the applicant's intent has not been to provide complete protection for the Waterfront from 100 year storms, several improvements have been made in the area

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to reduce future storm damage. These improvements include the construction of a wave run up wall between the Breakwater and the boat yard, improvements to the drainage of Harbor Way, and the 240 foot extension of the sandbar Breakwater. In addition, the proposed dredging of West Beach will help deflect wave energy as it approaches the Harbor. There are three major improvements that will assist in storm protection: the addition of slips to Marina One (#8), the improvements to the rock groin (#9) and the extension of the wye to the shore from Stearns Wharf (#11). Assuming these improvements are included in the adopted Harbor Master Plan, when each is proposed for implementation, detailed project specific studies will be required which address the storm protection issue.

**Domestic Water:** A detailed water study has been prepared (Attachment 11) which indicates that the current water use (6/1/90 to 5/31/91) is 54.55 acre-feet per year (AFY) as compared to the one year historical average of 78.22 AFY (the average of the Historic Water Period which ran from June 1984 through May 1986). Much of the water savings that has occurred is due to retrofitting some Harbor and Wharf fixtures and facilities and changes in water use patterns throughout the study area. As shown in Table 7 of the Water Study, current water use (which includes a factor of 15% to account for the low water use during the drought) plus the additional water use associated with the Draft Harbor Master Plan Recommendations (7.72 AFY) minus additional water savings through retrofitting result in a revised water use figure of 59.75 AFY. The revised water use figure is approximately 18 AFY less than the historical water use figure, therefore significant water impacts should not occur. This figure is also about 3 AFY less than the most recent water year water use.

**Water Study Inconsistencies:** A preliminary Water Study was prepared on the Draft Harbor Master Plan in October, 1991. This study underwent major revision in early 1992 with a much more complete study (dated March 26, 1992) being reviewed by the ERC in May, 1992. Table 4 of the October, 1991 study, titled "Historic and Current Water Use - HMP Study Area," included historic water use for 15 water meters in the study area. At that time, that was thought to be the total number of meters that were the Waterfront Department's responsibility in the study area. Table 1 in the March, 1992 study, titled "Historical and Current Water Use Figures -- Harbor Master Plan Study Area," includes more than twice the number of meters (32) listed in the first version of the study. In the intervening months, more research had been done on the water meters in the study area and a number of main and sub-meters that had been overlooked were found. The total two-year historic water use from the first study (75.56 AFY) more than doubled in the later study (156.44 AFY). Table 1 in the updated version of the study, which is now dated June, 1992, is an accurate reflection of the historic water use data.

#### **Mitigation and Residual Impact:**

1. Continue to maintain and upgrade the sewer and drainage systems, particularly in the Harbor area.

#### **Recommended Monitoring:**

Yes

Maybe

No

**MANDATORY FINDINGS OF SIGNIFICANT ENVIRONMENTAL EFFECT.**

- 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 major periods of California's 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 environmental effects which are individually limited but cumulatively considerable?
- d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?
- Alternatives to the Proposed Action. Does the project require the discussion and evaluation of a range of reasonable alternatives which could feasibly attain the basic objectives of the project?

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## RECOMMENDATION OF THE ENVIRONMENTAL ANALYST:

On the basis of this initial evaluation:

- ☐ I find the proposed project will NOT have a significant adverse environmental effect, and a NEGATIVE DECLARATION should be prepared.
- ☒ I find that although the proposed project could have a significant adverse environmental effect, there would not be a significant effect in this case if the mitigation measures described herein are implemented. A NEGATIVE DECLARATION should be prepared.
- ☐ I find that the proposed project MAY have a significant adverse environmental effect, and an ENVIRONMENTAL IMPACT REPORT should be prepared.
- ☐ I find that the project MAY have a significant adverse environmental effect and the impact is described in the

Brent Daniels      6/16/92  
Signature                      Date

Brent Daniels, Associate Planner  
Initial Study Preparer

### ATTACHMENTS:

1. Harbor Master Plan Phase II Report (under separate cover)
2. Project Description of Draft Harbor Master Plan Preliminary Recommendations
3. New Square Footage and Changes of Use Associated with Preliminary Recommendations
4. Harbor Area Buildings Chart
5. Traffic and Parking Study, 9/6/91 - see Technical App.
6. Archaeological Assessment, 9/91 (on file with Planning Division)
7. Historic Structures Evaluation, 8/91 and 2/19/92 - see Technical App.
8. Landmarks Committee Minutes, 1/2/91 and 2/26/92
9. Letter from Fire Marshall, 8/16/91
10. Transportation Memo, 3/25/92
11. Draft Harbor Master Plan Water Study, 3/27/92 - see updated info in Section VI of HMP



**Appendix H**

**TRAFFIC AND PARKING STUDIES**

**JUNE 19, 1995**

**(Addressing the Naval Reserve Building Project)**

**SEPTEMBER 12, 1991**

**(See Technical Appendix)**

**OCTOBER 9, 1991**

**(See Technical Appendix)**

**Prepared by:**

**Associated Transportation Engineers**



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May 30, 1995

95030L01.LTR

Ms. Pat Saley  
Pat Saley & Associates  
693 Circle Drive  
Santa Barbara, CA 93018

## **TRAFFIC AND PARKING ANALYSIS FOR THE NAVAL RESERVE BUILDING PROJECT -- CITY OF SANTA BARBARA**

The following letter provides information on the traffic and parking impacts that would result from the currently proposed uses for the Naval Reserve Building Project compared to those uses analyzed in the Harbor Master Plan (HMP). It is our understanding that the traffic and parking analyses will be used by the City to review the significance of potential impacts associated with the proposed Naval Reserve Building uses, within the context of the HMP.

### **REVISED NAVAL RESERVE BUILDING USES**

Two options are being considered for the uses within the Naval Reserve Building. Both options would retain the existing 17,500 square-foot building and include restaurant, museum, office and retail space within the area of the building previously approved for use as office space. Table 1 shows the uses currently proposed for each option.

**Table 1**  
**Naval Reserve Building Proposed Uses**

<b>Option/Land Uses</b>	<b>Size</b>
<b>Option 1 — Proposed Uses</b>	
Restaurant	3,282 S.F.
Museum	3,070 S.F.
Office	1,664 S.F.
Retail	<u>- 520 S.F.</u>
Subtotal	7,496 S.F.
<b>Approved Uses</b>	
Office	-7496 S.F.
<b>NET CHANGE</b>	<b>0 S.F.</b>
<b>Option 2 — Proposed Uses</b>	
Restaurant	2,270 S.F.
Museum	3,070 S.F.
Office	1,664 S.F.
Retail	<u>- 520 S.F.</u>
Subtotal	6,484 S.F.
<b>Approved Uses</b>	
Office	-6,484 S.F.
<b>NET CHANGE</b>	<b>0 S.F.</b>

## TRAFFIC ANALYSIS

### Trip Generation

Friday P.M. peak hour and Sunday P.M. peak hour trip generation estimates for Options 1 and 2 were calculated based on the trip generation rates used in the HMP, which were derived primarily from the Institute of Transportation Engineers (ITE) trip generation reports and the San Diego Traffic Generators report.<sup>1</sup> Tables 2 and 3 show the Friday and Sunday peak hour trip generation estimates for each development option.

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<sup>1</sup> Trip Generation, Institute of Transportation Engineers, Fourth and Fifth Editions, 1987 and 1991.

San Diego Traffic Generators, San Diego County Association of Governments, 1992.

**Table 2**  
**P.M. Peak Hour Trip Generation Estimates**  
**Option 1 — Naval Reserve Building Proposed Uses**

Land Uses	Size	Primary Trip Factor	Fridays		Sundays	
			Rate	Trips	Rate	Trips
<b>Proposed Uses</b>						
Restaurant	3,282 SF	0.50	7.25	12	3.80	6
Museum	3,070 SF	0.50	4.92	8	4.92	8
Office	1,664 SF	1.00	2.91	5	0.58	1
Retail	- 520 SF	0.50	4.96	- 1	4.96	- 1
Subtotal	7,496 SF			24		14
<b>Approved Uses</b>						
Office	-7,496 SF	1.00	2.91	- 22	0.58	- 4
<b>NET NEW TRIPS</b>				<b>+ 2</b>		<b>+ 10</b>

Table 2 indicates that the Option 1 uses proposed for the Naval Reserve Building would generate a net increase of 2 trips during the Friday P.M. peak hour and 10 trips during the Sunday P.M. peak hour.

**Table 3**  
**P.M. Peak Hour Trip Generation Estimates**  
**Option 2 — Naval Reserve Building Proposed Uses**

Land Uses	Size	Primary Trip Factor	Fridays		Sundays	
			Rate	Trips	Rate	Trips
<b>Proposed Uses</b>						
Restaurant	2,270 SF	0.50	7.25	8	3.80	4
Museum	3,070 SF	0.50	4.92	8	4.92	8
Office	1,664 SF	1.00	2.91	5	0.58	1
Retail	- 520 SF	0.50	4.96	- 1	4.96	- 1
Subtotal	6,484 SF			20		12
<b>Approved Uses</b>						
Office	-6,484 SF	1.00	2.91	- 19	0.58	- 4
<b>NET NEW TRIPS</b>				<b>+ 1</b>		<b>+ 8</b>

As shown in Table 3, the Option 2 uses proposed for the Naval Reserve Building would generate a net increase of 1 trip during the Friday P.M. peak hour and 8 trips during the Sunday P.M. peak hour.

In order to quantify the revised HMP trip generation estimates, the net additional trips resulting from the proposed uses for the Naval Reserve Building were added to the trip estimated in the HMP. Table 4 shows the revised HMP trip generation estimates based on the Option 1 and Option 2 use development scenarios.

**Table 4**  
**Revised HMP Trip Generation Estimates**

Land Use Scenario	P.M. Peak Trips	
	Fridays	Sundays
Harbor Master Plan	40	30
Option 1	+ 2	+ 10
<b>OPTION 1 REVISED TRIPS</b>	<b>42</b>	<b>40</b>
Harbor Master Plan	40	30
Option 2	+ 1	+ 8
<b>OPTION 2 REVISED TRIPS</b>	<b>41</b>	<b>38</b>

Table 4 indicates that the revised HMP would generate a total of 42 trips during the Friday P.M. peak hour and a total of 40 trips during the Sunday P.M. peak hour with Option 1. Option 2 would generate a total of 41 trips during the Friday P.M. peak hour and a total of 38 trips during the Sunday P.M. peak hour.

### **Traffic Impacts**

Potential project-specific and cumulative traffic impacts were evaluated assuming the revised HMP trip generation estimates presented in Table 4. As reported in the HMP, all of the study-area intersections currently operate at acceptable levels of service and would continue to operate acceptably with the exception of the Castillo Street/Montecito Street intersection. The traffic impact analysis presented below therefore focuses on the Castillo Street/Montecito Street intersection (as the net additional traffic generated by the Options 1 and 2 use scenarios for the Naval Reserve Building — 10 trips or less — would not change levels of service at the other study-area intersections). As a worst case, impacts associated with Option 1 were assessed given the higher trip generation estimate for that scenario. Impacts associated with Option 2 would be the same, however, given that the trip generation estimates are nearly identical to Option 1.

Existing volumes for the Castillo Street/Montecito Street intersection were provided by City staff, while cumulative volumes were obtained from Penfield & Smith Engineers — the firm that recently updated the cumulative level of service forecast for the City.

#### Project-Specific Analysis

The City's project-specific traffic impact threshold states that if a project causes the volume-to-capacity (V/C) ratio of an intersection to exceed 0.77, or if the project increases the V/C ratio by 0.01 at an intersection which already exceeds V/C 0.77, the project's impact is considered significant.

The HMP identified a significant project-specific impact at the Castillo Street/Montecito Street intersection during the Friday P.M. peak hour, as the V/C ratio would increase by 0.016, which exceeds the City's project-specific impact threshold for intersections operating in excess of V/C 0.77. However, there were no significant impacts at this location during the Sunday P.M. peak hour.

The project's impact to the Castillo Street/Montecito Street intersection was calculated assuming the revised uses proposed for the Naval Reserve Building. The results of these calculations are summarized in Table 5.

**Table 5**  
**Castillo Street/Montecito Street**  
**Existing and Existing + Project Levels of Service**

Analysis Period	Existing	Existing+Project	Revised HMP Project-Added V/C
Friday P.M. Peak Hour	0.84/D	0.86/D	0.017
Sunday P.M. Peak Hour	0.74/C	0.76/C	0.015

Table 5 indicates that the additional traffic added by the revised land uses proposed for the Naval Reserve Building would incrementally add to the significant impact identified for the Castillo Street/Montecito Street intersection during the Friday P.M. peak hour period. Table 5 also shows that because Sunday operation remains below the 0.77/C threshold with the addition of the new traffic, a significant impact would not occur during this time period.

#### Cumulative Traffic Impacts

The City's cumulative traffic impact threshold states that if a project adds one or more trips to an intersection which is forecast to operate at a V/C ratio exceeding 0.77 with cumulative traffic volumes, the project's contribution is considered a significant cumulative impact.

As with the project-specific analysis, the HMP identified a significant cumulative impact at the Castillo Street/Montecito Street intersection during the Friday P.M. peak hour, as the V/C ratio would be above 0.77 and the HMP would add more than one trip to the intersection. However, no significant cumulative impact was identified at this location during the Sunday P.M. peak hour, as the V/C ratio would be below 0.77.

Cumulative levels of service were calculated for the intersection based on the recently updated cumulative volumes forecasted by Penfield & Smith Engineers for the City. Table 6 presents the results of the level of service computations.

**Table 6**  
**Castillo Street/Montecito Street**  
**Cumulative + Project Levels of Service**

Analysis Period	Cumulative+Project	Revised HMP Project-Added Trips
Friday P.M. Peak Hour	0.88/D	30
Sunday P.M. Peak Hour	0.79/C	25

The information presented in Table 6 indicates that traffic generated by the revised HMP (including the proposed new restaurant) would contribute to a significant cumulative impact at the Castillo Street/Montecito Street intersection on Fridays and Sundays by adding more than one peak hour trip to the intersection, which is forecast to operate in excess of the 0.77 threshold with cumulative volumes.

## **PARKING ANALYSIS**

Table 7 summarizes the parking demands associated with the HMP with the uses now proposed for the Naval Reserve Building Project. The City's methodology for assessing the significance of environmental impacts related to parking has traditionally involved the use of an 85% parking occupancy threshold.

**Table 7**  
**Revised Harbor Master Plan Parking Demand Estimates**

HMP Component	Weekday Parking Demand				Weekend Parking Demand			
	Peak	Morning	Afternoon	Evening	Peak	Morning	Afternoon	Evening
HMP - Previously Proposed	105	43	86	86	126	49	82	111
Option 1 Naval Reserve Changes	+35	-4	+24	+36	+51	+17	+24	+50
Option 2 Naval Reserve Changes	+25	-3	+18	+24	+35	+12	+17	+34
Revised HMP - Option 1	140	39	110	122	177	66	106	161
Revised HMP - Option 2	130	40	104	110	161	61	99	145

As reported in the HMP, more than adequate parking is available in the waterfront area to accommodate parking generated by the HMP. The additional parking demands generated by the revised HMP would not exceed available reserve parking supplies in the study area at anytime during the day, and overall parking occupancy within the study area would remain below the City's 85% utilization threshold. Therefore, the effect of the revised HMP development on the Harbor-area parking supply would be insignificant.

## MITIGATION MEASURES

As stated in previous sections, the proposed revisions to the Naval Reserve Building Project would result in significant project-specific and cumulative traffic impacts at the Castillo Street/Montecito Street intersection by adding peak hour traffic in excess of adopted City thresholds. Construction of planned improvements at the Castillo Street/Montecito Street intersection would mitigate the project-specific and cumulative impacts identified above. The City has planned a two-phase improvement project for the intersection. Information provided by the City Transportation Division indicates that the Phase I improvement project, scheduled to be completed in late 1995, involves lane additions and removal of the east-west split phasing on Montecito Street. With these improvements in place, the intersection would operate at 0.65/B with existing traffic volumes and at 0.74/C with cumulative traffic volumes on Fridays. Operations on Sunday would also improve to acceptable conditions, given that peak hour Sunday volumes at the intersections are lower than peak hour Friday volumes. The Phase II improvement project, which is not scheduled at this time, involves lane additions to Castillo Street and removal of the north-south split phasing. This project will further improve operations at the intersection when completed.

This concludes our analysis of the potential traffic and parking impacts associated with the currently proposed uses for the Naval Reserve Building Project. Please contact us if you have questions regarding the analysis.

Associated Transportation Engineers

A handwritten signature in black ink, appearing to read 'Dan Dawson', is positioned above the printed name.

Dan Dawson  
Transportation Planner

DLD/RLF

cc: Mr. John Greer, City of Santa Barbara Waterfront Department



**Appendix I**

**HARBOR MASTER PLAN  
DESIGN GUIDELINES**

**Prepared by:**

**Lenvik and Minor Architects**



## **APPENDIX I**

### **HARBOR MASTER PLAN DESIGN GUIDELINES**

#### **I. INTRODUCTION**

##### **A. Background**

The restoration of Stearns Wharf in the 1970s established a "historic maritime" theme for the buildings on the Wharf. The balance of the harbor area has been lacking a stated architectural theme.

The City's Local Coastal Plan includes an action of Policy 7.2 relating to the aesthetics of the study area:

Establish a design theme for both the Harbor and Wharf structures which reflects a historic maritime setting for the Wharf and a Mediterranean/Hispanic setting for the Harbor.

Waterfront Area Design Guidelines were developed as a result of the Local Coastal Plan (LCP); however, those guidelines do not specifically apply to the Wharf or the Harbor Area. While most of the area is zoned Harbor Commercial, a small portion of West Beach and Palm Park are zoned PR which is Parks and Recreation/open space.

Section III H of the Waterfront Guidelines for the PR (Parks & Recreation/Open Space) Zone states:

Architecture: Any structures located in public parks or other public areas should be traditional Hispanic in style to reflect the Santa Barbara image.

Landscaping: All trees in City parks should be replaced on an ongoing basis, but not in such abundance that views of the harbor, Waterfront or City are obscured. Palms are generally encouraged.

These guidelines are an expansion of Section III H of the Waterfront Area Design Guidelines for the Coastal Zone.

##### **B. Purpose of Guidelines**

The purpose of the Harbor Master Plan Design Guidelines is to establish policies and design themes for the Harbor and Stearns Wharf area to aid designers, planners and City Staff in making decisions relative to architectural and related development in the Harbor Master Plan study area.

These Design Guidelines are intended to be used in conjunction with the most recently adopted Architectural Board of Review (ABR) Guidelines.

### **C. Goals/Objectives**

The overall goal for the entire Harbor Master Plan area is to provide for visual compatibility throughout the area. While different architectural styles occur in various locations, the landscaping, lighting, signage, colors, etc. can be used to tie the area together visually. Goals for specific areas are:

1. **Stearns Wharf** - The architectural style for new structures and other improvements on the Wharf shall be in keeping with the Coastal Marine style that has been established.
2. **West Beach/Rock Groin/Los Baños Area** - The architectural style in this area should reflect the "Santa Barbara style" of architecture consistent with simpler utilitarian buildings in El Pueblo Viejo District.
3. **Harbor Commercial Area** - These Design Guidelines are intended to recognize and promote the charm and variety of architectural styles that exist in the Harbor Commercial Area while allowing for the gradual transition to traditional Santa Barbara architectural styles. Much of this charm is because it is a working harbor with a mixture of commercial fishing and other ocean dependent activities as well as ocean related and visitor serving uses. The Guidelines strive to maintain and create a variety of character within the Waterfront through the use of building massing, detailing, color, landscaping and signage to preserve the vitality of the waterfront for the visitor and user. New buildings in the area and major remodels (defined as a remodel that exceeds in cost 50% of the valuation of the existing building as defined by the Uniform Building Code) shall be in the traditional Santa Barbara style of architecture, particularly those that face east toward the Harbor.

## **II. HARBOR MASTER PLAN SUB AREAS**

The Harbor Master Plan area is subdivided into four basic areas for consideration in these design guidelines.

### **A. Stearns Wharf**

This includes the entire Wharf, the State Street/Cabrillo Boulevard intersection, the Mission Creek outfall and portions of Palm Park within the study area.

### **B. West Beach/Rock Groin/Los Baños**

This area includes the portion of West beach lying between the Wharf and the boat launching area, including the rock groin.

### **C. Harbor Area**

The Harbor is comprised of several areas that have distinct identities and therefore they should be developed in different ways. These include:

1. **Harbor Commercial Area** - The Harbor Commercial area is the area between the marinas on the east, Loma Alta Drive on the west, the ocean on the south and Shoreline Drive on the north. The most prominent building in this area is the Naval Reserve Building. All of these buildings and structures (piers, etc) are City owned.
2. **Slips and Restrooms** - This area is generally that portion of the Harbor containing slips, Navy Pier and the adjacent fringe of land containing restrooms, walkways and landscaping.

#### **D. Parking**

This includes the public and assigned parking along Harbor Way and the Harbor, Leadbetter East and West and La Playa East and West Parking Lots.

### **III. DESIGN GUIDELINES**

#### **A. Specific Sub Areas**

##### **1. Wharf**

- a. General Description - The architectural character of the Wharf buildings was established during the redevelopment of the Wharf in the 1970s. The Coastal Marine style should be continued for any additional construction on the Wharf. Variety of roof shapes, window sizes and wood siding material should be encouraged.
- b. Wall Materials - Walls should generally be of wood siding such as bevel siding, board and batten, shingle or similar wood materials. Doors and windows should be wood trimmed.
- c. Roofing Material - Roofing materials shall comply with City ordinance for roofing materials. Standing seam copper, galvanized steel, or terne roofing with traditional detailing is permitted. Corrugated galvanized steel and asphalt roofing shingles are allowed.
- d. Color - Building body colors should be subdued grays and earth tones reflecting weathered natural materials typical of Coastal Marine architecture. Accent colors for trim and small areas of color should be complementary to the building color.

##### **2. West Beach/Launch Ramp/Rock Groin**

- a. General Description - New construction in this area should be Santa Barbara Regional Style. Architecture should be compatible with the buildings which front Cabrillo Boulevard, including Los Baños Pool. New construction would most probably house the Harbormaster's office, provide visitor slips for arriving boats and other visitor serving functions. It is appropriate to create a complex with a Santa Barbara style which will be the visual focal point of the Harbor area. Architectural design should create a variety of

roof shapes, window configurations and facades so as to create the sense of smaller individual buildings. To be avoided is the large one-building "project" feeling which could easily result with new construction.

Site planning should take care to provide and encourage pedestrian use with seating areas and viewing places provided since this will be an active area of the Harbor.

- b. **Wall Materials** - Wall Materials should be predominately plaster typical of Santa Barbara architecture. Small areas of natural sandstone may be appropriate. Door and window openings shall be deeply recessed in walls to reflect the thick wall Mediterranean character. Heavy textured plaster is to be avoided. Details should be simple to reflect the utilitarian nature of the building, if appropriate.
- c. **Roofing Materials** - Roofing material shall be red clay, two-piece mission tile or other roofing materials that are compatible with the building's architecture.
- d. **Color** - The major building mass should not be limited to white or off white colors. Trim and accent colors should be consistent within each building mass but should vary between buildings.

### **3. Harbor Commercial**

- a. **General Description** - The long term goal of these guidelines is to establish a Santa Barbara style which is influenced by Mediterranean architecture for the Harbor commercial area. Since the majority of the area is currently developed, it is understood that achievement of this goal will take time.

- 1) **Small Additions**

Small additions and minor remodel work (defined as an addition or remodel work that does not exceed in cost 50% of the valuation of the existing building as defined by the Uniform Building Code) should be consistent with the existing character of the building. Existing buildings of non-Mediterranean style shall be made to conform to the Santa Barbara theme if additions of greater than 2,000 sq. ft. or if major remodeling is undertaken.

- 2) **New Buildings or Major Remodels**

New buildings and major remodels (defined as remodel work that exceeds in cost 50% of the valuation of the existing building as defined by the Uniform Building Code) shall be of a traditional Santa Barbara style. The architectural design should create a variety of roof shapes, window configurations and facades so as to create a sense of small individual buildings. Buildings used for utilitarian purposes such as boat maintenance yard, City Harbor maintenance, storage buildings, should reflect the nature of these uses and be simple in their design to complement other more detailed structures in their immediate vicinity.

- b. **Wall Materials** - Wall materials should be predominately plaster typical of Santa Barbara architecture. Door and window openings should be deeply recessed in walls to reflect the thick wall Mediterranean character. Heavy textured plaster is to be avoided. Details should be simple to reflect the utilitarian nature of the building, if appropriate.

Wall materials for remodeled buildings shall be of the same generally predominant material on the existing building or other compatible siding material. Window and door openings should be wood trimmed. Additions and remodels shall enhance existing structure.

- c. **Roof Materials** - Roof materials for Santa Barbara style buildings shall be red clay, two-piece mission tile or other roofing materials that are compatible with the building's architecture. Roof material for remodeled buildings shall match or be compatible with existing roofing of the building.
- d. **Color** - Color for Santa Barbara style structures should not be limited to white or off-white. Trim and accent colors should be consistent within each building mass but should vary between buildings.

#### **4. Slips and Restrooms**

- a. **General Description** - Structures located on floats in the Harbor slip area or structures constructed on exposed pilings should be Coastal Marine style. Other structures located on the fringe of this sub area should be Santa Barbara style.
- b. **Materials and colors** - Materials and colors for structures should be as described above for Coastal Marine and Santa Barbara style structures.

#### **5. Parking**

- a. **General Description** - The public parking areas are an important aspect of the Harbor area providing for view corridors to the ocean and mountains. Structures within these parking areas including buildings, walls and other similar structures should be Santa Barbara style.
- b. **Materials and colors** - Materials and colors for walls and other structures should reflect the architectural style that is predominate in the area.
- c. **Parking areas** - Parking areas shall incorporate canopy trees such as Monterey Cypress and California Sycamore and other types of trees compatible with existing plantings in the area. Palms are encouraged.

## **B. Area Wide Guidelines**

### **1. Landscaping**

- a. Landscaping shall serve as a significant unifying element throughout the Harbor Master Plan area.
- b. Landscaping shall be compatible with existing landscaping within the Harbor Master Plan Area and the neighboring areas. Landscaping should complement existing and proposed structures and parking.
- c. Landscaping should be simple and serve as color accents or sculptural elements complementing the structure and space in which it is placed.
- d. To the maximum extent possible, storage, utility and parking areas shall be screened with fences, solid walls or landscaping along public circulation ways.
- e. Pedestrian areas should be enhanced with suitable ground cover, low to medium shrubs and canopy trees for shade.
- f. All new landscaping shall be of drought tolerant, low water using and low maintenance. Provide irrigation systems for planted areas.
- g. Landscaping is not required or encouraged on the Wharf or slip sub areas.

### **2. Street Furniture**

Pedestrian activities are encouraged wherever possible. Seating areas should be created to accommodate the casual user of the Harbor Master Plan area. Built-in seating areas which are vandal proof should be incorporated into construction wherever practical. Free standing benches and seating areas with tables are also encouraged as long as pedestrian access is not impeded.

Trash receptacles shall be provided at reasonable locations to encourage disposal of litter. Where possible, receptacles for trash containers should be incorporated into walls and other structures to minimize visual distractions.

Railings, bollards and other safety and traffic control features should be designed to be compatible with the architectural style of the sub area in which they are placed.

### **3. Lighting**

Lighting can provide a unifying element in the night time appearance of the Harbor. It is a goal of these guidelines to establish a type of light source which will create a more uniform coloration of the light as historically was created by use of incandescent lighting. Lighting design in the Harbor area should be carefully considered to minimize glare and harsh, bright

light sources. Lighting shall be designed to provide for public safety. Much of the Harbor area is viewed from adjacent motel buildings, restaurants and by night time pedestrians, motorists and boaters. Lighting and light fixtures shall be designed for pedestrian scale. Parking area light standards shall be a maximum of fourteen (14) feet in height.

#### **4. Signage**

Signage within the Harbor Master Plan area shall conform to the City of Santa Barbara sign ordinance.

A sign program should be developed for general signage in the Harbor Master Plan Area including directional, information and other basic signage.

A building sign program shall be developed to unify the Harbor area. A similar sign program has been developed for the Wharf. Much of the Harbor area is of a pedestrian nature and signage should be kept in scale for pedestrian viewing.

#### **5. Utilities**

- a. Trash and equipment enclosures shall be planned as an integral part of the individual projects. (Their detailing and the materials used should reflect the project's overall design).
- b. Roof-top equipment shall be screened from ground level viewing and painted out to final roof color. Where roofs are visible from 2nd and 3rd floor viewing areas, roof equipment shall also be screened.
- c. To the maximum extent possible, vent pipes should be combined and carried in elements such as parapets and pilasters.

#### **6. Screening**

Screen all material storage areas from public view. Screening shall relate to the adjacent project's design character.

#### **7. Paving**

- a. Where possible, large expanses of asphaltic paving in parking areas should be divided into smaller units with a different material.
- b. Pedestrian walkways, plazas and other pedestrian ways should use materials and patterns compatible with the Santa Barbara style. Colored and textured concrete, tiles and scoring patterns are encouraged. Pedestrian areas shall conform to the Santa Barbara Paver Surfaces and Transitions Guidelines.
- c. Pedestrian ways in the sandy beach areas may be of "boardwalk" design.



**Appendix J**

**HARBOR MASTER PLAN  
HISTORIC STRUCTURES STUDIES**

**PHASE II EVALUATION OF  
NAVAL RESERVE BUILDING  
June 14, 1995**

**EVALUATION OF PHASE II  
ALTERNATIVES REPORT  
August, 1991  
(See Technical Appendix)**

**PHASE II EVALUATION OF  
BREAKWATER RESTAURANT AND  
COAST GUARD AUXILIARY BUILDING  
February 19, 1992  
(See Technical Appendix)**

**Prepared by:**

**Preservation Planning Associates**

**PHASE 2 HISTORICAL RESOURCE EVALUATION  
NAVAL RESERVE ARMORY**

**113 Harbor Way  
Santa Barbara, CA**

**APN 45-250-04**

**Prepared for Diane Needham  
Public Works Department  
630 Garden Street  
Santa Barbara, CA**

**Prepared by  
Preservation Planning Associates  
519 Fig Avenue  
Santa Barbara, CA 93101**

**June 20, 1995**

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## **PHASE 2 REPORT: HISTORICAL RESOURCE NAVAL RESERVE ARMORY**

**113 Harbor Way  
Santa Barbara, CA**

### **1.0 Project Description**

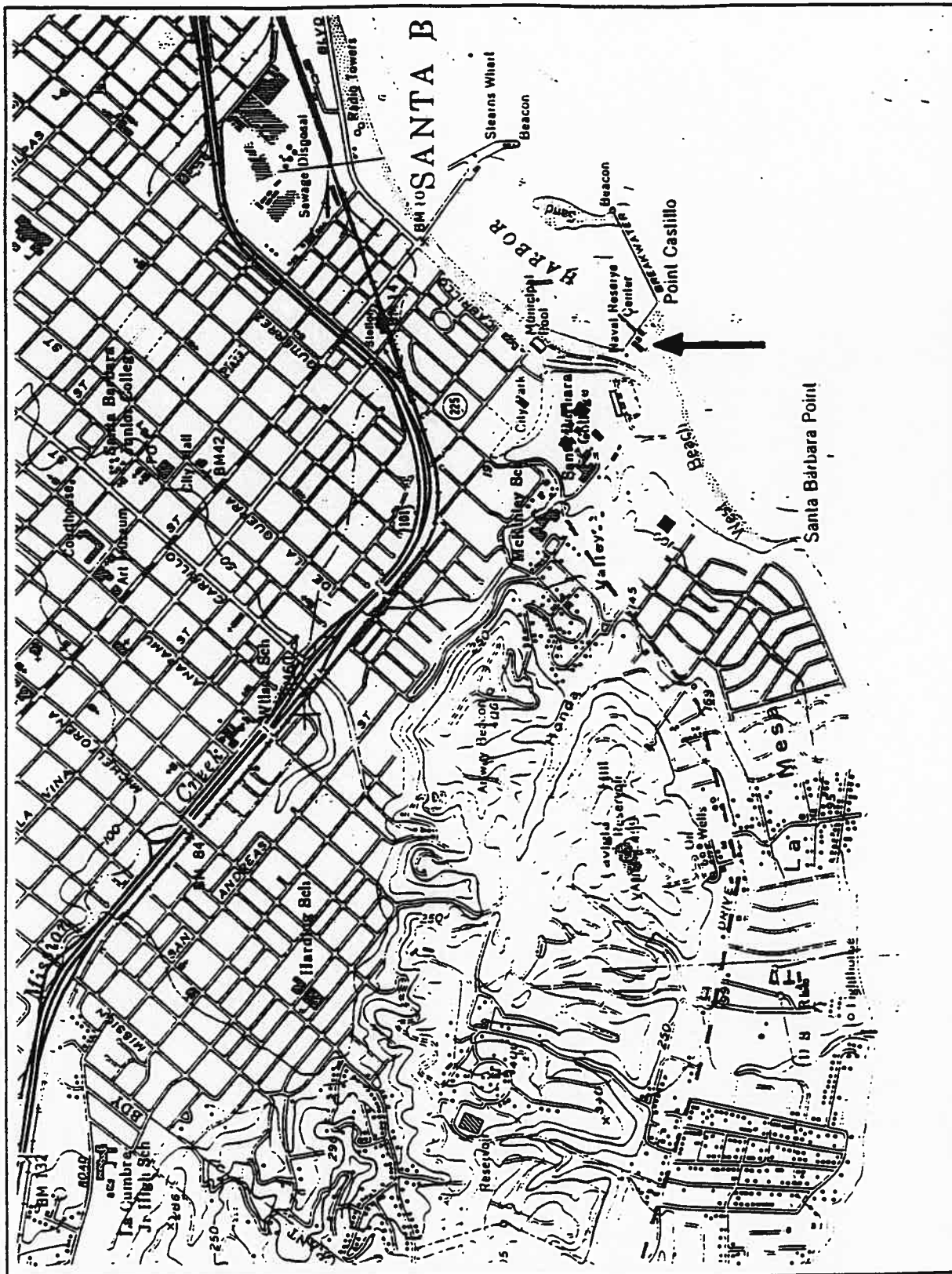
The Naval Reserve Armory, at 113 Harbor Way, is part of the complex of buildings in the Santa Barbara waterfront area (See Figures 1 and 2). The proposed project will remodel portions of the Armory for new use as a restaurant, shops, offices and meeting facilities. The City of Santa Barbara bought the building from the Navy. The Armory is a City Landmark. Additionally it has been declared eligible for the National Register by the Department of the Navy. As a result, a Memorandum of Agreement (MOA) for the building has been signed by the State Historic Preservation Officer and the Advisory Council on Historic Preservation indicating certain exterior elements that must be preserved and stipulating that all proposed work be in accordance with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (see Appendix A for MOA and Appendix B for the Secretary of the Interior's Standards). This Phase 2 evaluates the proposed project for its impacts upon the exterior of this Landmark building and for its conformance to these Standards.

### **2.0 Architectural Description**

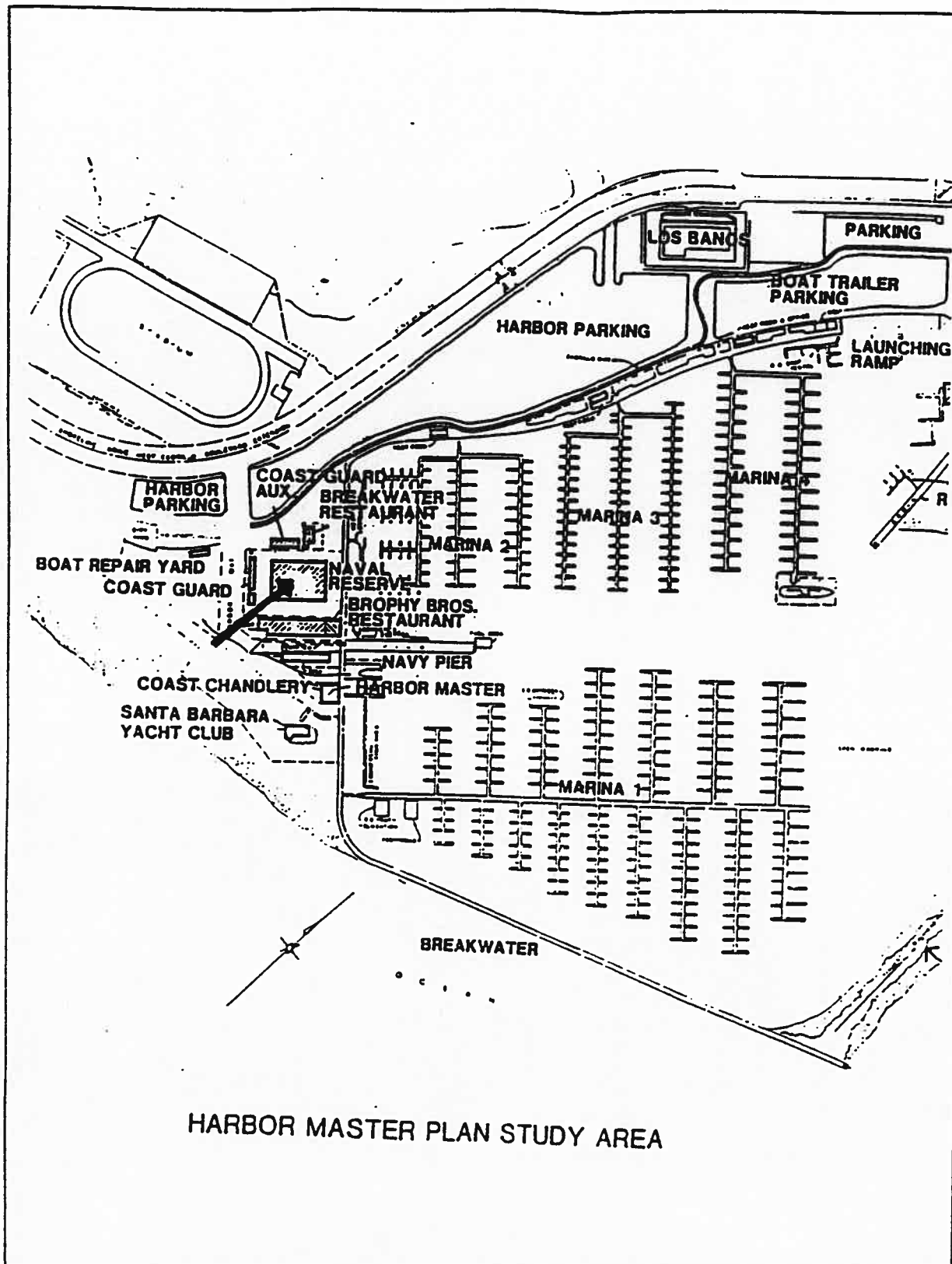
The Armory is a rectangular two-story building flanked by two slightly recessed one-story ells that run the length of the building (Photograph 1). The front (east) section consists of a symmetrical five bay main block with a hipped roof; the one-story ells in this section are topped by roof decks with parapet walls. The rear consists of a long two-story gable-roof section housing the drill hall. A small third-story enclosed observation deck rises from the gable roof; an open weather deck extends in front of it and tops the hipped roof. A small ell attached to the north side houses a circular staircase.

The raised foundation is of reinforced concrete on top of steel piers set on bedrock. The walls of the first two stories are of reinforced concrete, and the third story is built of wood frame with plaster walls. The roofs are red tile, and the walls are painted a textured off-white. Evidence from areas where the existing paint has peeled off the wall indicates that the Armory at one time was ochre-colored (Photograph 2). The copper downspouts are painted white.

The multi-paned steel sash casement windows are inset in the concrete walls, with a deep reveal (Photograph 3). The four windows flanking the entrance door are steel sash casement windows set in fixed French doors of wood. Slim balconies with decorative bronze railings embellish these doors (Photograph 4). The wooden double entry door has glass panes in the upper section and inset panels in the lower section. The rear double door is of solid wood.



**Figure 1. Vicinity Map**  
U.S.G.S. Santa Barbara Quadrangle 1988



**Figure 2. Site Map.**  
 Courtesy Pat Saley & Associates

The significant decorative elements of the Armory identified in the MOA consist of the Beaux Arts style rusticated surround at the front entrance, the four double door window openings on the first floor with their ornate bronze railings with the United States seal, the classical molding forming a belt course and cornice that runs around the entire building, the fenestration, including the restrained W.P.A. moderne engaged columns in the surrounds of the paired windows in the side ells (Photograph 5), and the classical overscale portico on the rear facade with its two-story pilasters and molded concrete arch and keystone (Photograph 6).<sup>1</sup>

### **3.0 Brief History of the Building**

Between 1927 and 1929 a breakwater was built to protect Santa Barbara's harbor. Improvements to the area in the 1930s included a concrete promenade constructed on top of the breakwater and a sea wall with built-in benches, cast-iron lamp posts and hand rails, and a pair of concrete pylons at the shoreline entrance. A new beach built up to the west of the break water, and a Naval Reserve Armory was planned for the site during the late 1930s, in response to the war in Europe and the Far East. Actual construction of the Armory, a joint City of Santa Barbara, Works Progress Administration, and Navy project, began in 1940, and was completed in 1943 as part of a larger Naval Section Base established at the harbor. Designed by local architects Windsor Soule and John F. Murphy, with L.J. Seckels as WPA Supervising Engineer, the building exhibited a combination of WPA Moderne and Spanish Colonial Revival details. The base was used during the war for port security, the operation of a mine sweeper training center, and maintenance of the Coast Guard and Coast Guard Reserve patrol and safety boats. The Armory was used as a Small Craft Training Center.

At the end of the war the leased land and most of the improvements constructed by the Navy were returned to the City. The Navy pier remained under Naval jurisdiction for a number of years, providing access for commercial and recreational boating. The Navy retained ownership of the Armory building, and continued to use it over the years for Naval Reserve functions and training. The City has now acquired the building from the Navy.

### **4.0 Assessment of Significance**

The significance of the Naval Reserve Armory has already been established. In August 1994 it was made a City Landmark for the following reasons:

- 1) The Naval Reserve Armory's character, interest and value as a significant part of the heritage of the City, the State and the Nation;
- 2) Its location as headquarters for the Naval Reserve and the site of the Small Craft Training Center during World War II;
- 3) Its identification with persons (Windsor Soule, John F. Murphy, and Naval reservists) who significantly contributed to the culture and development of the City;

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<sup>1</sup> "Memorandum of Agreement". City of Santa Barbara Agreement No. 16,983, 1993.

- 4) Its exemplification of a particular architectural style (Depression Works Progress Administration/Hispanic) and way of life important to the City;
- 5) Its exemplification of the best remaining architectural type in a neighborhood;
- 6) Its identification as the creation, design or work of persons whose effort has significantly influenced the heritage of the City;
- 7) Its embodiment of elements demonstrating outstanding attention to architectural design, detail, materials and craftsmanship;
- 8) Its unique location and singular physical characteristic representing an established and familiar feature of a neighborhood.<sup>2</sup>

Additionally, the Armory was declared eligible for the National Register by the Department of the Navy, for its "vital function training personnel to operate and maintain patrol boats, and in protecting the coastal waters of the United States. It was also significant as a significant example of the work of the Works Progress Administration in Santa Barbara and as the work of Windsor Soule, a significant local architect."<sup>3</sup>

## 5.0 Evaluation of Effects

**5.1 Criteria for Evaluating Effects.** Because of its National Register eligibility, a Memorandum of Agreement (MOA) was signed by the City, the Navy, the State Historic Preservation Office, and the Advisory Council on Historic Preservation delineating the significant features that must be preserved in the proposed remodelling of portions of the Armory. These features include "the formed concrete architectural detail that frames the front entrance, the two-story molded concrete arch that frames the rear entrance, the two-story pilasters at the rear elevation, the two formed concrete horizontal bands that surround the building at the top of the first story, the red tile roof, the off white color of the exterior walls, and the fenestration, including the four double door window openings on the first floor front with the ornate grill work that includes the United States seal".<sup>4</sup>

Additionally other interior elements called out in the National Register form as significant include the drill deck with its herringbone-patterned hardwood floor, the second-level catwalk, and the reinforced concrete framed ceiling.

The MOA also stipulated that all proposed work be in accordance with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, and that the plans be reviewed by the State Historic Preservation Office. This section of the report evaluates the proposed

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<sup>2</sup> Days, Mary Louise. "Staff Report, August 3, 1994".

<sup>3</sup> Wall, Louis S. "Naval Reserve Armory."

<sup>4</sup> "Memorandum of Agreement".

project for its impacts upon the specific exterior features of the building mentioned in the MOA as well as for its conformance to the Secretary's Standards.

**5.2 Proposed Work.** The City's program for the remodelling of the Armory consists of the following items:

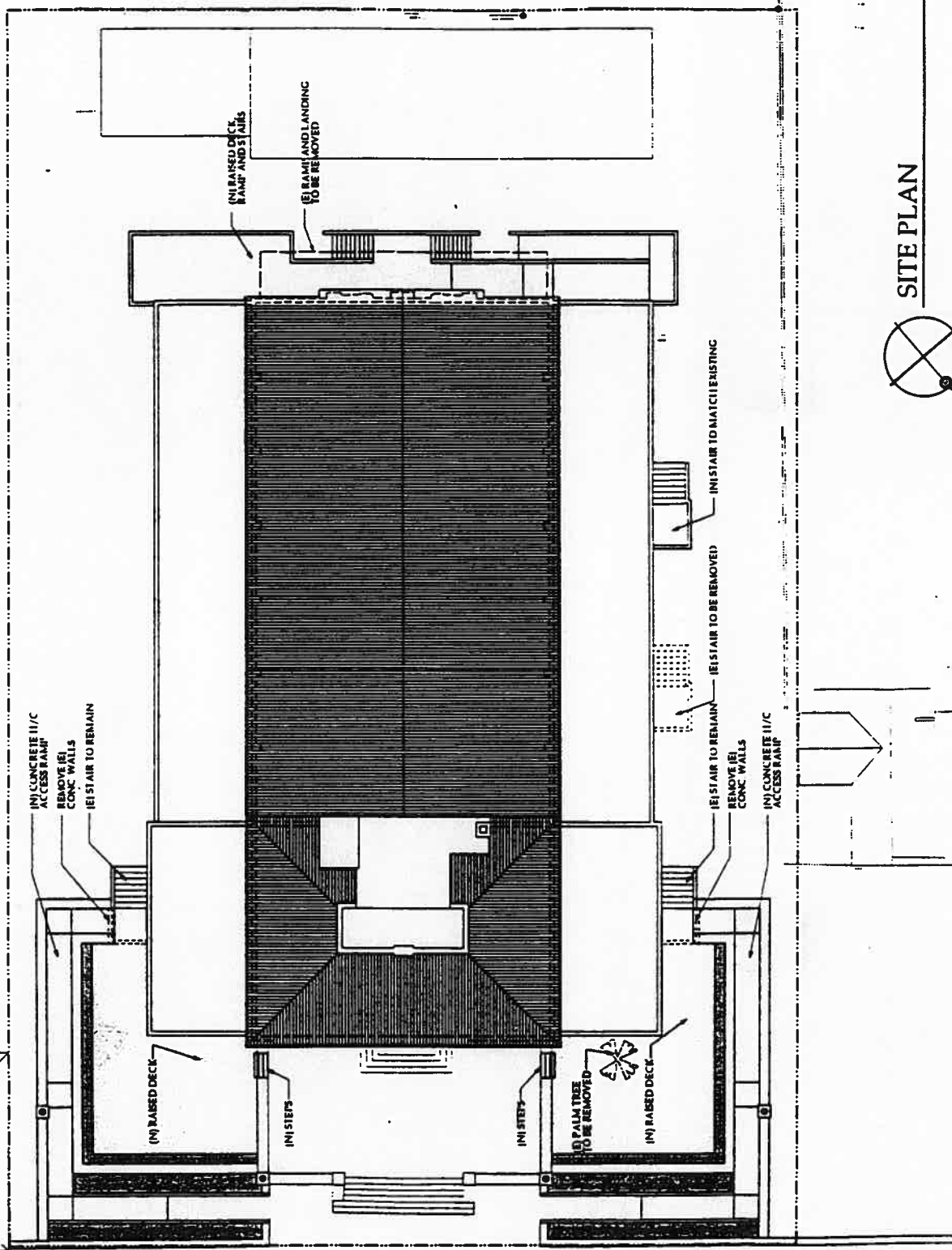
1. Public meeting room at rear of drill hall.
2. Display/exhibit area in the open center of the drill hall.
3. Renovation of existing space on either side of the drill hall into commercial space.
4. Addition of a restaurant at the northeast corner of the Armory, with an outdoor front patio.
5. Addition of a Visitor's Center in the southeast corner of the Armory.
6. Return of the Penthouse Meeting Room to its original function as a public observation deck.
7. Addition of an elevator and ramps for access to all areas of the Armory.

### **5.3 Evaluation of Proposed Plans.**

**Ramps:** The proposed plans provide for disabled access via two walled ramps extending from either side of the front steps and wrapping around the building to enter at the existing side doors (see figure 3: Site Plan). The ramp design necessitates the removal of a portion of the stair walls on the north and south sides, as well as the removal of a small portion of the wall return to the right (north) of the front entrance (see photographs 8, 9). However the proposed ramp design maintains the existing relationship between the low horizontal seawall and the Armory behind it. The first stage of the ramps, on the east side of the Armory, will rise gradually and be edged with low hedges, to keep the ramp subordinate to and separate from the historic fabric of the seawall and the Armory wall behind it. This design presents a creative solution to access without damaging significant fabric (Standard 9).

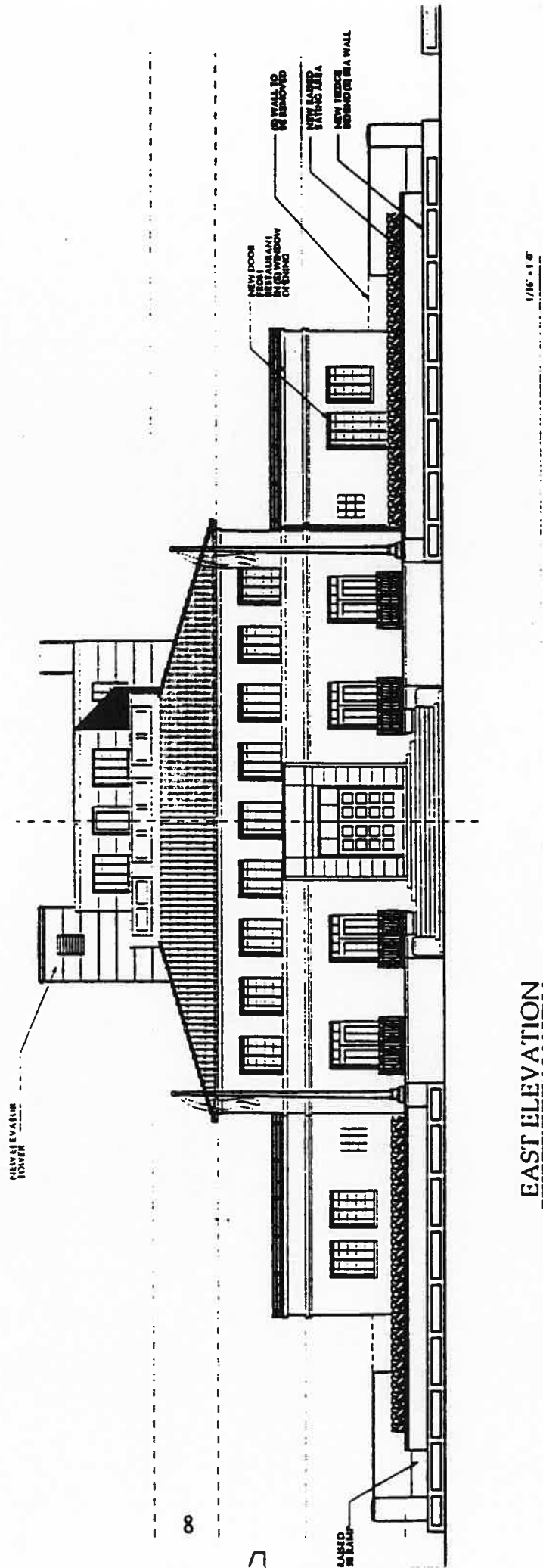
**Elevator:** The addition of an elevator shaft to provide access to the third floor observation deck will have an impact by enlarging the area so that it no longer resembles the captain's bridge on a ship (see photograph 10, figure 4: east elevation). However, its orientation, with the massing sideways, and its construction of sympathetic materials to blend with the original make this new construction compatible with the scale, color, and materials of the existing building (Standard 9). The original yardarm should be replaced to strengthen the nautical reference.

**Raised terraces:** The addition of raised terraces flanking the existing terrace on the front (east) entrance necessitates the cutting of steps through the existing side walls of the terrace (see figure 3: site plan). Because these cuts are reversible, they are acceptable alterations (Standard 10).



SITE PLAN

Figure 3. Site Plan. Courtesy Cearnal Ehlen Associates



# EAST ELEVATION

1/16" = 1' 0"

Figure 4. East Elevation. Courtesy Cearnal Ehlen Associates

New door on the east elevation. A new door will be placed within the existing framing of a window in the northeast ell to service the new restaurant terrace (see figure 4: east elevation). This door will be made of metal casement with multi-panes to match the size and scale of the adjacent window. Because the door will be set within the existing window opening, this alteration leaves the essential form and integrity of the wall intact (Standard 10).

Provision of fire stairs from second floor. To provide an exterior exit for new fire stairs on the southeast elevation, the existing south entrance doors will be recessed (see figure 5: south elevation). Because the existing doors and entrance will be retained, and the alteration is thus reversible, this alteration meets the Secretary's Standards (Standard 10).

New door in north elevation. The existing doorway in the north elevation will be relocated further west to provide a delivery entrance for the restaurant as well as a required second exit for the proposed meeting room at the rear (west) of the Armory (see figure 6: north elevation). The new stairway will be a recreation of the old stairway. A suggested alternate plan was to cut the required new door for the meeting room exit on the south elevation. It was this consultant's opinion that relocating the door on an elevation already containing a door was preferable to creating a new entrance on the south elevation that had never had a door. Thereby the south elevation fenestration was left intact (Standard 1).

Railing additions to side roof decks: New pipe railings will be added at the upper decks to comply with code (see figures 5 and 6: north and south elevations). These railings will not have an impact if they are set back from the existing parapet so they do not cut into it (Standard 10).

Deck extension at the rear entrance and access ramps:

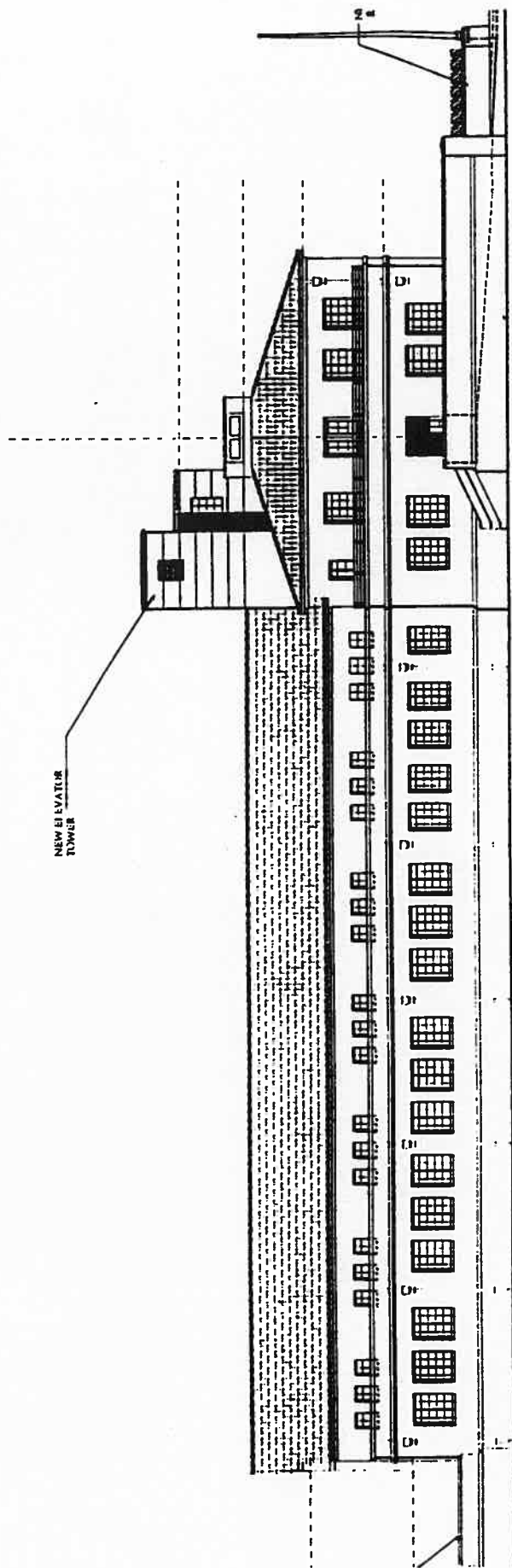
The non-historic rear entrance door will be replaced with the original exterior doors, that are stored in the small building at the rear of the Armory. These doors are vertical plank doors with four oversize strap hinges on the exterior and a grid of stiles and rails with chamfered edges. The replacement of the concrete ramps at the rear with an access ramp and wall on the north side, central steps, and a raised deck on the south side will obscure the watercourse molding (see figure 7: west elevation). However the addition of a watercourse detail on the perimeter wall will make reference to that detail. The rear elevation plan retains the significant architectural features of the rear entrance and will add the original doors (Standard 9).

The proposed alterations to the Armory listed above are in accordance with the Secretary of the Interior's Standards for Rehabilitation. In addition the following treatments for the restoration and rehabilitation work on the existing building are recommended to meet Standard 5:

1. Scrape existing finish to see what the original color of the building was. (As noted above a preliminary examination indicates that it was ochre at one point. This may or may not be the original color). Explore returning the building to its original color.
2. Scrape window sash to see what the original color was. If not the present color, explore returning them to the original paint scheme.

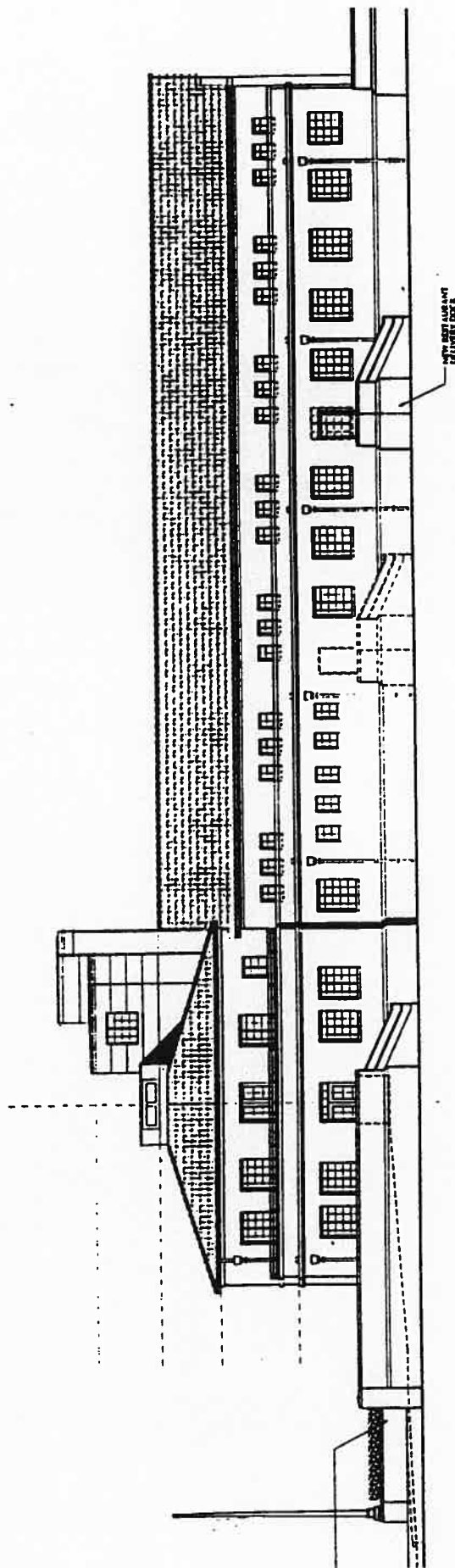
3. Remove the paint from the copper downspouts.

4. Remove the paint from the bronze seals on the front balconies. A historic photograph taken during World War II shows that they were not painted at that time. A c. 1950s photograph on the wall at the Armory shows them being painted.



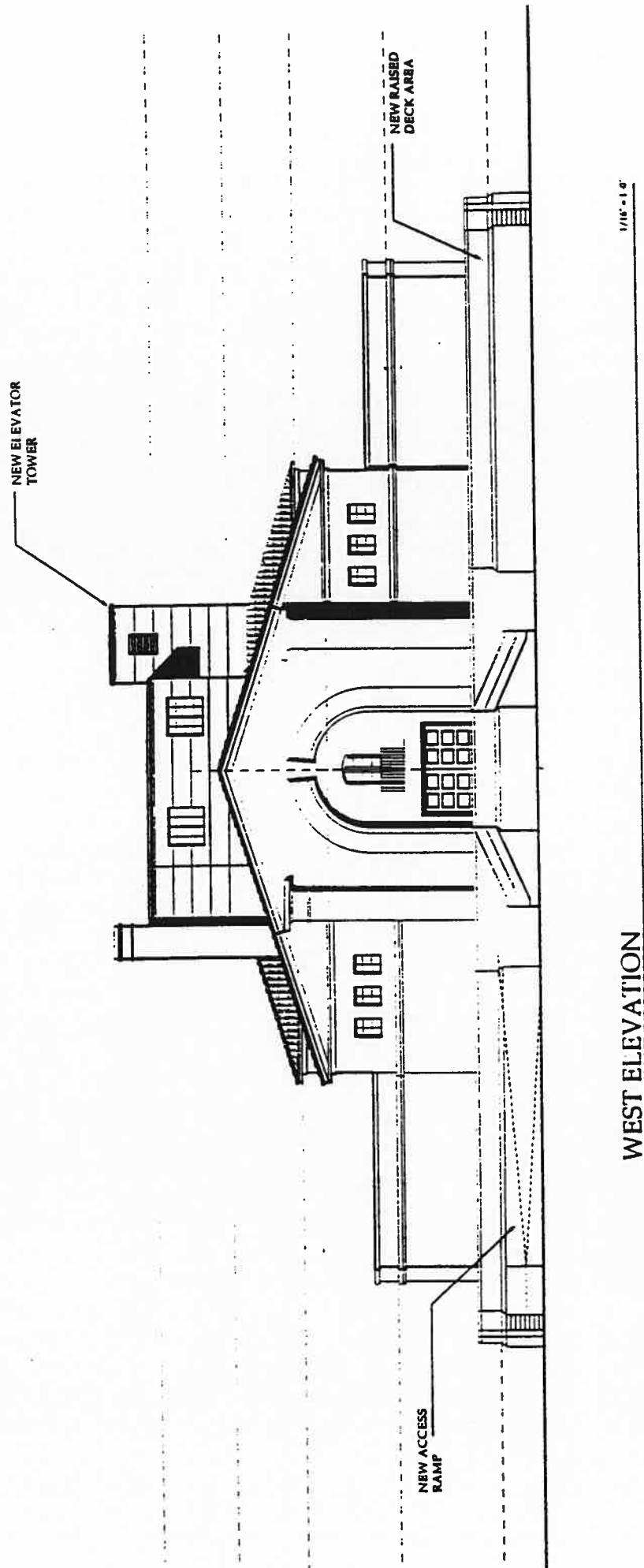
SOUTH ELEVATION

Figure 5. South Elevation. Courtesy Cearnal Ehlen Associates



NORTH ELEVATION

Figure 6. North Elevation. Courtesy Ceurnal Ehlen Associates



J-16

**Figure 7. West Elevation.** *Courtesy Cearnal Ehlen Associates*

## **6.0 Bibliography**

### **Reports:**

Days, Mary Louise. "Staff Report. Designation as a City Landmark of the Naval Reserve Armory," prepared for the Historic Landmarks Commission, August 3, 1994.

"Memorandum of Agreement." City of Santa Barbara Agreement No. 16,983, June 17, 1993.

Preservation Planning Associates. "Historic Resources Evaluation for Harbor Master Plan, Phase II Alternatives Report," prepared for the City of Santa Barbara Waterfront Department, August 1991.

\_\_\_\_\_. "Phase II Historic Resources Evaluation for Breakwater Restaurant and Coast Guard Auxiliary Building," prepared for City of Santa Barbara Waterfront Department, Revised February 19, 1992.

Wall, Louis S. "Naval Reserve Armory." Department of Parks and Recreation. Office of Historic Preservation, Historic Resources Inventory Form, 1992.

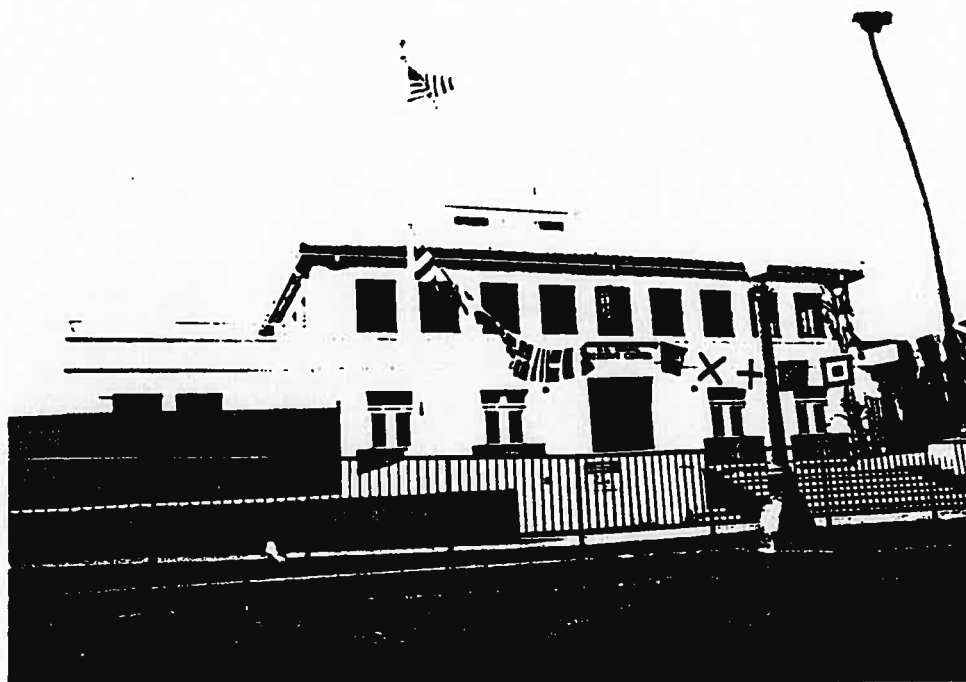
### **Drawings:**

Shugart, Donald F. S.E. "Naval Reserve Armory for the City of Santa Barbara." January 13, 24, 1941.

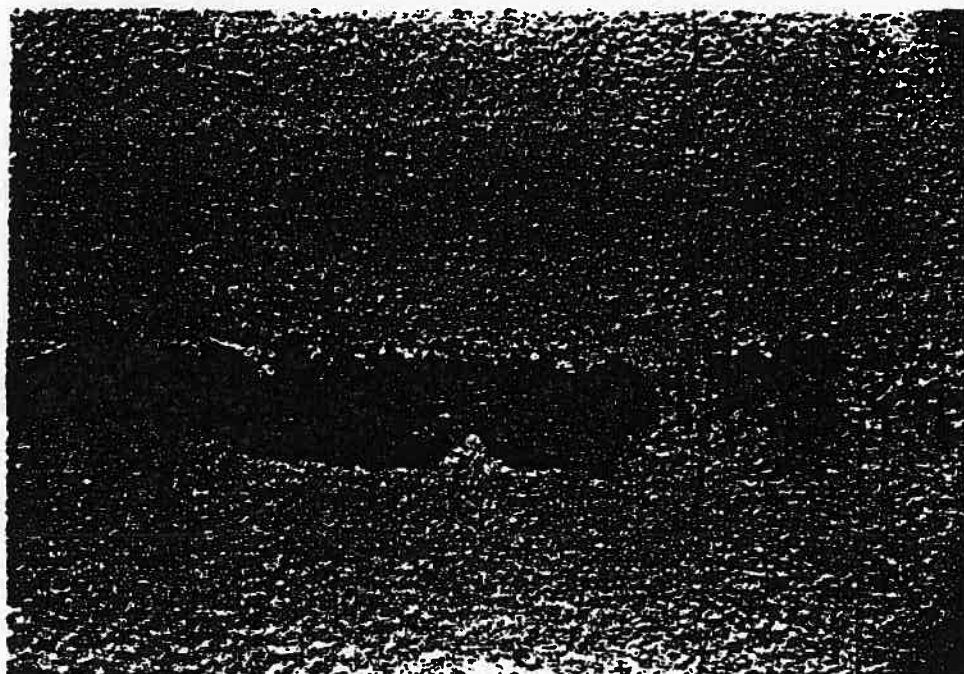
Soule, Windsor and John Frederick Murphy. "Naval Reserve Armory for the City of Santa Barbara." January 13, 24, 1941.

## **7.0 Photographs**

Unless otherwise noted, all photographs were taken by Alexandra C. Cole, September 1994.



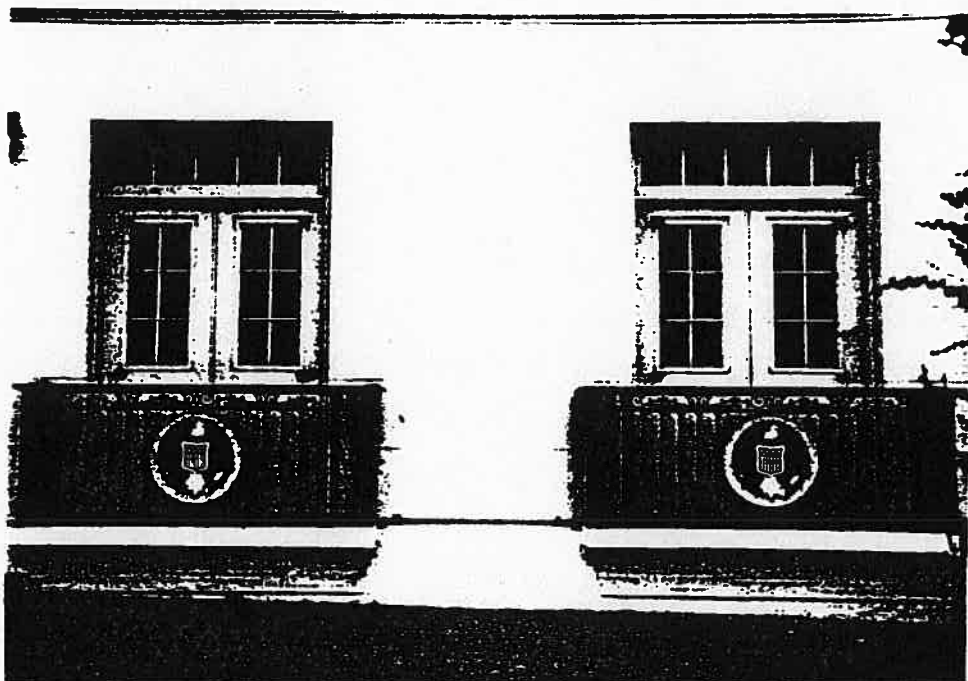
1. Naval Reserve Armory, facing west



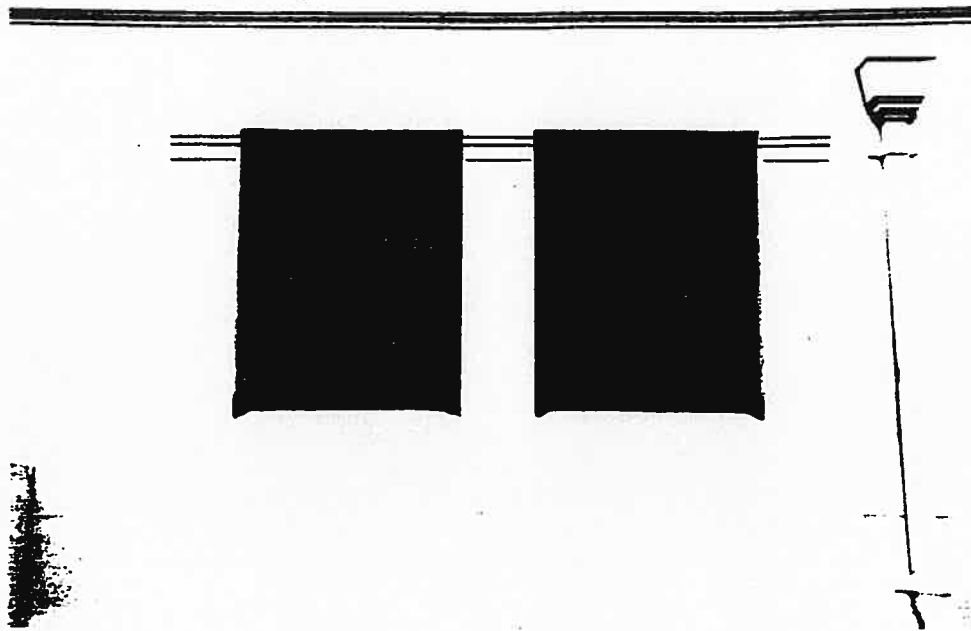
2. Close up of ochre paint on wall



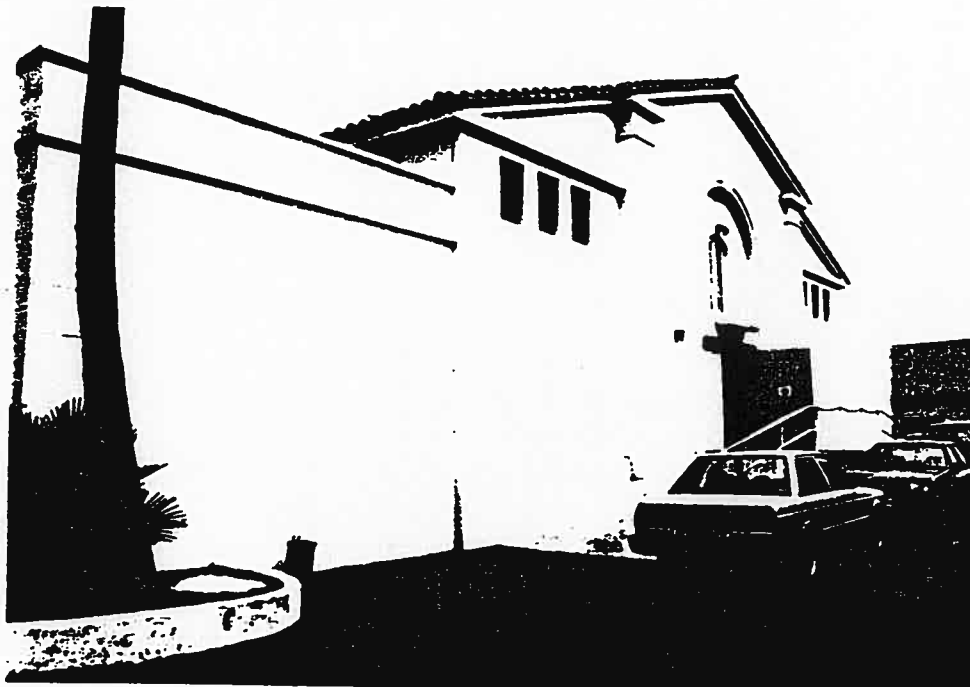
3. View of fenestration on south facade, facing northeast



4. Close-up of front French windows with balconies, facing west



5. Close-up of windows with decorative capitals, facing north



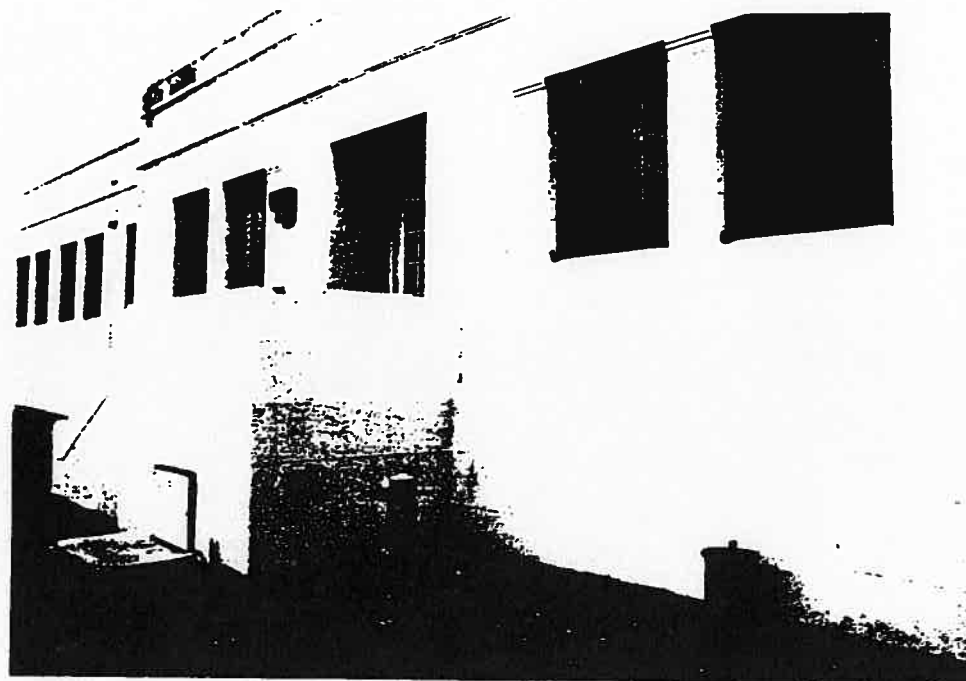
6. Rear facade showing decorative arch and pilasters, facing east



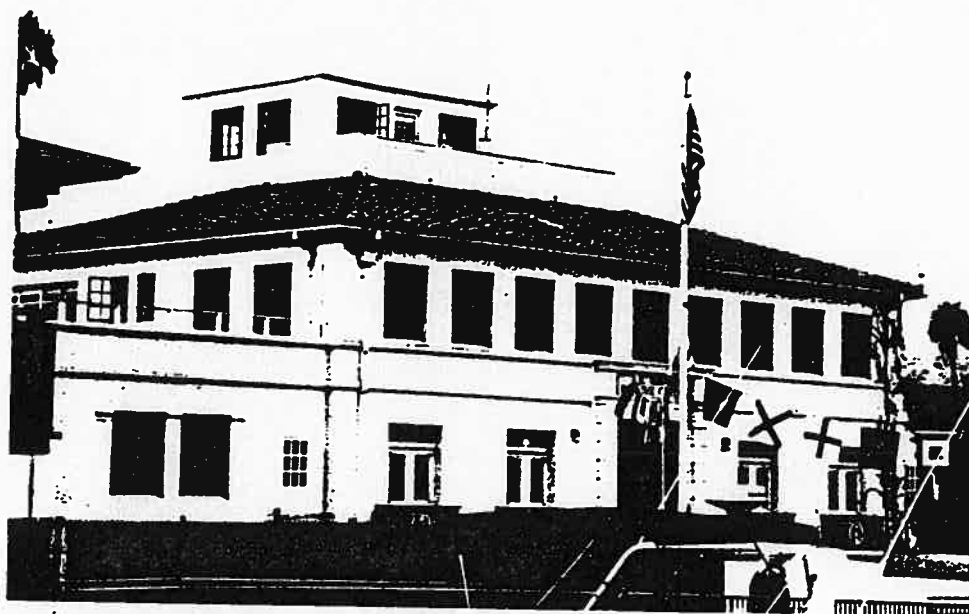
7. Terrace wall to be cut for steps, and site of new raised terrace beyond, facing northwest



8. Front facade showing site of new north access ramp, facing southwest



9. Stair walls on south side, facing northwest  
Upper portions will be removed



10. Third floor section, facing northwest

**Appendix A: MEMORANDUM OF AGREEMENT**

(approved per Ordinance No. 4814)

**MEMORANDUM OF AGREEMENT**

WHEREAS, The Department of the Navy (Navy) has determined that the conveyance of the Naval Reserve Center Santa Barbara to the City of Santa Barbara (City) will have an effect upon the Naval Reserve Center Building, also known as the Naval Reserve Armory Santa Barbara, which is eligible for inclusion on the National Register of Historic Places, and has consulted with the California State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation (Council) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

WHEREAS, the City of Santa Barbara participated in the consultation and has been invited to concur in this Memorandum of Agreement; and

NOW, THEREFORE, The Navy, the California SHPO, and the Council agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

**Stipulations**

The Navy shall ensure that the following measures are carried out:

1. The Navy shall ensure that prior to the conveyance of the Naval Reserve Center to the City of Santa Barbara, it will contact the Office of National Register Programs, Western Region, National Park Service (NPS), to determine what level and kind of recordation is required for the Naval Reserve Center. Unless otherwise agreed to by NPS, the Navy shall ensure that all documentation is completed and accepted by the Historic American Buildings Survey prior to the conveyance of the Naval Reserve Center, and that copies of this documentation are made available to the SHPO and appropriate local archives designated by the SHPO.
2. The Naval Reserve Center shall be designated as a city landmark by the City of Santa Barbara in accordance with Chapter 22.22 of the City Code, Historic Structures, prior to the conveyance of the property by the Navy to the City of Santa Barbara or within one hundred eighty (180) days after the conveyance of the property by the Navy to the City of Santa Barbara.
3. The Navy and the SHPO agree that the following exterior elements of the Naval Reserve Center contribute to the building's National Register eligibility and should be preserved: the formed concrete architectural detail that frames the front entrance, the two-story molded concrete arch that frames the rear entrance, the two two-story pilasters on the rear elevation, the two formed concrete horizontal bands that surround the building at the top of

the first story, the red tile roof, the off white color of the exterior walls, and the fenestration, including the four double door window openings on the first floor front with the ornate grill work that includes the United States Seal.

4. The City of Santa Barbara shall develop plans which will govern the project. The plans will insure that the expansion of existing offices and classrooms on the first floor drill area, the renovation of the second floor catwalk area, and the construction of an atrium, will not affect those elements which contribute to the building's eligibility for the National Register of Historic Places as listed in stipulation three (3) of this agreement. The plans shall also insure that all proposed renovation will be done in accordance with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (National Park Service, 1983). The City shall provide the SHPO fifteen (15) days to comment on the final plans and shall contact the SHPO for consultation regarding any changes in the plans, designs or uses of construction materials for this project.

5. At any time during implementation of the measures stipulated in this agreement, should an objection to any such measure or its manner of implementation be raised by any signatories of this agreement or an member of the public, the City shall consult with the objecting party to resolve the objection. If the City determines that the objection cannot be resolved, the City shall contact the Navy to resolve the objection. If the Navy also determines that the objection cannot be resolved, the Navy shall request the further comments of the Council in accordance with 36 CFR § 800.6(b).

Any recommendation or comment provided by the Council will be understood to pertain only to the subject of the dispute; the Navy's responsibility to carry out all actions under this agreement that are not the subject(s) of the dispute will remain unchanged.

6. If any of the signatories to this Agreement believe that the terms of the Agreement cannot be carried out, or that an amendment to the terms of the Agreement must be made, that signatory shall immediately notify the other signatories and request consultation to amend this Agreement.

Execution of this Memorandum of Agreement and implementation of its terms, evidence that the Navy has afforded the Council an opportunity to comment on the conveyance of the Naval Reserve Center Santa Barbara and its effects on historic properties, and that the Navy has taken into account the effects of the undertaking on historic properties.

DEPARTMENT OF THE NAVY

By: R. L. Moeller

Date: 5/11/93

Title R. L. MOELLER  
CAPTAIN, CEC, USN  
COMMANDER

CALIFORNIA STATE HISTORIC PRESERVATION OFFICER

By: Steve H. Cameron

Date: 6/2/93

California State Historic Preservation Officer

ADVISORY COUNCIL ON HISTORIC PRESERVATION

By: Robert W. Bush

Date: 5/5/93

Executive Director

Concur:  
CITY OF SANTA BARBARA

By: Sheila Lodge

Date: 6/17/93

Title Sheila Lodge, Mayor

Attest:

Approved as to form:  
Daniel J. Wallace  
City Attorney

By: Lily Rossi  
City of Deputy City Clerk

Stephen P. Wiley  
Asst. City Attorney

Approved as to content:

R. B. Bouma  
R. B. Bouma  
Waterfront Director

## **Appendix B: Secretary of the Interior's Standards for Rehabilitation**

### **Standard 1**

"Every reasonable effort shall be made to provide a compatible use for a property which requires minimal alteration of the building, structure, or site and its environment, or to use a property for its originally intended purpose."

### **Standard 2.**

"The distinguishing original qualities or character of a building, structure, or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible."

### **Standard 3.**

"All buildings, structures, and sites shall be recognized as products of their own time. Alterations that have no historical basis and which seek to create an earlier appearance shall be discouraged."

### **Standard 4.**

"Changes which may have taken place in the course of time are evidence of the history and development of a building, structure, or site and its environment. These changes may have acquired significance in their own right, and this significance shall be recognized and respected."

### **Standard 5.**

"Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure, or site shall be treated with sensitivity."

### **Standard 6.**

"Deteriorated architectural features shall be repaired rather than replaced, wherever possible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture, and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplication of features, substantiated by historic, physical, or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other buildings or structures."

**Standard 7.**

**"The surface cleaning of structures shall be undertaken with the gentlest means possible. Sandblasting and other cleaning methods that will damage the historic building materials shall not be undertaken."**

**Standard 8.**

**"Every reasonable effort shall be made to protect and preserve archeological resources affected by, or adjacent to any project."**

**Standard 9.**

**"Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant historical, architectural or cultural material, and such design is compatible with the size, scale, color, material, and character of the property, neighborhood or environment."**

**Standard 10.**

**"Whenever possible, new additions or alterations to structures shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired."**



**Appendix K**

**WATERFRONT DEPARTMENT  
TEN YEAR FINANCIAL FORECAST  
PROJECTED REVENUE AND EXPENSES  
(1992-2002)**

HARBOR FUND	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
REVENUE	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED
Leases											
Commercial	484,000	483,000	503,000	520,605	538,826	557,685	577,204	597,406	618,315	639,956	662,355
Other	145,000	146,000	149,000	150,430	151,875	153,333	154,805	156,231	157,791	159,306	160,835
Food Service	383,000	403,452	413,676	427,120	442,069	457,541	473,555	490,130	507,284	525,039	543,415
Lease Income	1,012,000	1,032,452	1,064,676	1,098,155	1,132,770	1,168,559	1,205,564	1,243,826	1,283,391	1,324,301	1,366,606
Boat Fees											
Slip Fees	2,398,000	2,398,000	2,518,000	2,643,900	2,908,290	3,053,705	3,206,390	3,206,390	3,366,710	3,703,380	3,888,549
Visitor Fees	263,000	360,000	360,000	371,520	383,409	395,678	408,339	421,406	434,891	448,808	463,170
Skiffs/Keycard	13,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
Wharfage/Dockage	18,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000	24,000
Slip Transfer	175,000	193,000	193,000	193,000	193,000	193,000	193,000	193,000	193,000	193,000	193,000
Slip Waiting L	6,000	5,800	5,800	5,800	5,800	5,800	5,800	5,800	5,800	5,800	5,800
Liveboard Fee	43,000	72,000	75,600	79,380	87,318	91,684	96,268	96,268	101,081	111,190	116,749
Boat Fees	2,916,000	3,067,800	3,191,400	3,332,600	3,616,817	3,778,866	3,948,797	3,961,864	4,140,482	4,501,178	4,706,268
Transfers	265,000	220,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000
Interest Income	180,000	260,000	260,000	260,000	260,000	260,000	260,000	260,000	260,000	260,000	260,000
Miscellaneous	35,000	54,600	54,600	54,600	54,600	54,600	54,600	54,600	54,600	54,600	54,600
TOTAL HARBOR REVENUE	4,408,000	4,634,852	4,770,676	4,945,355	5,264,186	5,462,025	5,668,961	5,720,291	5,938,473	6,340,079	6,587,474
EXPENSES											
Salaries/Benefits	1,490,490	1,682,686	1,735,321	1,856,793	1,986,769	2,125,843	2,274,652	2,433,877	2,604,249	2,786,546	2,981,605
Materials & Suppl	685,523	832,765	892,325	954,788	1,021,623	1,093,136	1,169,656	1,251,532	1,339,139	1,432,879	1,533,180
Transfers	500,956	481,768	494,494	245,532	246,048	246,564	247,082	247,601	248,121	248,642	249,164
Non-Cap Equipment	10,945	27,380	12,600	13,230	13,892	14,586	15,315	16,081	16,885	17,729	18,616
Capital Equipment	320,725	247,190	217,700	262,000	542,000	443,000	395,000	204,750	214,988	225,737	237,024
Other	1,410,836	1,394,638	1,456,174	1,459,232	1,462,296	1,465,367	1,468,444	1,471,528	1,474,618	1,477,715	1,480,818
TOTAL HARBOR EXPENSE	4,419,475	4,566,427	4,808,614	4,791,575	5,272,627	5,388,497	5,570,150	5,625,370	5,898,001	6,189,249	6,500,407
Surplus/(Deficit)	(11,475)	(31,575)	(37,938)	153,780	(8,441)	73,528	98,811	94,921	40,472	150,830	87,066

WHARF FUND	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
REVENUE	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED
Leases											
Commercial	282,000	271,000	283,000	292,905	303,157	313,767	324,749	336,115	347,879	360,055	372,657
Other	0	2,500	2,500	2,524	2,548	2,573	2,597	2,622	2,648	2,673	2,699
Food Service	1,050,000	1,102,265	1,165,087	1,205,865	1,248,070	1,291,753	1,336,964	1,383,758	1,432,189	1,482,316	1,534,197
Lease Income	1,332,000	1,375,765	1,450,587	1,501,294	1,553,775	1,608,093	1,664,311	1,722,495	1,782,716	1,845,044	1,909,553
Wharf Parking	127,000	110,000	114,000	119,700	125,685	131,969	138,568	145,496	152,771	160,409	168,430
Interest Income	90,000	132,000	135,000	141,750	141,750	141,750	141,750	141,750	141,750	141,750	141,750
Miscellaneous	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000
TOTAL WHARF REVENUE	1,557,000	1,625,765	1,707,587	1,770,744	1,829,210	1,889,812	1,952,628	2,017,742	2,085,237	2,155,203	2,227,733
EXPENSES											
Salaries/Benefits	613,513	644,316	665,449	712,030	761,873	815,204	872,268	933,327	998,660	1,068,566	1,143,365
Materials & Supplies	261,215	272,389	281,716	301,436	322,537	345,114	369,272	395,121	422,780	452,374	484,041
Transfers	143,639	147,608	155,566	155,893	156,220	156,548	156,877	157,206	157,536	157,867	158,199
Non-Cap Equipment	5,271	8,500	9,200	9,660	10,143	10,650	11,183	11,742	12,329	12,945	13,593
Capital Equipment	506,644	425,000	450,000	450,000	450,000	500,000	500,000	500,000	500,000	500,000	500,000
Other	141,592	127,752	145,656	145,962	146,268	146,576	146,883	147,192	147,501	147,811	148,121
TOTAL WHARF EXPENSES	1,671,874	1,625,765	1,707,587	1,774,981	1,847,041	1,974,092	2,056,483	2,144,598	2,238,806	2,339,563	2,447,318
Surplus/(Deficit)	(114,874)	0	0	(4,237)	(17,830)	(84,280)	(103,855)	(126,846)	(153,568)	(184,360)	(219,586)

WATERFRONT PARKING REVENUE	FY 92 PROJECTED	FY 93 PROJECTED	FY 94 PROJECTED	FY 95 PROJECTED	FY 96 PROJECTED	FY 97 PROJECTED	FY 98 PROJECTED	FY 99 PROJECTED	FY 00 PROJECTED	FY 01 PROJECTED	FY 02 PROJECTED
<b>Lots</b>											
Cabrillo East	40,000	45,000	45,000	46,350	47,741	49,173	50,648	52,167	53,732	55,344	57,005
Cabrillo West	55,000	59,000	60,000	61,800	63,634	65,564	67,531	69,556	71,632	73,792	76,006
Palm Park	131,000	124,000	130,000	133,900	137,817	142,035	146,316	150,706	155,237	159,884	164,680
S. R. Street	28,000	30,000	32,000	33,990	35,910	37,864	39,844	41,856	43,904	45,986	48,103
Harbor West	85,000	25,000	27,000	27,810	28,644	29,504	30,389	31,300	32,239	33,207	34,203
Leadbetter	82,000	105,000	110,000	113,300	116,699	120,200	123,806	127,520	131,346	135,286	139,345
La Playa East	10,000	10,000	10,000	10,300	10,609	10,927	11,255	11,593	11,941	12,299	12,668
La Playa West	4,000	5,000	5,000	5,150	5,305	5,464	5,628	5,796	5,970	6,149	6,334
Harbor One	172,000	200,000	200,000	206,000	212,180	218,545	225,102	231,855	238,810	245,975	253,354
Harbor Two	5,000	4,000	4,000	4,120	4,244	4,371	4,502	4,637	4,776	4,919	5,067
<b>TOTAL LOTS</b>	<b>613,000</b>	<b>607,000</b>	<b>624,000</b>	<b>642,720</b>	<b>662,002</b>	<b>681,862</b>	<b>702,317</b>	<b>723,387</b>	<b>745,089</b>	<b>767,441</b>	<b>790,465</b>
<b>PERMITS</b>	<b>238,000</b>	<b>207,000</b>	<b>211,000</b>	<b>221,550</b>	<b>221,550</b>	<b>221,550</b>	<b>232,628</b>	<b>232,628</b>	<b>232,628</b>	<b>244,259</b>	<b>244,259</b>
<b>INTEREST INCOME</b>	<b>18,000</b>	<b>10,000</b>	<b>10,000</b>	<b>10,320</b>	<b>10,650</b>	<b>10,991</b>	<b>11,343</b>	<b>11,706</b>	<b>12,080</b>	<b>12,467</b>	<b>12,866</b>
<b>TOTAL PARKING REVENUE</b>	<b>869,000</b>	<b>824,000</b>	<b>845,000</b>	<b>874,590</b>	<b>894,202</b>	<b>914,403</b>	<b>946,288</b>	<b>967,721</b>	<b>989,797</b>	<b>1,024,168</b>	<b>1,047,589</b>
<b>EXPENSES</b>											
Salaries/Benefits	364,624	369,709	376,250	402,588	420,769	460,922	493,187	527,710	564,650	604,175	646,468
Materials & Supplies	49,253	44,912	46,651	49,217	53,411	57,149	61,150	65,430	70,011	74,911	80,155
Transfers	330,400	285,821	269,563	270,129	270,696	271,265	271,824	272,405	272,977	273,551	274,125
Non-Cap Equipment	1,582	1,500	0	0	0	0	0	0	0	0	0
Capital Equipment	178,950	45,000	60,000	194,500	100,000	157,500	47,000	49,350	51,818	54,408	57,129
Other	10,965	10,599	15,248	15,280	15,312	15,344	15,376	15,409	15,441	15,474	15,506
<b>TOTAL PARKING EXPENSES</b>	<b>935,774</b>	<b>756,551</b>	<b>767,712</b>	<b>932,413</b>	<b>870,188</b>	<b>962,181</b>	<b>888,548</b>	<b>930,305</b>	<b>974,896</b>	<b>1,022,519</b>	<b>1,073,303</b>
<b>Surplus/(Deficit)</b>	<b>(66,774)</b>	<b>67,449</b>	<b>77,288</b>	<b>(57,823)</b>	<b>24,014</b>	<b>(47,778)</b>	<b>57,740</b>	<b>37,416</b>	<b>14,901</b>	<b>1,648</b>	<b>(25,793)</b>

PERCENTAGES USED

HARBOR

	<u>All</u>	<u>95</u>	<u>96</u>	<u>97</u>	<u>98</u>	<u>99</u>	<u>00</u>	<u>01</u>	<u>02</u>
Commercial Leases	3.20%								
Other Leases	.96%								
Food Service Leases	3.20%								
Slip Fees		5%	10%	5%	5%	0%	5%	10%	5%
Visitor Fees	3.20%								
Liveaboard Fees		5%	10%	5%	5%	0%	5%	10%	5%
Salaries/Benefits	7.00%								
Materials/Supplies	7.00%								
Transfers	.21%	(no Har Pres after 94)							
Non-Cap Equipment	5.00%								
Capital Equipment	Actual								
Other	.21%								

WHARF

Commercial Leases	3.20%
Other Leases	.96%
Food Service Leases	3.20%
Wharf Parking	5.00%
Salaries/Benefits	7.00%
Materials/Supplies	7.00%
Transfers	.21%
Non-Cap Equipment	5.00%
Capital Equipment	Actual
Other	.21%

PARKING

Lots	3.00%			
Permits		<u>95</u> 5%	<u>98</u> 5%	<u>01</u> 5%
Interest Income	3.20%			
Salaries/Benefits	7.00%			
Materials/Supplies	7.00%			
Transfers	.21%			
Non-Cap Equipment	5.00%			
Capital Equipment	Actual			
Other	.21%			



**Appendix L**

**EXECUTIVE SUMMARY  
BREAKWATER RESTAURANT  
FINANCIAL REPORT**

**Prepared by:**

**Pannell, Kerr and Forster**

**September 1991**



**CITY OF SANTA BARBARA WATERFRONT DEPARTMENT**

**REPORT ON THE POTENTIAL MARKET DEMAND**  
**AND STATEMENTS OF ESTIMATED FOOD AND**  
**BEVERAGE REVENUE FOR A PROPOSED RESTAURANT**  
**TO BE LOCATED ON THE HARBOR**  
**IN SANTA BARBARA, CALIFORNIA**

**SEPTEMBER 1991**

**PANNELL  
KERR  
FORSTER**

**Certified Public Accountants**

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Los Angeles, CA 90017  
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## EXECUTIVE SUMMARY

Based on our analysis of existing and potential supply and demand for restaurants in the market area, we are of the opinion that there is sufficient market demand to support the operation of a quality, full-service restaurant of at least 4,500 square feet to be located on the Harbor in Santa Barbara, California. Specifically, we recommend the restaurant consist of the following:

- 5,500 to 6,500 square feet
- 140 to 160 seats - dining area
- 30 to 40 seats - lounge
- Open breakfast, lunch and dinner
- Full menu with table service operation
- Moderate pricing

We have analyzed information from a sample of 12 restaurants in the immediate market area. These restaurants provide a reasonable representation of demand in the market in which the subject restaurant will be located. The following table lists these restaurants.

**TABLE 1**  
**REPRESENTATIVE RESTAURANT**  
**SUPPLY**

<u>Restaurant</u>	<u>Location</u>	<u>Number of Seats</u>	<u>Meal Periods Open</u>
Brophy Brothers	The Harbor	83	L, D
Harborside	Cabrillo Blvd.	253	B, L, D
Hola Amigos	Cabrillo Blvd.	180	L, D
Chart House	Cabrillo Blvd.	112	D
Eladios	Cabrillo Blvd.	100	B, L, D
Harbor	Stearns Wharf	240	L, D
Longboards	Stearns Wharf	225	L, D
Moby Dick's	Stearns Wharf	160	B, L, D
Palace Cafe	State Street	75	D
Micheal's Waterside	Los Patos Way	120	D
Stonehouse	San Ysidro Ranch	106	B, L, D
Brewhouse Grill	State Street	110	L, D

Source: Pannell Kerr Forster

Demand by meal period for these 12 restaurants is summarized in the following table.

**TABLE 2**  
**RESTAURANT DEMAND SUMMARY**

<u>Meal Period</u>	<u>Total Annual Covers</u>	<u>Average Check<sup>1</sup></u>	<u>Sales Per Seat<sup>2</sup></u>
Breakfast	126,700	\$ 5.90	\$ 1,205.00
Lunch	564,200	9.30	3,594.00
Dinner	<u>953,000</u>	<u>16.60</u>	<u>8,964.00</u>
Total	<u>1,643,900</u>	<u>\$13.26</u>	<u>\$13,763.00</u>

<sup>1</sup>Average food check (does not include alcoholic beverages).

<sup>2</sup>Weighted average.

Source: Pannell Kerr Forster

Comparatively, the national average sales per seat as reported by the National Restaurant Association in 1989 was approximately \$8,179. This underlines the overall strength of the market area.

The market's strength is supported in part by the following:

- Approximately 17,615,000 people visited Santa Barbara in 1990. There were approximately 7,571,000 overnight visitors in 1990. In addition, according to Waterfront Department officials Stearns Wharf and the Harbor attract over two million visitors annually.
- Eating and drinking place sales per permit for the city of Santa Barbara was approximately \$484,800 in 1990. Comparatively, the state of California achieved eating and drinking place sales of approximately \$358,300 per permit.
- Eating and drinking place sales for the city and county of Santa Barbara grew at healthy compound annual rates of 5.5 and 5.9 percent, respectively, between 1986 and 1990.
- Developments such as the opening of the State Street underpass, which opened in August 1991, the opening of the Paseo Nuevo shopping mall in August 1990, passage of the state water proposal, approval for the development of desalination plants, the Park Plaza project on Cabrillo (nine acres of parkland and a 150- to 200-room first-class hotel), the Hyatt Resort project in Goleta and the proposed Harbor project (includes the subject restaurant site) should stimulate future growth in the area.

Specifically, we are of the opinion that there is sufficient demand to support the development of the subject restaurant due to the aforementioned and the following:

- The site's location on the Harbor (coast of Santa Barbara) and the inability to duplicate this type of location;
- The strength of demand exhibited in the market and in particular for those restaurants located either on the Harbor or Stearns Wharf;
- The significant amount of demand currently turned away from Brophy Brothers and the Breakwater restaurants due to capacity limitations; and
- The Harbor Master Plan as envisioned with the inclusion of the maritime museum would increase visitation to the Harbor.

Based on our analysis of breakfast, lunch and dinner demand in the market, we estimate that the subject restaurant could achieve the following sales levels during a stabilized year of operation, stated in 1991 dollars.

<b>TABLE 3</b> <b>STABILIZED YEAR</b> <b>ESTIMATED DEMAND AND REVENUE</b>			
<b>Meal Period</b>	<b>Average Daily Covers</b>	<b>Average Food Check</b>	<b>Annual Sales</b>
Breakfast	175	\$ 6.25	\$ 399,000
Lunch	190	10.50	733,000
Dinner	<u>230</u>	<u>18.00</u>	<u>1,511,000</u>
Total	595	\$12.17	2,643,000
Beverage revenue			<u>661,000</u>
Total sales			<u>\$3,304,000</u>
Source: Pannell Kerr Forster			

For purposes of this analysis, we have assumed that the subject restaurant will begin its first full year of operation in January 1993. The stabilized year results, stated in 1991 dollars, are adjusted to reflect anticipated inflation and a start-up period or the time considered necessary to introduce the restaurant into the market. The following table summarizes our five-year estimated sales level for the subject restaurant, stated in inflated dollars.

<b>TABLE 4 FIVE-YEAR ESTIMATED ANNUAL REVENUE SUMMARY</b>	
<b>Year</b>	<b>Total Revenue</b>
1993	\$2,727,000
1994	3,434,000
1995	4,007,000
1996	4,207,000
1997	4,417,000
<b>Source: Pannell Kerr Forster</b>	

A more detailed discussion of our analysis is provided in our report to the City of Santa Barbara Waterfront Department, September 1991.