

CITY OF SANTA BARBARA WATERFRONT DEPARTMENT

MEMORANDUM

Date: July 17, 2014
To: Harbor Commission
From: Scott Riedman, Waterfront Director
Subject: **Harbor Master Plan Policy Review**

RECOMMENDATION: That Harbor Commission:

- A. Receive a report on the Harbor Master Plan Policies;
- B. Recommend deletion of Harbor Master Plan policies that are completed, no longer relevant, or infeasible; and
- C. Recommend that the remaining Harbor Master Plan policies be incorporated in the draft Local Coastal Program update.

BACKGROUND:

The Harbor Master Plan (HMP) was approved as an amendment to the City's Local Coastal Program (LCP) in 1996. The HMP included policies that superseded existing LCP policies that had been established in 1982. As part of the City's current LCP Update process, City staff is reviewing all LCP policies to determine which are no longer relevant and those that should continue to be included in the LCP Update.

A Needs Assessment was prepared as a precursor to completing the HMP and its associated policies. The Needs Assessment focused on a variety of harbor related issues such as dredging, traffic/circulation, parking, public services, water quality, aesthetics, cultural resources, and sensitive species/habitats. Policies were established related to these harbor issues in the following sections:

- Cultural Resources
- Fiscal Considerations
- Ocean Dependent Activities
- Public Services
- Recreation
- Shoreline Access
- Visitor Serving Uses
- Visual Resources
- Water and Marine Environments

DISCUSSION:

Needs Assessment: The HMP Needs Assessment focused on several distinct areas of the Waterfront. These needs superseded the vision for the harbor included in the 1982 LCP which recommended an extended breakwater protecting Stearns Wharf and expansion of the harbor to the east beyond Mission Creek (Exhibit A). The 1982 plan proved infeasible for many reasons and the HMP Needs Assessment identified a more feasible vision for the Waterfront's future.

The HMP Needs Assessment focused on four areas within the Waterfront Department's jurisdiction including the Harbor Commercial Area (Exhibit B), Marina One (Exhibit C), the Rock Groin (Exhibit D), and Stearns Wharf (Exhibit E). Recommendations were made for each area based on needs identified from public input. The specific recommendations were incorporated as policies and actions for each area related to the HMP sections. The majority of these recommendations have been completed while other recommendations proved infeasible for a variety of reasons and staff recommends they no longer be considered.

Harbor Master Plan Policies: Several policies and corresponding actions were identified for each of these four areas related to the HMP categories. Staff reviewed the HMP policies and has identified those that are no longer relevant and those that should continue to be included in the LCP Update. Staff's review of the HMP policies is attached with edits identified by ~~strikethrough~~ and underline (Exhibit F). A brief explanation follows each policy recommended for deletion.

1. **Cultural Resources**

Policy CUL-1

Actions CUL 1.1 and 1.2 recommended completion of Phase I and Phase II Archaeological Evaluations in consideration of recommended changes associated with the Needs Assessment. Staff recommends Policy CUL-1 remain in the LCP Update as necessary for future Waterfront improvements that could impact cultural resources.

2. **Ocean Dependent Activities**

Many of these policies and actions are still considered relevant with a few exceptions.

Policy DEP-1

Action DEP 1.1 recommends adding minor facilities for non-motorized watercraft. This was achieved as part of the Department of Boating and Waterways grant funded Boating Trails project at the launch ramp completed in 2012.

Action DEP 1.2 recommends adding 50 slips within the harbor. This was completed as part of the Marina One expansion in 1998 (Fingers Q, R, and S).

Policy DEP-2

Action DEP 2.1 outlined significant changes to the Rock Groin (Exhibit D). Realigning the Rock Groin is infeasible for a variety of reasons including cost and permitting related to environmental issues.

Action DEP 2.2 recommends studying the need for increasing the capacity of the launch ramp. This was achieved as part of the recent Department of Boating and Waterways grant funded Boat Launching Facility which added two launching lanes and a washdown area.

Actions DEP 2.3, 2.4, 2.6, and 2.7 were modified or deleted due to infeasibility related to other Actions or they were completed.

Policy DEP-4

This policy and action recommends exploring the feasibility of providing more protection from southeast storms. This has not been pursued but might be considered as an adaptation measure for predicted sea level rise in the LCP Update section, "Coastal Adaptation".

Policy DEP-5

Action DEP 5.1 recommended acquisition of the Naval Reserve Building and is now referred to as the Waterfront Center. The Naval Reserve Building was acquired in 1995.

Action 5.2 recommendations are still relevant or have been completed.

Actions 5.3 and 5.4 have been completed.

3. Public Services

Many of these policies and actions are still considered relevant with a few exceptions.

Policy SERV-1

Action SERV 1.1 recommends providing secondary access from Stearns Wharf to the Chase Palm Park lot. This is infeasible for a variety of reasons including cost and permitting related to environmental issues.

Actions 1.2, 1.3, 1.8, and 1.9 are considered infeasible for a variety of reasons.

Actions 1.4 and 1.5 were completed.

Policy SERV-2

Action 2.2 was completed.

Policy SERV-3

Action 3.3 will be deleted and superseded by a City-wide policy related to Transportation Demand Management.

Policy SERV-4

Action 4.1 recommendations are still relevant with the exception of several that were completed, are infeasible, or will be superseded by City-wide policies.

Policy SERV-5

Action SERV 5.2 recommended implementation of a water conservation plan which was completed. The LCP Update is expected to have similar policies applicable City-wide.

4. **Recreation**

Many of these policies and actions are still considered relevant with a few exceptions.

Policy REC-1

Action REC 1.2 recommended a variety of improvements along the seawall on West Beach. These improvements were considered as part of a subsequent RDA project but never approved. West Beach is under the purview of the Parks and Recreation Department (Parks). Policies related to this area will be developed by Parks as appropriate.

Actions REC 1.3 and 1.7 were completed.

5. **Shoreline Access**

The majority of these policy recommendations were completed.

Policy ACC-1

Action ACC 1.1 recommended preparation of parking and traffic studies that were completed as part of the Waterfront Area Transportation Studies (WATS) I and II.

Policy ACC-2

All Actions associated with this policy were completed.

6. **Visitor Serving Uses**

These policies are still considered relevant with a few exceptions.

Policy VIS-1

Action VIS 1.1 (b) and (d) recommended installation of visitor centers and/or restrooms at the Naval Reserve (Waterfront) Center and Stearns Wharf. These actions were completed.

Policy VIS-2

Action VIS 2.1 (c) recommended development of a sign program. This action was completed.

7. **Water and Marine Environments**

Many of these policies and actions are still considered relevant with a few exceptions.

Policy MAR-1

Action MAR 1.6 recommends funding a biological study of the effects of pollution on marine organisms. A comparable study was prepared by the Regional Water Quality Control Board with regular follow up sampling and analyses scheduled to update the study. This is not considered a Waterfront responsibility and has been deleted.

Action MAR 1.7 recommends interpretive signage along the Waterfront. This has been completed for various locations.

Policy MAR-2

A portion of this policy recommended consideration of alternatives to breakwaters, other shoreline protective structures, and dredging to reduce sand deposition in the harbor. There are no feasible alternatives so this has been deleted.

Action MAR 2.2 recommends pursuing the purchase of a dredge. This proved infeasible and dredging will continue to be conducted by the Army Corps of Engineers.

Policy MAR-3

Action MAR 3.1 recommends preparation of a study of the land uses west of the harbor (along Leadbetter Beach) relative to beach erosion. This study was completed and concluded that annual construction of a sand berm was the most feasible protective measure for the existing land uses.

Policy MAR-4

Action MAR 4.1 relates to the extension of the wye on Stearns Wharf to the shore. This was deemed infeasible.

CONCLUSION:

A review of the existing Harbor Master Plan policies is the first step in the Local Coastal Program Update for the City of Santa Barbara. The HMP Policies and Actions recommended for deletion, retention, and some minor modification will be forwarded to Coastal Commission staff for their review. HMP Policies and Actions still considered relevant will be incorporated into the LCP Update as appropriate.

City staff has prepared a schedule (Exhibit G) and begun re-writing some of the LCP sections for Coastal Commission staff review. Upon completion of that review, sections relevant to the Waterfront will be presented to the Harbor Commission for their consideration and recommendation to the Planning Commission. The public will have the opportunity to make recommendations or express their concerns at the Harbor Commission, the Planning Commission, several community workshops, and eventually at the City Council

Attachments: Exhibit A - 1982 LCP Plan
Exhibit B - HMP Figure No. 10
Exhibit C - HMP Figure No. 9
Exhibit D - HMP Figure No. 11
Exhibit E - HMP Figure No. 12
Exhibit F - HMP Policy Edits
Exhibit G - 2015 LCP Update Schedule Summary

Prepared by: Karl Treiberg, Waterfront Facilities Manager

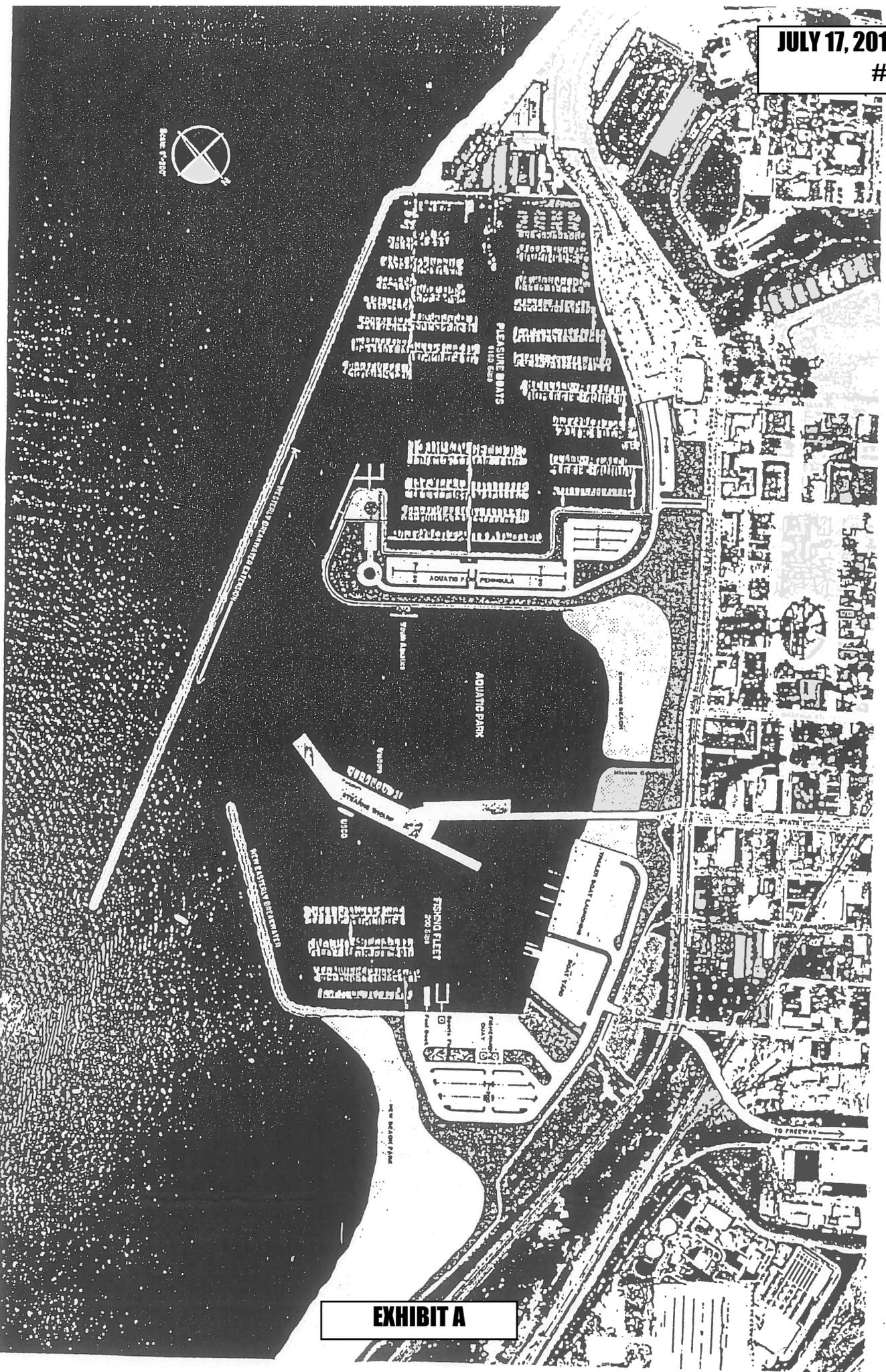
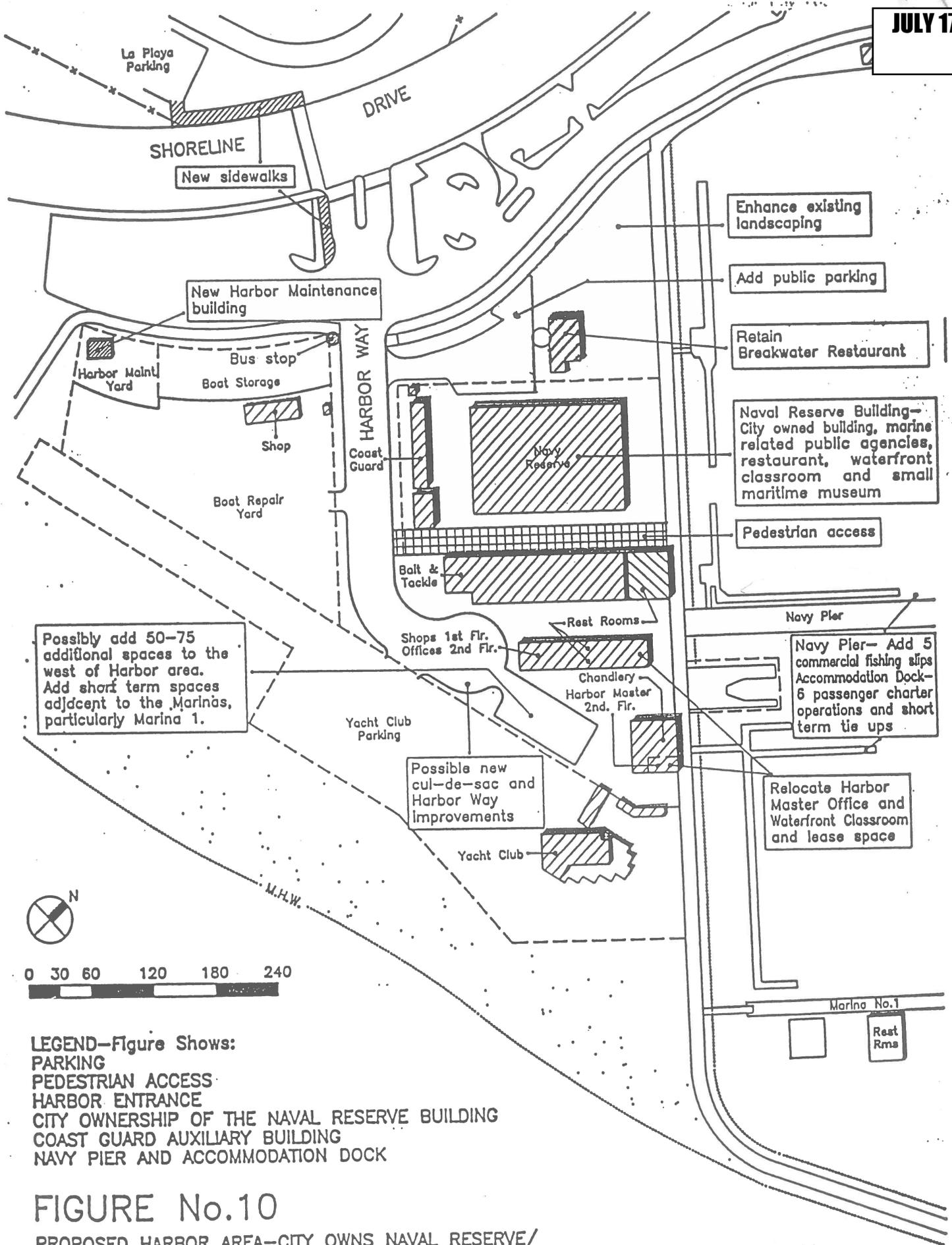


EXHIBIT A



Possibly add 50-75 additional spaces to the west of Harbor area. Add short term spaces adjacent to the Marinas, particularly Marina 1.

Enhance existing landscaping

Add public parking

Retain Breakwater Restaurant

Naval Reserve Building - City owned building, marine related public agencies, restaurant, waterfront classroom and small maritime museum

Pedestrian access

Navy Pler

Navy Pier - Add 5 commercial fishing slips Accommodation Dock - 6 passenger charter operations and short term tie ups

Relocate Harbor Master Office and Waterfront Classroom and lease space

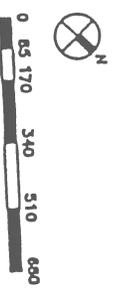
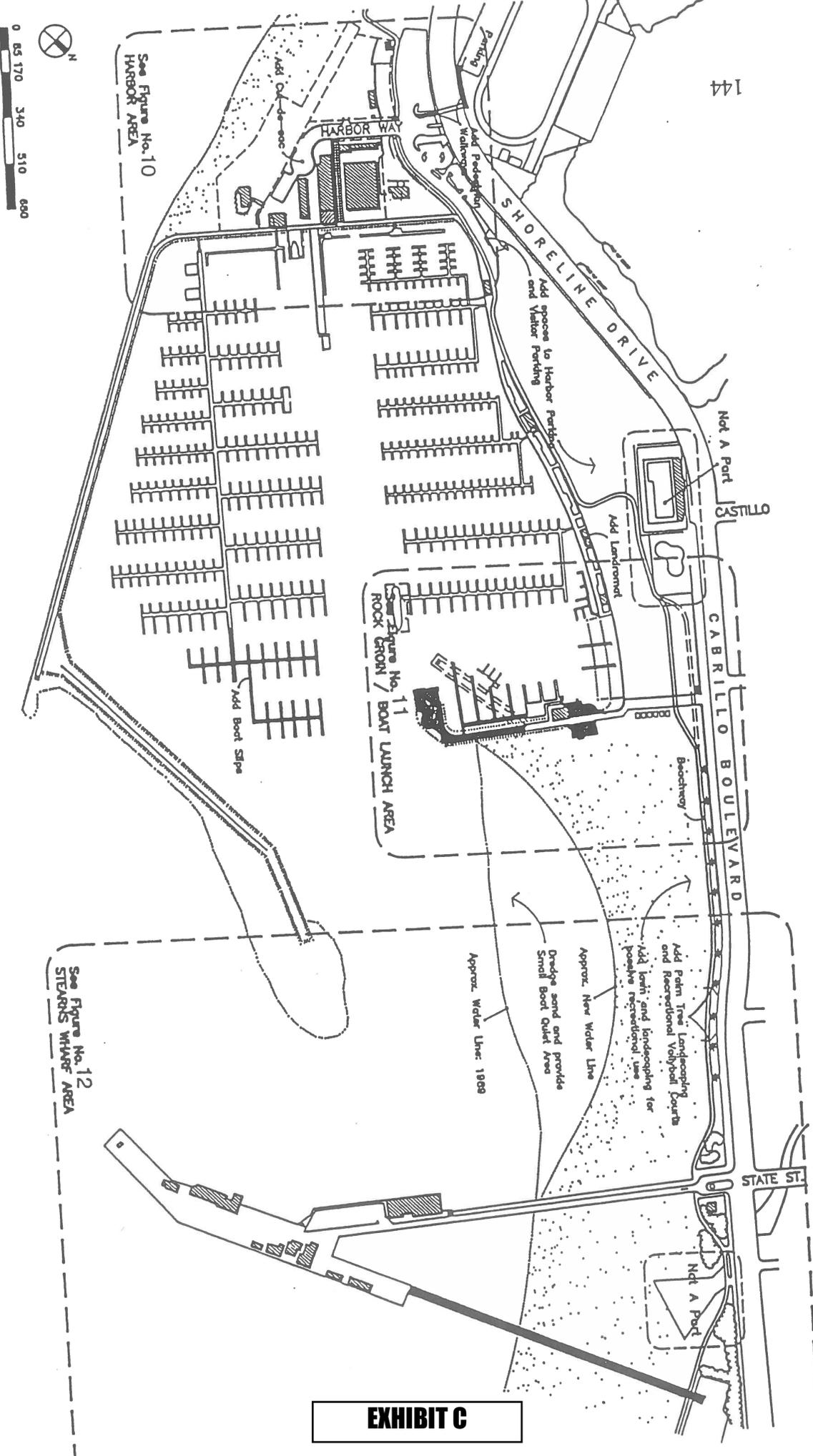


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LEGEND—Figure Shows:
 PARKING
 PEDESTRIAN ACCESS
 HARBOR ENTRANCE
 CITY OWNERSHIP OF THE NAVAL RESERVE BUILDING
 COAST GUARD AUXILIARY BUILDING
 NAVY PIER AND ACCOMMODATION DOCK

FIGURE No.10

PROPOSED HARBOR AREA—CITY OWNS NAVAL RESERVE/
 PRIMARILY OCEAN DEPENDENT AND OCEAN RELATED USES — CONCEPT



LEGEND—Figure Shows:
 PARKING
 HARBOR ENTRANCE
 SLIPS
 WEST BEACH

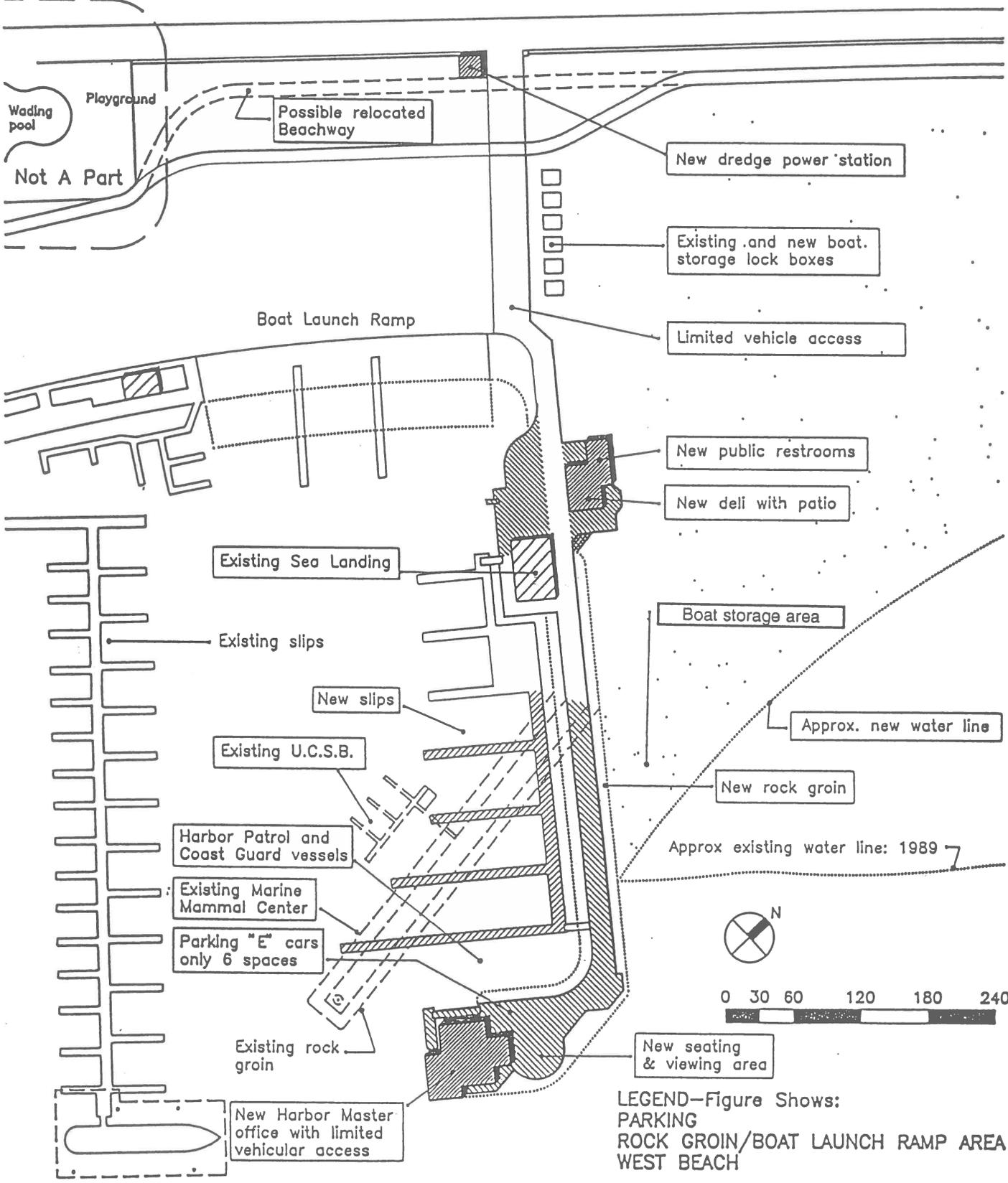
See Figure No. 12
 STEARNS WHARF AREA

See Figure No. 10
 HARBOR AREA

See Figure No. 11
 BOAT LUNCH AREA
 ROCK CROWN

EXHIBIT C

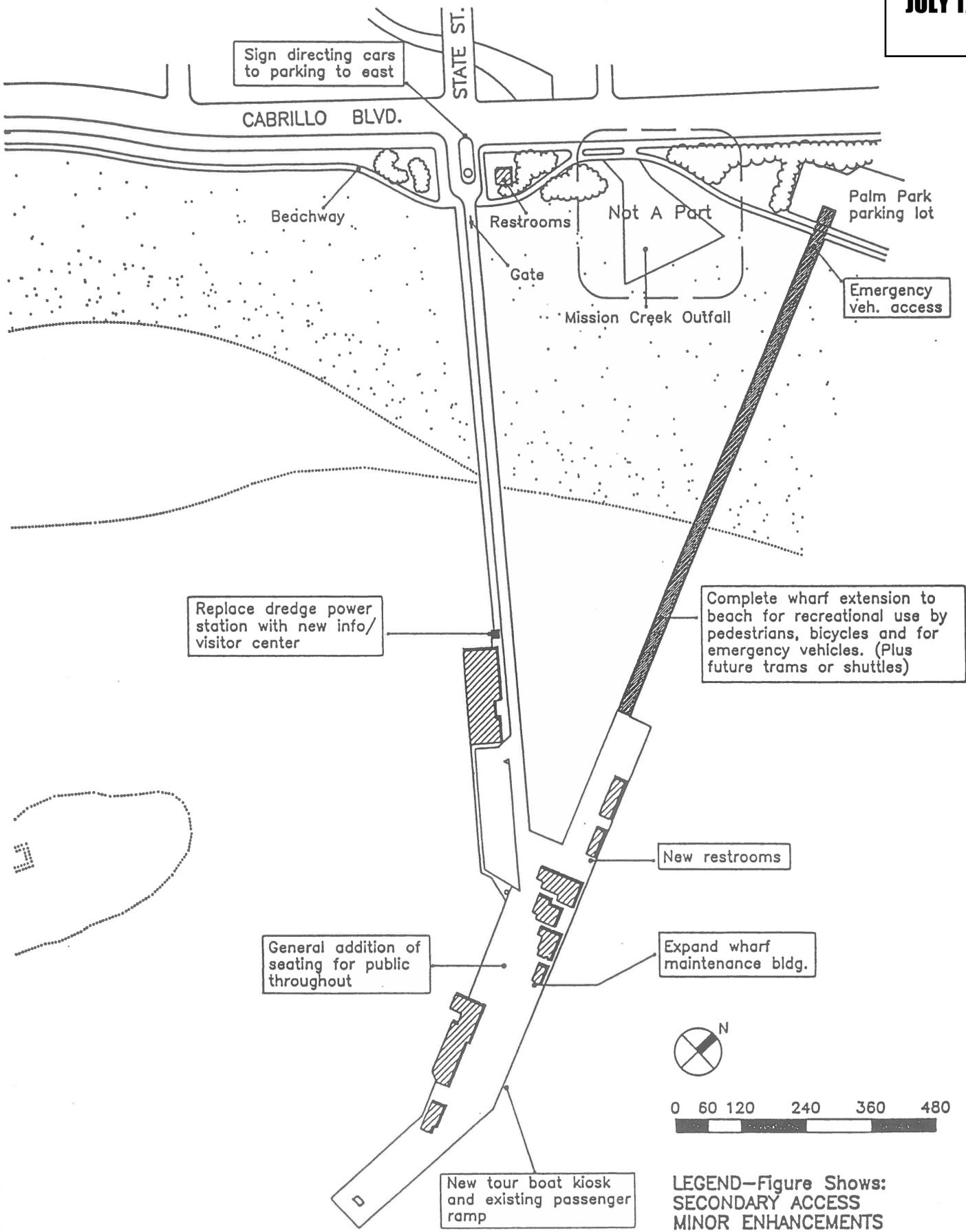
CABRILLO BLVD.



LEGEND—Figure Shows:
 PARKING
 ROCK GROIN/BOAT LAUNCH RAMP AREA
 WEST BEACH

FIGURE No.11
 PROPOSED ROCK GROIN/
 BOAT LAUNCH RAMP AREA — CONCEPT

EXHIBIT D



LEGEND—Figure Shows:
SECONDARY ACCESS
MINOR ENHANCEMENTS

FIGURE No.12
STEARNS WHARF AREA — CONCEPT

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. Completed.

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. Completed.

CULTURAL RESOURCES (cont.)

Action CUL-1.3 Incorporate the findings of the “Phase U 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. Completed.

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 Waterfront Center ~~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.~~ Completed – Boating Trails Project.

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

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

- ~~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.~~ Completed – BLF Project.

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. Infeasible.~~
- 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. Completed.~~
- Action DEP-2.7** ~~Funding shall be pursued to upgrade the existing hoists. Completed.~~
- 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~~ commercial shipping, enforcement 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, non-marine sports, non-marine 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 nonprofit 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~~; Completed.
- 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. Completed.

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

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

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. Infeasible.

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. Infeasible.

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

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. Completed to extent feasible.~~

- 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 Banos 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.~~ Infeasible. Existing exit at Los Banos. Commercial vehicle access at launch ramp.
- 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.~~ Infeasible.
- Action SERV-1.10** Review ADA requirements ~~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. City-wide issue.~~

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; Completed.~~

- b. Retaining adequate parking on and near the Navy Pier for use by commercial fishermen;
- ~~e. 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~~
Infeasible
- h. ~~Study connecting the bikeway from east of Harbor Way to the bike lane along Shoreline Park.~~ City-wide transportation issue.

Action SERV-4.2 To minimize congestion at the entrance to the Steams 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. Completed.~~

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. Reviewed as part of RDA project. Parks issue.~~
- Action REC-1.3** ~~Provide a small visitor information center and additional public seating on the Wharf. Completed.~~
- Action REC-1.4** Consider adding an observation area on the rock groin for passive recreation use.
- Action REC-1.5** Continue supporting 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. Completed.~~

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** — 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.~~
- Completed. WATS I & II

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 **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. Completed.
- 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. Completed.
- 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. Completed.
- 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. Completed.
- 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. Completed.
- 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. Completed.

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; Completed.~~
 - c. Addition of a small deli ~~and public restrooms~~ on the rock groin; Public restroom at Sea Landing
 - d. ~~Addition of public restrooms and a small visitor information center on the Wharf. Completed.~~

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. Completed.~~

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.~~ State agency responsibility.

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.~~ Completed.

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. Infeasible.~~

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. Completed.~~

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 ACC2.3, 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 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.

City of Santa Barbara
2015 Local Coastal Program Update
Schedule Summary

Sub-Section	Phase	To CCC for Review	Staff	Commission Review
LAND USE PLAN	Mar '14 – Nov '15			
Land Uses	May-Sept 2014	June 2014	Liz/Timmy	H, P&R, P
Development	" "	July	Liz/Timmy	P
Visitor Servicing	" "	August	Liz/Timmy	P&R, P <i>H</i> ✓
Coastal Dependent	" "	September	Liz/Timmy	H, P
Residential	" "	September	Liz/Timmy	P
Cultural Resources	" "	June	Debra	HLC, P
Water Quality	" "	July	Debra	H, P
Scenic & Visual	" "	August	Debra	ABR, HLC, P, <i>H</i> ✓
Tidelands	Oct-Feb 2015	October 2015	Liz/Timmy	H, P
Shoreline/Bluff Access	" "	November	Liz/Timmy	P
Recreation	" "	December	Liz/Timmy	H, P&R, P
Transportation	" "	January	Liz/Timmy	H, P&R, P
Vessels	" "	February	Liz/Timmy	H, P
Bio Resources	" "	October	Debra	H, P&R, P
Wetlands	" "	November	Debra	H, P&R, P
Hazards	March-June 2015	March 2015	Liz/Timmy	H, P&R, P
Coastal Adaptation	" "	April	Liz/Timmy	H, P&R, P
Comm. Workshops	Aug-Sept 15 2015		Liz	
B & C and Council	Sept-Nov 15 2015		Liz	H, P&R, P
IMPLEMENT PRGM	June –Nov 2015			
SLR Dvlpmt Guidelines	June-Aug 15	July	???????	ABR, HLC, H, P
SLR Measures	June-Aug 15	"	Bren	H, P&R, P
Revise IP	June-Aug 15	"	Liz/Timmy	
Comm. Workshops	Aug-Nov 15		Liz	
B & C and Council	Sept-Nov 15 2015		Liz	H, P&R, P
ADOPT & SUBMIT	Nov '15 - April '16			
Draft LUP/IP	Nov-Dec 31		Liz	
PC Review	Jan-Jan 31		Liz	P
Incorporate Input	Feb-Feb 29		Liz	
CC Review & Adopt	Mar-Mar 31		Liz	
Submit to CCC	April-April 30		Liz	

May 7, 2014