



LOWER MISSION CREEK



COMMUNITY + ENVIRONMENT

*Transforming the
community & environment
to be a better place to live*

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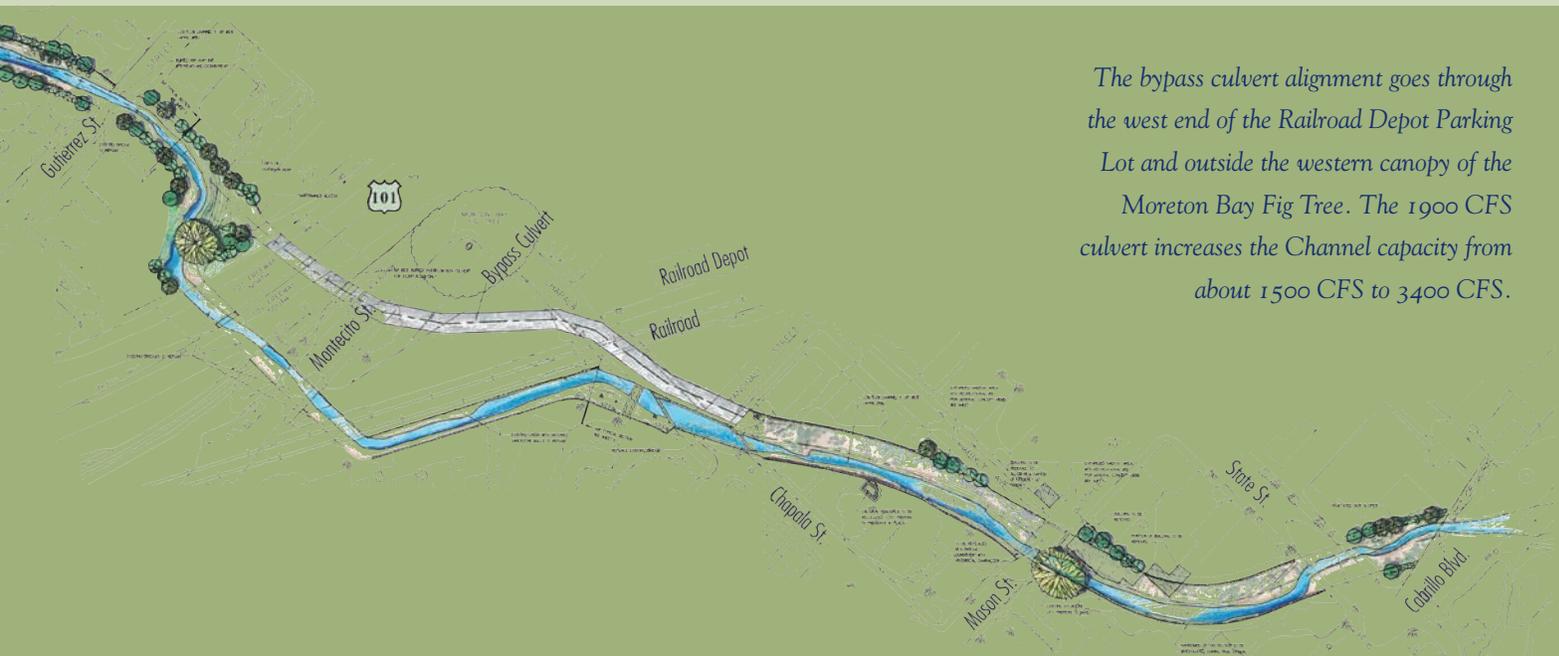
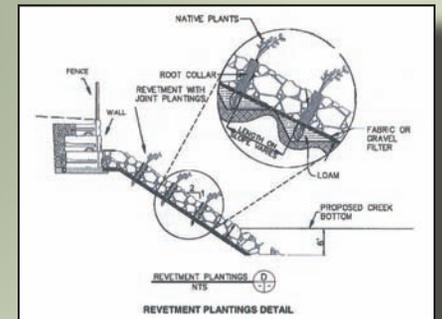
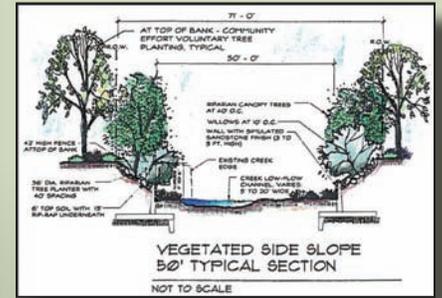
CHANNEL UPDATED COSTS AND PHASING

The total Project cost for the Channel and most of the bridges was estimated by the Corps in 2003 at \$28.5 million. The Corps has been assisting the City and District for many years to develop construction plans for the Project; however they have been unable to secure the required federal funding to proceed with construction. Due to construction industry cost increases over the past several years, the Project will cost significantly more to build than the Corps' 2003 estimate of \$28.5 million.

The Channel improvements costs alone were estimated to be \$57 million in 2012. The District and the City are significantly challenged to build the Project without grants, and hopefully will obtain new federal construction appropriations through the Corps for channel construction. Many of the proposed state grants are limited or awarded competitively and are not expected to cover the Channel cost. Some Channel improvements are planned to be paid for by other grants, such as the States' Prop 50, 84, and 1E, using the County Flood Control District Assessment Funds as the local grant match.

BRIDGE STATUS AND FUNDING

When the Channel is widened, it becomes necessary to replace most of the bridges along the Project. The City has been able to get Federal Highway Administration (FHWA) Highway Bridge Program (HBP) grant funds to replace the Project's bridges using an 11.47% city funding match. The City has already constructed the Haley and Ortega Street bridges at a total project cost of over \$16 million. The city started the replacement of the Cabrillo and Mason Street bridges in fall 2014 at project costs of \$25 million and \$13.7 million respectively. The Cota Street Bridge Replacement Project at \$8.6 million is scheduled to start in spring of 2015. Even though not originally part of the project, the Gutierrez (\$6.6 million) and De la Guerra (\$6.2 million) bridges are in design to be replaced. These bridge replacements provide a unique opportunity for added stream bed enhancements beyond the original project scope.



The bypass culvert alignment goes through the west end of the Railroad Depot Parking Lot and outside the western canopy of the Moreton Bay Fig Tree. The 1900 CFS culvert increases the Channel capacity from about 1500 CFS to 3400 CFS.

PROJECT BACKGROUND

The Lower Mission Creek Flood Control Project (Project) has been a joint project of the Santa Barbara County Flood Control and Water Conservation District (District) and the City of Santa Barbara (City), for many years. The Project is located along Mission Creek in the City of Santa Barbara's urban West Downtown and Waterfront neighborhoods, from Canon Perdido Street to Cabrillo Boulevard, to the ocean, a distance of about 1.3 miles. It will widen the creek Channel to increase flood flow capacity in order to reduce flooding and property damage. Local neighborhoods were catastrophically flooded in 1995 and more recently again in 1998 and 2005.

Widening the Channel will replace old concrete walls, and non-native invasive plants will be replaced with native riparian species. Natural creek bed improvements will be made to enhance the endangered species habitat for the Steelhead Trout and the Tidewater Goby. The benefits are increased flood protection, creek rehabilitation, and species habitat enhancement.

The Project will provide approximately 3,400 cubic feet per second (CFS) capacity for the creek. The capacity at the Montecito Street and Railroad bridges is at an estimated 8-year storm event or 1,500 CFS. Constructing a new bypass culvert under the Railroad Depot site will increase the Channel capacity to an estimated 20-year storm event at 3,400 (CFS) per the 2000 Environmental Impact Statement/ Environmental Impact Report.

In fall 2006, the California Coastal Commission approved the US Army Corps of Engineers' (Corps') Coastal Consistency Determination Project application, which was a key milestone to clearing the way for our drive for construction funding. In 2008, the District and the City attained a local Coastal Development Permit, which now enables the City and District to initiate construction.

Due to the large cost and complexity, the Project will use a "phased" construction approach for Channel and bridge construction as construction funding becomes available. The City and District have already completed the design and construction of some elements of the Project. For example, the District has constructed key elements of the Project; the Project bypass culvert under the Union Pacific Railroad, the culvert through the Railroad Depot parking lot, and Channel Reach 1A-1 (State Street to the Harbor View Inn Pedestrian Bridge). The City completed the reconstruction of the Haley/De La Vina Street Bridge and the Ortega Street Bridge.



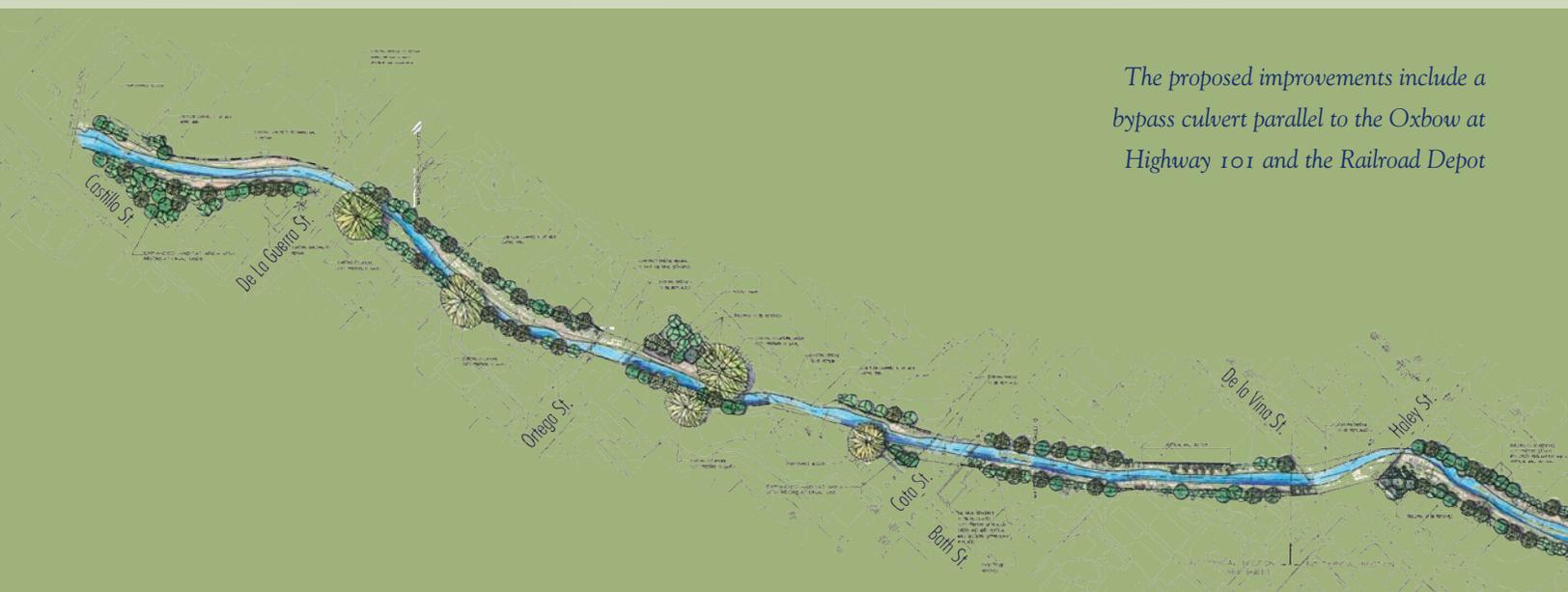
Train station flooding in 1998



Mission Creek flooding & erosion in 1998



Bath Street flooding in 2005



The proposed improvements include a bypass culvert parallel to the Oxbow at Highway 101 and the Railroad Depot

PROJECT ENVIRONMENTAL ENHANCEMENTS

The natural bottom of the creek will be maintained, and embellished with endangered species habitat features, such as rock weirs for Steelhead Trout. Creek banks will consist mainly of sloped bank treatments of ungrouted rock with some vertical walls at bridges and key neighborhood properties. The rock is planned to be covered with topsoil and planted with native willow and other native riparian plants into the rock. This will allow sprouting through gaps to form a continuous understory riparian growth. Aesthetic treatment will be incorporated into the Project's design to reduce the visual impacts of concrete vertical walls, such as with simulated sandstone.

Native trees, primarily western sycamores, cottonwoods, and coastal live oak from local stock, will be planted in excess property areas for habitat expansion zones. In time, their canopies will form dense clusters on the creek bank, adjacent to the stream corridor. Included will be native shrubs planted on the periphery of the lagoon south of the Cabrillo Boulevard Bridge.

Included with the Project are plans to have native landscaping along all channel reaches of the Project beyond the top of bank, including segments adjacent to vertical floodwalls where vegetated rock banks are not proposed. The plan includes provisions for voluntary planting on private property for a planned continuous riparian corridor. The City already encourages plantings there and provides technical guidance to private landowners who own property adjacent to the Creek. This technical guidance will provide suitable native plantings along, and adjacent to, creek banks on their property.

Future maintenance for the life of the Project follows an "adaptive maintenance" approach by the District and is included in this Project's description. Future maintenance of the constructed Channel is essential to retain the form and design capacity of the creek.

The Project is part of a coordinated effort to reduce the risk of flooding in the community and at the same time restore/rehabilitate the Mission Creek from the ocean to the City limits in the Santa Ynez Mountains. Restoration/rehabilitation projects by the City's Creeks Division have been successful in removing barriers to the Steelhead fish passage into the higher watershed, so that the City will eventually enjoy the benefits of having the endangered Southern Steelhead Trout habitat within the City.

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