

President's Message *by Mike Lunsford*

The vision of the **Conservancy** is the permanent protection of the Gaviota Coast's unique natural, scenic, agricultural, recreational, and cultural resources.

The Conservancy's vision of the permanent protection of the Gaviota Coast's unique natural and cultural resources has enjoyed tremendous support. We have received unsolicited donations from landowners in

the project area, local businesses, and other individuals that we did not previously know. Our public events have been very well attended. And many of you, along with community groups and foundations, have offered help.

The Conservancy has been an advocate for the National Park Service feasibility study on the creation of a National Seashore on the Gaviota Coast. While it is but one of several strategies being pursued, the NPS feasibility study has transformed the Gaviota Coast conservation effort from concept to reality. The proposal to do a study received unanimous support from elected representatives and public agency officials at all levels. Local fundraising enthusiastically generated one-half of the estimated cost of the study.

The Conservancy is a collaborative organization that stresses the need to find common ground in realizing our vision. The NPS shares this objective and has actively organized numerous visioning workshops to more clearly understand the dreams and fears of the community. Recognizing that only a collaborative process would develop a consensus on what role, if any, the National

The **Gaviota Coast Conservancy** will host a slide show to display the beauty and environmental integrity of the Gaviota Coast. A discussion of the preservation activities taking place on the Coast will follow the slide presentation. The **Oak Group** is exhibiting their work at the Gallery, so the evening should be a visual treat. This event is **free** of charge.

Where: Faulkner Gallery in the downtown Public Library, 40 East Anapamu Street, Santa Barbara

When: Tuesday, November 21, 7:00 p.m.

Park Service should play on the Gaviota Coast, the Conservancy has sought to open dialogue with all interested parties.

Recently, in the absence of specific, factual information from the feasibility study, critics have begun to question the value of a National Park Service role. Some cite fear of more government regulation, the possible use of hostile condemnation to acquire property, or the loss of local control over management decisions on land the NPS may purchase in the future. Others project worst case scenarios

(continued on page 3)

Late Breaking News...

As this edition of Coastline was going to the printer, the **Land Trust for Santa Barbara County** announced an option agreement to purchase J.J. Hollister's **Arroyo Hondo Canyon**, an entire Gaviota Coast watershed stretching from the National Forest to the beach. Our efforts to preserve the Gaviota Coast are bearing fruit and we will assist the Land Trust, our long-standing partner, in the fundraising campaign to acquire the property. Momentum continues to build for the preservation of our Coast!

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Urban Sprawl *by Phil McKenna*

Ghosts on Gaviota Coast

By Kevin (Lex) Palmer, consulting historian

The Gaviota Coast hosted seven wharves before the arrival of the railroad (1887-1901). These structures aided the shift from cattle grazing to grain and dairy farming while facilitating the importation of manufactured goods. All of these wharves had boarding houses, stables, liverys, and employee housing to support the arrival of lumber schooners and passenger steamers. Wharves existed at Gaviota, Sudden Ranch, Point Purisima, Lions Head, and Point Sal.

Point Sal, then known as Guadalupe Harbor, became the earliest wharf facility when constructed in 1874. Prior to the construction of the wharf, lumber from Santa Cruz redwood mills was delivered through the surf, a hazardous activity as indicated by the number of sailors and wharf personnel interned in the Point Sal cemetery.

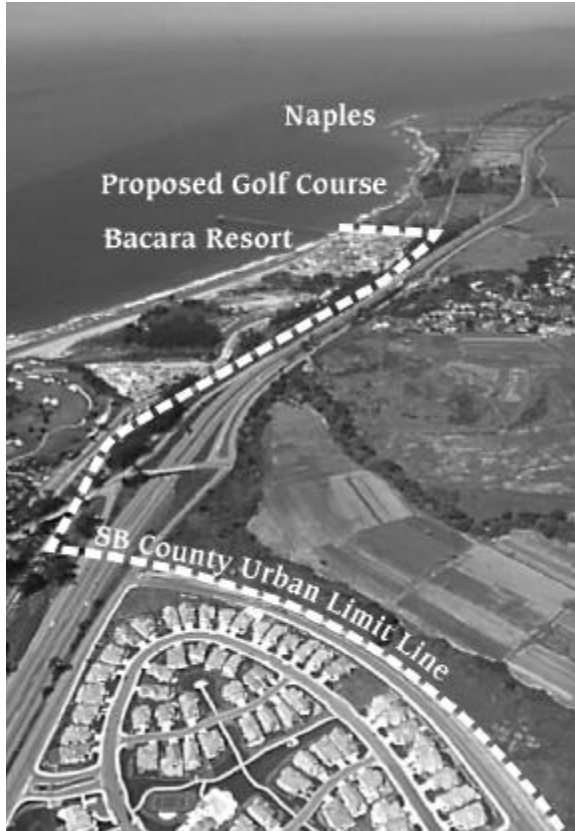


Photo by Rich Reid

Ghosts, *continued*

Three wharves existed on present day Vandenberg AFB. Lompoc temperance colony members established the Lompoc Landing at Point Purisima in 1874, which operated until 1898. Guadalupe and Los Alamos farmers and merchants funded construction of Chute Landing near Lions Head in 1880. Products shipped from these wharves included butter and cheese from Italian-Swiss dairy farmers, and dried abalone, seaweed, fish, and sea lion bristles harvested by Chinese fishermen. The importance of wharves declined over time as railroads and highways provided more efficient transportation alternatives.

*Alcatraz oil operation wharf with Gaviota Canyon in the background, early 1900s. ►
Courtesy of the Bancroft Library.*

The Santa Barbara Board of Supervisors is responsible for establishing land use policy in the unincorporated areas of the county through their zoning policies. The Supervisors, concerned about development on the Gaviota Coast, created an urban limit line in western Goleta to prevent urban sprawl from encroaching into the Gaviota Coast. The accompanying photo shows the location of the urban limit line and also indicates two large parcels outside the limit line that are being considered for development. The owners of the Naples property contend they have the right to develop upwards of 400 lots. The Arco property is in the advanced permit process to develop an 18-hole golf course.

The term urban sprawl was coined by the sociologist William Whyte to describe the character of development in Southern California in the latter half of the last century. The urban limit line is a line in the sand that will be obliterated if it is breached. Leapfrog development, such as the proposed Naples development, will be followed by in-fill development, if the history of urban sprawl is any guide.



Coastline

The Tajiguas Landfill and Related Issues

The County is forecasting an October release for the long delayed Draft EIR on the expansion of the existing Tajiguas Landfill. In the interim, the County Public Works Department hired two consulting firms, Integrated Recycling and Arcadis Geraghty & Miller to recommend alternative landfill sites within the County. The Board will pick one of the alternative sites for environmental scrutiny through an EIR process. A new landfill site may be a reality in a few years. An informal working group from the environmental community has been formed to interface with the process, with Bob Hazard representing the GCC. The group meets at least monthly with the County and the consultants to review progress reports and suggest ways to move the process forward. It has been a very positive and useful collaboration.

Additionally, the Conservancy, Heal the Ocean and Santa Barbara Surfrider Foundation have tentatively hired a geotechnical consultant to construct a Water Situation Report for the Tajiguas Landfill. This report will give us a better picture of potential pollution of surface and ground water in and around the landfill.



President's Message *(cont. from page 1)*

of over-crowding by increased visitation with its associated adverse impacts to the resources, and private property. Some of these concerns are legitimate and others are imagined, but all deserve consideration. The feasibility study and its environmental impact report will address these concerns and give interested parties a substantive basis for evaluating the role that the NPS could play and the various levels of resource protection and interpretation they could provide.

One very hopeful result that has already emerged from the feasibility study is the growing consensus about saving the Gaviota Coast from urban sprawl. Which methods are used and how we manage the resources over the long-term must be worked out in a collaborative process. There is enough mutual benefit in this project for most interested parties to find common ground. We will facilitate this search.

Railroad Bluff Failure *by Keith Zandona (photo and story)*

◀ A major landslide undermined the tracks of the Union Pacific on the coastal bluff at Pila Canyon; the same canyon where the County's Tajiguas Landfill is located. As the accompanying photo shows, the railroad's remedy to the landslide was to place hundreds of tons of rocks in the tidal zone under the authority of a **self issued emergency permit**. The community of Arroyo Quemada, just ¼ mile east of the revetment, will undoubtedly experience a loss of beach sand and other negative effects.

Union Pacific is required to submit a plan on how they will permanently protect the tracks. According to the Santa Barbara County Planning Department and the California Coastal Commission, the rocks will eventually need to be removed, but this could be a lengthy process.

The Union Pacific's actions are troubling if such hastily conceived remedies are the model for future track repair.

