



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: March 10, 2011
AGENDA DATE: March 17, 2011
PROJECT: Highway 101 Operational Improvements (Milpas to Hot Springs)
 Salinas Ramps Amendment (MST2004-00701)

TO: Planning Commission

FROM: Planning Division, (805) 564-5470
 Danny Kato, Senior Planner *DAK*
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I. PROJECT DESCRIPTION

The proposed project is to amend the approved Coastal Development Permit for the Highway 101 Operational Improvements Project (Milpas to Hot Springs), to widen Highway 101 to three lanes in the vicinity of the Salinas Street on/off-ramps. The revised project will require the reduction or elimination of previously improved landscaping in the median (between the northbound and southbound lanes) and the area adjacent to the new sound walls. The project also includes relocation of a portion of the sound wall near the end of the Salinas off ramp, removal of a portion of the wall adjacent to the Salinas on ramp, new guard railings, and enclosure of a portion of a drainage ditch in a box culvert

II. REQUIRED APPLICATION

The discretionary application required for this project is an amendment to an approved Coastal Development Permit (CDP2011-00003) to allow revisions to approved development in the Coastal Commission's Appealable Jurisdiction of the City's Coastal Zone (SBMC §28.44.060).

III. PROJECT SUMMARY

The Planning Commission approved the Highway 101 Operational Improvements project in December 2004 (PC Resolution attached as Exhibit I). The project, which is currently under construction, includes structural changes within a two-mile section of the Highway 101 corridor between the Milpas and Hot Springs/Cabrillo interchanges with the objective of improved merging, circulation, and safety. As approved in 2004, the completed project would result in two northbound lanes and separate auxiliary lanes between the three interchanges (Hot Springs on-ramp to Salinas off-ramp, and Salinas on-ramp to Milpas off-ramp). The approved project was refined through extensive review by a Project Development Team, Design Review Team, Planning Commission, Architectural Board of Review, and Historic Landmarks Commission. The approved project includes a landscaped ten-foot wide median

with three-beam barriers on either side of the median for the segment between Sycamore Creek and the Hot Springs/Cabrillo interchange.

The Highway 101 HOV project, currently in project design and development, would widen Highway 101 to three lanes between the City of Carpinteria and Sycamore Creek (including the subject segment of highway). Caltrans expects construction of the HOV project to commence in 2014 with an anticipated completion date of 2020.

The subject proposal to widen the highway to three lanes at the Salinas ramps was prompted by the Montecito Association, who encouraged Caltrans to accelerate the construction of a third northbound lane through the Salinas interchange (see Exhibit C). In addition to providing congestion relief five to ten years sooner than the HOV project, Caltrans indicates that there would be several benefits to the project: new money available to help pay for construction of the revised project, project cost savings, and reduced construction impacts by incorporating the third lane in the current project. The highway would remain as a two-lane highway south of the Hot Springs on-ramp following the revised project, until such time that the HOV or other successor project is constructed.

Because the current proposal is designed to full Caltrans standards (lane width, shoulder widths and ramp geometry), without the acquisition of any additional right of way, the current proposal will result in a substantial reduction of area available for landscaping. According to the Caltrans District 5 Director, Caltrans has explored all options, and the current proposal is the best Caltrans can do either now or in the future for the following reasons: limited right of way availability; Caltrans District 5 staff's belief that design exceptions would not be approved for reduced shoulders to provide additional landscaping due to concerns about Caltrans maintenance worker safety; and Caltrans' anticipated inability to acquire additional right of way in the area due to constraints associated with the railroad property and lower income housing adjacent to the highway.

The current proposal reduces the median width of the approved project from 10 feet (barrier face to barrier face) to between 6 and 3.25 feet (barrier face to barrier face) for a distance of 2,284 feet. Excluding the widths of the barriers, the actual planting width would be as narrow as 2.67 feet, not accounting for further reduced width at the barrier support posts. The proposal reviewed by the Architectural Board of Review (the plans for the current proposal are different than the plans presented to the ABR) also included removal of approximately 1,135 feet of approved landscaping, including trees and shrubs along the soundwalls on either side of Salinas Street.

In review of the subject project, both the Design Review Team (consisting of members of the Architectural Board of Review, the Historic Landmarks Commission and the Planning Commission) and the full Architectural Board of Review indicated that the proposed landscaping was inconsistent with related City's policies and guidelines, and therefore not acceptable.

Caltrans responded to the Design Review Team and Architectural Board of Review by providing some additional planting along the new soundwall between Salinas Street and Sycamore Creek in addition to the vines previously proposed, and proposing providing additional landscaping in the Highway 101 median at a nearby location between Laguna Street and Chapala Street (see Exhibit D). Changes to the median plantings at that location would require appropriate design review approvals from the Architectural Board of Review and the Historic Landmarks Commission. Due to time constraints,

neither the Design Review Team nor the Architectural Board of Review has reviewed the current proposal.

Like the Design Review Team and the Architectural Board of Review, staff has had concerns regarding conformance of the current proposal with policies and guidelines related to landscaping. Staff supports the concept of widening Highway 101 to three lanes through the City consistent with 101 In Motion, and recognizes the constraints of the right of way at this location, and the benefits of the project, including cost savings and congestion relief 5-10 years sooner than anticipated with the HOV project. Because these conflicting goals are of similar importance and because Caltrans has slightly modified the landscaping since the Architectural Board of Review and Design Review Team reviews, staff will not be making a recommendation on the proposal. Should the Planning Commission choose to approve the current project, staff suggests findings and several recommended conditions to enhance the current project's compliance with various policies of the Local Coastal Plan, including water quality and biological resources in Exhibit A. If the Planning Commission chooses to deny the current proposal, findings for project denial are provided below.



Figure 1: Salinas Ramps and Vicinity

IV. BACKGROUND

In 1993, Caltrans proposed a project, which would have widened Highway 101 to three lanes in each direction between the Ventura County and Milpas Street. That project received substantial community opposition and was ultimately abandoned. As a result of community feedback on that project, City Council initiated an amendment to the City's Local Coastal Plan (LCP) to provide specific discussion

and policy guidance regarding future development of Highway 101 in the Coastal Zone. The LCP amendment was adopted by City Council and certified by the Coastal Commission in April 1994.

The 1994 LCP amendment included an implementation action to develop design guidelines for the highway corridor in the City's Coastal Zone. The *Highway 101 Santa Barbara Coastal Parkway Design Guidelines* were developed in 1994-1995 by a subcommittee of the Architectural Board of Review and Historic Landmarks Commission members with assistance from Caltrans staff, City Planning and Transportation staff, and members of the public. The Design Guidelines were adopted by City Council and certified by the Coastal Commission in April 1996.

During the same time period, the Santa Barbara Association of Governments (SBCAG) began a series of studies assessing options for relieving congestion in the corridor, including the *Highway 101 Alternatives Study* (1995) and *The South Coast Highway 101 Deficiency Plan* (2002). The Deficiency Plan proposed both long- and short-term strategies aimed at improving transportation along the corridor. In response to the Deficiency Plan findings, SBCAG and local cities adopted 34 short-term projects aimed at correcting operational deficiencies on Highway 101 and adjacent roads. The Operational Improvements project was designed to improve traffic congestion, ramp access, and safety concerns consistent with the direction of the 101 Deficiency Plan. The 101 Deficiency Plan concluded that its identified improvements did not address long-term freeway congestion, and that further action on a community-wide basis would be required to alleviate increases in traffic volumes and ensuing congestion along the corridor.

The Deficiency Plan required development of an implementation plan for the identified long-term projects. The implementation plan began in 2004 and was eventually known as *101 In Motion*. The goal of *101 In Motion* was to bring the communities together to agree on a long-term, 20-40 year, plan that addressed congestion along the 101 corridor. *101 In Motion* evaluated a wide range of improvement approaches and strategies, and involved staff participation from area cities, Santa Barbara County and the Metropolitan Transit District, along with local decision makers and members of the public. The consensus recommendation for implementation of *101 in Motion* process included a number of strategies, but the primary recommendation was "add a lane and a train" to address commuter and goods movement needs between the Ventura County line and the City of Santa Barbara. The SBCAG Board unanimously approved the *101 In Motion* consensus recommendation in October 2005. The Highway 101 HOV project, was programmed to implement the "add a lane" portion of the *101 In Motion's* primary recommendation for the highway segment between Sycamore Creek and the City of Carpinteria. The subject project would add a lane between the Hot Springs on ramp and Sycamore Creek.

SBCAG provided the Planning Commission with an annual update on the Operational Improvements project at the October 14, 2010 hearing and indicated that SBCAG and Caltrans were interested in pursuing the subject project with a Coastal Development Permit amendment and would need to obtain approvals for the change in a short timeframe to include the changes in the project. At that hearing, SBCAG stated that the pedestrian and bicycle tunnel adjacent to the Union Pacific railroad bridge, which was approved with the Operational Improvements project, was not feasible because Union Pacific would not agree to a tunnel adjacent to the existing bridge. SBCAG has indicated that they

intend to file a separate application to request a Coastal Development Permit amendment to remove the tunnel from the Operational Improvements project and provide an alternative facility beneath the bridge.

V. DESIGN REVIEW

A. DESIGN REVIEW TEAM

As mandated by the City's *Highway 101 Santa Barbara Coastal Parkway Design Guidelines*, a Design Review Team (DRT) composed of members of the Architectural Board of Review (Chris Gilliland, Chris Manson-Hing), Historic Landmarks Commission (Robert Adams, Alex Pujo, Phil Suding), and Planning Commission (Bruce Bartlett, Charmaine Jacobs, alternate Deborah Schwartz) was appointed to review the subject project. The DRT met three times. The first meeting was November 9, 2010. The second meeting was a site visit on November 17, 2010, and the final meeting was January 12, 2011. All DRT members indicated that the loss of median landscaping was unacceptable, and a median no narrower than the 10 foot wide median approved as part of the Highway 101 Operational Improvements project is necessary to support appropriate planting. Individual members also indicated concern regarding the loss of landscaping along the sound walls. The DRT consensus was that the short-term benefits of the third lane were not worth the long-term loss of landscaping, considering the pending Highway 101 HOV project, which would also add a lane and provide more time for Caltrans to pursue options to provide additional landscaping. Caltrans has since stated that design exceptions to provide additional landscaping are not available at this location and right-of-way acquisition is not feasible. The subject project has been refined since the DRT review to include some additional landscaping along the sound walls, which is reflected in the current proposal before the Planning Commission.

B. ARCHITECTURAL BOARD OF REVIEW

The Architectural Board of Review (ABR) reviewed the subject project February 7, 2011. The ABR unanimously continued the project indefinitely, stating that the subject project, as presented to the ABR, was not consistent with the Design Guidelines direction for this segment of 101 to serve as a gateway into the City. ABR meeting minutes are included as Exhibit E. The project has been refined since the ABR review to include some additional landscaping along the sound walls on either side of the Salinas ramps, as reflected in the current proposal. Caltrans is also now proposing landscaping enhancements for a segment of Highway 101 median outside the project area between Chapala and Laguna Streets, as shown on Exhibit D.

VI. ENVIRONMENTAL REVIEW

Caltrans is the Lead Agency for environmental review of the project pursuant to the California Environmental Quality Act (CEQA). The City is a Responsible Agency under CEQA, and relies upon the Environmental Impact Report (EIR) prepared by Caltrans for CEQA compliance. A Final EIR/Finding of No Significant Impact for the Operational Improvements (Milpas to Hot Springs) project was certified by Caltrans and the Federal Highway Administration in March 2004. The Operational Improvements EIR analyzed a six-foot-wide median through the project. As a result of the

City review process following EIR Certification and prior to project approval, the project was refined to include a ten-foot-wide median between Sycamore Creek and the Hot Springs/Cabrillo Interchange. The City prepared an Addendum to the FEIR to document changes to the FEIR, including the added median width prior to City approval of the project in December 2004. (The FEIR and previous addendum have been provided to the Planning Commission under a separate cover)

Caltrans completed a CEQA Addendum to the EIR) to document the additional changes to the subject project (attached as Exhibit F). Staff concluded that the Addendum is adequate to complete CEQA review of the current project presented to the Planning Commission. The Caltrans Addendum states that the visual change resulting from the subject project is similar to the approved project and there are no additional impacts resulting from the reduced landscaping. Although the additional visual impacts have policy implications (as seen below), the visual analysis provided in the FEIR and Addendum for the subject project is adequate for the purposes of CEQA.

The original EIR identified wetland impacts from the project. The Addendum identifies an increase in the magnitude of the wetland impacts with this project due to the proposed enclosure of an 800 square foot concrete drainage ditch with a new culvert. The ditch is currently filled with sediment and contains aquatic plant species. The addendum includes a 1:1 mitigation to provide 800 square feet of planting on Sycamore Creek to mitigate the loss of wetland area. As presented in the submitted addendum, this mitigation would reduce the wetland impacts of the subject project to a less than significant level. The suggested conditions of approval in Exhibit A include a condition for wetlands mitigation where the location(s) for wetland mitigation would be confirmed through consultation and regulatory permitting processes of the California Department of Fish and Game and the US Army Corps of Engineers. Additionally, staff recommends a condition of approval that requires the project's drainage comply with the City's SWMP (see Policy/Guideline Consistency Section below) to ensure protection of water quality in other wetlands and waters of the U.S. affected by the project. The City's SWMP was not yet adopted at the time of the original project approval.

Should the Planning Commission approve the project, CEQA findings are required.

VII. POLICY/GUIDELINE CONSISTENCY

To approve the project, the Planning Commission must find that the project is consistent with the policies of the Coastal Act, Local Coastal Plan, and all implementing guidelines, including the *Highway 101 Santa Barbara Coastal Parkway Design Guidelines*.

A. HIGHWAY 101 SANTA BARBARA COASTAL PARKWAY DESIGN GUIDELINES

The *Highway 101 Santa Barbara Coastal Parkway Design Guidelines* were established to implement LCP Policy 9.8, which calls for design guidelines to guide development of the Highway 101 Corridor. The document is available on the City's website at <http://www.SantaBarbaraCA.gov/Resident/Home/Guidelines>

The stated purpose of the Design Guidelines is to preserve the historic character and visual quality of the segment of Highway 101 within the City's Coastal Zone. Their intent is to serve

as a guide to those who are designing improvements to the highway and to the decision makers who must make the necessary findings for their design-related decisions. The Guidelines state that the coastal segment of Highway 101 provides a distinctive visual gateway to the City with its lush, established landscaping, unobstructed views of the mountains and ocean and its unique highway structures. The Guidelines also state the following with regard to future improvements to the Highway 101 and conflicting policies:

The design guidelines set forth in this document are not meant to discourage needed changes in the Highway 101 corridor; rather they are intended to serve as a guide to those who are designing improvements to the highway and the decision makers who must make the necessary findings for their design-related decisions. It is recognized that Caltrans' primary obligation is operating the highway in a safe and efficient manner and that there may be situations where state and federal policies conflict with the City's design guidelines.

The Guidelines are divided into three separate sections: grading, landscaping, and structures. At issue with the subject project are various guidelines related to the provision of highway landscaping.

The General Landscaping Guidelines include the following:

- *The primary goals of landscaping are to soften the appearance of structures, to screen undesirable views and to screen and enhance the view of the highway from the City and the City from the Highway.*
- *If landscaping changes are made, revegetation which, where feasible, fully mitigates the visual impact created by removal of existing vegetation area shall be provided. Accomplishing this may require acquisition of land. When landscaping is removed, sufficient shoulder area should be provided to allow placement of a similar type of replacement landscaping.*
- *When considering new landscaping, significant existing landscaping shall be identified by the applicant in the landscape plan and, if possible, preserved.*

The Plant Selection Guidelines include the following:

- *An important factor in reducing the scale of structures and the roadway is the use of tall trees.*
- *Significant trees proposed for removal should be identified on the landscape plan for consideration by the appropriate City design review board. Significant trees that are removed should be replaced in kind if possible.*

The landscaping guidelines addressing median treatments include the following:

- *Median landscaping is fundamental to the appearance of a parkway. When median planting is small, the opposite travel lane becomes conspicuous. In the Crosstown Freeway area, there is just a ribbon of plant material which softens the look of the roadway but does not screen the opposite lane. Pronounced vegetation in the median is*

very important and medians should be wide enough to accommodate it. Minimum median width should be similar to what exists near the Bird Refuge and throughout Montecito (approximately 10 feet of planting area).

- *It is desirable to allow median landscaping to balloon over the median planters. Since this can only occur when the shoulders are wide enough to allow cars to use the shoulder area in an emergency, the width of the median is important.*
- *Median landscaping substantial enough to screen opposing traffic is encouraged....*

The Design Review Team (DRT) and Architectural Board of Review (ABR) did not believe that the project that they reviewed (less landscaping at the sound wall near the Salinas on-ramp and no enhanced median landscaping in the Laguna to Chapala segment of Highway 101) was consistent with this guidance. The DRT and ABR did not consider the visual effect reduced landscaping area proposed in the further-constrained median and adjacent to the outside shoulder to be substantially similar to the landscaping provided in the approved planting plan, and were concerned that the reduced median planting widths in the narrowest median sections would not appropriately screen the opposite travel lane consistent with the guidelines. However, Caltrans has indicated that design exceptions, such as reduced shoulder widths to provide additional area for landscaping in the existing right of way, are not available for this project and would not be available for a future project at this location, and that right-of-way acquisition is not feasible either now or in the future due to constraints on this segment of highway. If this is the case, any future third lane proposed through the Salinas ramps would result in similar reductions in landscaping.

B. COASTAL ACT, LOCAL COASTAL PLAN & GENERAL PLAN POLICIES

Below are selected relevant policies and guidelines related to aesthetics, coastal access, and water quality follow. The DRT and ABR stated that the proposals they reviewed were not compatible with policies related to aesthetics that are included below. Coastal access policies and discussion are included below due to consideration of a new pedestrian access across the highway in this segment. Policies regarding water quality are included below since the subject project does not yet include post-construction storm water management consistent with the City's standards. A complete list of relevant policies is provided in Exhibit G. Staff believes that the project is consistent with the remainder of the policies required for review of a Coastal Development Permit included in Exhibit G. The Pedestrian Master Plan was adopted in July 2006, after the approval of the original project. The Pedestrian Master Plan provides guidance to staff and decision makers, however a finding of consistency with the Pedestrian Master Plan is not required for approval of a Coastal Development Permit.

Aesthetics

The General Plan Map and Open Space Element classify the Highway 101 corridor as Open Space. It states that freeway is classified as an open space because, *in addition to its being indeed open and of such scale as to be significant, it must be developed in a manner that will qualify it as open space in order that the adverse impact of the traffic through the corridor of the community will be minimized.*

The Open Space Element continues its discussion of highway landscaping stating:

A fully landscaped freeway is vital to expressing the character of Santa Barbara on the freeway passing through it. There would be nothing so foreign to the quality of this community than to create a barren freeway that results from the addition of lanes of traffic either on the outside or in the median strip, the elimination of all landscaping, and the construction of a chain link and cable restraining fence to separate opposing traffic.

The General Plan Map also indicates a buffer along the north side of the Highway 101 right-of-way at this location. The Local Coastal Plan defines the purpose of the buffer as to “signify the need for a separation between potentially conflicting uses or an area of transition between land uses not directly compatible.”

The City’s Local Coastal Plan also includes a map cataloguing the visual quality of certain viewpoints in the City’s Coastal Zone, including on Highway 101 at Salinas Ramps (see Exhibit H). The map identifies a desirable foreground view at this location due to the freeway landscaping. The Local Coastal Plan states: *The vast amount of landscaping and the human-scale character of the highway’s bridges, walls, and interchanges set highway 101 apart from other urban highways in Southern California and convey an immediate first impression to visitors and residents alike that Santa Barbara is unique.* The Local Coastal Plan goes on to say: *critical to maintaining the character of this outstanding community gateway is the preservation of established mature landscaping as well as skyline trees.*

Coastal Act 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.*

LCP Policy 9.8. *The City shall seek to preserve the unique scenic and aesthetic quality of Highway 101.*

LCP Policy 9.11. *Improvements proposed for Highway 101 shall minimize the removal of existing landscaping and particularly specimen and/or skyline trees. Where the City finds that vegetation removal is unavoidable, cannot be prevented, and is in the best public interest, replacement plant material shall be incorporated into the project design so as to achieve wherever feasible comparable or better landscape screening in a timely manner.*

LCP Policy 9.12. *When improvements are proposed to Highway 101 in the Coastal Zone that will result in plant removal, the applicant shall submit a landscape plan prepared by a licensed landscape architect which is consistent with Architectural Board of Review requirements.*

Landscape plans shall be consistent with Architectural Board of Review guidelines and shall be reviewed and approved by the Architectural Board of Review prior to issuance of a Coastal Development Permit. Conformance with the approved landscape plan shall be a condition of Coastal Development Permit approval.

LCP Policy 9.13. *Landscaping shall be used to improve areas where views are currently degraded (e.g., Castillo Street interchange to Hot Springs/Cabrillo interchange).*

LCP Policy 9.14. *New highway projects which require Coastal Development Permits within the Highway 101 right-of-way between Castillo Street and Hot Springs/Cabrillo interchanges shall provide additional landscaping to create a lush appearance similar to the existing Olive Mill Road to Hot Springs/Cabrillo segment.*

The LCP also includes Policy 9.3, which states: *All new development in the coastal zone shall provide underground utilities and the undergrounding of existing overhead utilities shall be considered high priority.* The approved project includes a condition stating that all overhead utilities be undergrounded. The subject project includes existing overhead utilities between Sycamore Creek and Salinas Street, which have not yet been undergrounded but are subject to the undergrounding condition of the approved project. Staff understands that Caltrans has had difficulty acquiring consent from Union Pacific to underground across the railroad right-of-way, but the condition remains effective and Caltrans is required to underground the utilities at this location unless granted permission by the City through a new condition or substantial conformance determination to allow the utilities to remain.

Coastal Access – New Pedestrian Crossing

Coastal Act 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 non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for 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.*

LCP Policy 3.14. *All improvements to Highway 101 shall be designed to provide as appropriate benefits (such as improved public access across and along the highway corridor to the waterfront, beach, and other recreation areas) and limit negative impacts (such as increased visibility of the freeway structure, increased noise or glare, or restricted access) to nearby recreational facilities within the Coastal Zone (e.g., Municipal Tennis Courts, the Child's Estate (Santa Barbara Zoo), Andree Clark Bird Refuge, beaches, harbor, waterfront area).*

LCP Policy 11.16. *In order to encourage walking as an alternative to travel by automobile, the City shall protect existing pedestrian access to coastal areas from areas north of Highway 101 and strongly encourage the development of new pedestrian accessways.*

LCP Policy 11.18. *Where feasible, proposed improvements to Highway 101 shall include provisions for functional pedestrian access. The location of pedestrian access should be carefully considered in order to provide a functional, accessible, and comfortable path of travel. Sidewalks and walkways shall be wide enough to comfortably accommodate at least two persons walking side-by-side (a minimum of 4 feet), shall include shade and resting areas, and shall provide adequate protection from nearby automobile and bicycle traffic. Provision of new pedestrian access in the area of Milpas Street from Santa Barbara's East Side to East Beach and the Santa Barbara Zoo shall be the highest priority.*

Circulation Element Implementation Strategy 9.1.2 *Increase pedestrian, bicycle, and transit access from the Westside, Eastside, and Downtown through such methods as... creating access to the Waterfront from both a Cacique Street under-crossing at Highway 101 and a Voluntario Street pedestrian overcrossing at Highway 101...*

Pedestrian Master Plan Policy 1.4. *The City shall work to eliminate Highway 101 as a barrier to pedestrian travel.*

Pedestrian Master Plan Strategy 1.4.1. *Identify opportunities to improve or add pedestrian crossings of Highway 101. [The Pedestrian Master Plan includes a discussion and graphic of a pedestrian overcrossing to the zoo as implementation of this strategy, which is included in Exhibit G]*

Pedestrian Master Plan Strategy 1.4.2. *Work with Caltrans to implement the projects identified in the Pedestrian Master Plan that enhance pedestrian safety and connectivity across the Highway 101 corridor and other State Highways*

The current General Plan Map includes an icon showing a pedestrian grade separation in the vicinity of Sycamore Creek. An icon for a pedestrian grade separation at this location has been on the General Plan Map since 1964.

Since the subject project would result in a long-term condition and buildout of existing Highway 101 right-of-way, the policy direction to provide pedestrian access across Highway 101 at this location is especially relevant. Due to the time constraints associated with the subject project, new pedestrian access is not being provided as part of the project description. Staff has been in discussions with Caltrans and SBCAG regarding new pedestrian access, and both Caltrans and SBCAG have indicated that they are supportive of a future project to provide pedestrian access across Highway 101 and that the current project would not preclude access described in these policies. As indicated in the attached letter (Exhibit J), SBCAG has committed to seeking funding for a feasibility study to provide pedestrian access in Sycamore Creek vicinity.

Water Quality

Coastal Act 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 substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

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

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

LCP Policy 6.8 *The riparian resources, biological productivity, and water quality of the City's coastal zone creeks shall be maintained, preserved, enhanced, and, where feasible, restored.*

LCP Policy 6.11-B *New highway structures shall be designed to protect stream and creek environments from non-point pollutants (such as oil and rubber residues from the road surface) and from accidental spills of toxic materials.*

LCP Policy 6.14 *Development adjacent to the Andree Clark Bird Refuge shall be designed and constructed in such a manner as to be compatible in terms of building location, character and intensity. Furthermore, new development in this area shall protect, and, where feasible, enhance the sensitive habitat of the Andree Clark Bird Refuge, specifically addressing issues of drainage, traffic, noise and aesthetics.*

The project site drains into the Andree Clark Bird Refuge and is adjacent to Sycamore Creek. The project is not currently proposing to comply with the City's Storm Water Management Program (SWMP), and is proposing increased impervious area. The City's SWMP was formally implemented in January 2009. Pursuant to the terms of Caltrans' Federal Clean Water Act permit, Caltrans is required to comply with the City's Storm Water Management Program, which requires retention and treatment of runoff from the project. Staff has proposed a condition of approval for the current project that requires compliance with the City's SWMP. With compliance with the City's SWMP, the project would be consistent with these water quality policies.

VIII. FINDINGS

The subject project would provide congestion relief five to ten years sooner than the next programmed project at this location and would provide cost savings and reduce construction impacts by incorporating the third lane into a current project. However, as expressed above, there are concerns regarding consistency with aesthetic guidelines and policies.

If the Planning Commission finds the current project consistent with the Local Coastal Program and chooses to approve the project, approval findings and conditions are provided in Exhibit A.

If the Planning Commission chooses to deny the project, staff suggests making the following finding: The project presented to the Planning Commission on March 17, 2011 is not consistent with applicable aesthetic policies and guidelines related to highway landscaping within the Coastal Zone included in Section VII of the Staff Report dated March 10, 2011.

Exhibits:

- A. Approval Findings and Conditions
- B. Letter from Caltrans dated March 7, 2011
- C. Letter from Montecito Association dated February 24, 2011
- D. Off-site area for enhanced landscaping
- E. ABR Minutes of February 7, 2011 (excerpt)
- F. Caltrans EIR Addendum dated February 23, 2011
- G. Applicable Policies
- H. Local Coastal Plan Visual Resources Map
- I. Planning Commission Resolution #059-04
- J. Letter from SBCAG dated March 4, 2011 and letter from Caltrans dated February 28, 2011



PLANNING COMMISSION APPROVAL FINDINGS AND CONDITIONS

HIGHWAY 101 OPERATIONAL IMPROVEMENTS PROJECT (MST2004-00701)
SALINAS RAMPS COASTAL DEVELOPMENT PERMIT AMENDMENT

MARCH 17, 2011

I. If the Planning Commission chooses to approve the project, staff recommends that the Planning Commission make the following findings and determinations:

A. California Environmental Quality Act (CEQA) Findings. Pursuant to CEQA (California Public Resources Code Sections 21081, 21081.6) and the Guidelines for the Implementation of CEQA (California Code of Regulations Section 15091, 15096, 15097, 15162, 15164):

The Planning Commission has considered the Final Environmental Impact Report (EIR), EIR Addendum dated December 8, 2004 (City Addendum) and EIR Addendum dated February 23, 2011 (Caltrans Addendum). The Caltrans Addendum was prepared in accordance with the provisions of the State Guidelines for the Implementation of CEQA and documents minor changes and additions to the Certified EIR that do not involve substantial changes to the project, circumstances, impacts, or mitigation measures, and do not identify new or substantially more significant impacts; therefore, a Subsequent or Supplemental EIR is not required to be prepared. The Certified EIR together with the City and Caltrans Addenda constitute adequate CEQA environmental documentation for the project.

The location and custodian of the documents which constitute the record of proceedings upon which the project decision is based is the City of Santa Barbara Planning Division, 630 Garden Street, Santa Barbara, California. The California Department of Transportation (Caltrans) located at 50 Higuera Street, San Luis Obispo, California is the Lead Agency and custodian of documents for the environmental impact report.

A mitigation monitoring and reporting program for measures required in the project or made a condition of approval to mitigate or avoid significant environmental effects has been prepared.

Design features incorporated as part of the project description and mitigation measures applied as conditions of project approval would result in the avoidance or substantial lessening of the following environmental impacts identified in the Final EIR and Addenda. These findings are supported by substantial evidence in the record, including the Certified Final EIR, Addendum dated December 8, 2004, Addendum dated February 23, 2011, and associated appendix materials.

The following are anticipated changes to the environmental impacts of the current proposal, as compared to the approved project.

- a. **Air Quality:** No significant increase in long-term air quality impacts is anticipated from the subject project either from project-specific impacts or project contribution to cumulative impacts. Temporary construction dust effects would be mitigated to less than significant levels by application of standard Air Pollution Control District and City measures required as conditions of approval of the original approved project an applicable to the subject project. These measures include daily watering of exposed soils and stockpiles, stabilization of disturbed soil areas, covered truck transport,

reduced construction vehicle speeds on unpaved surfaces, dust control monitoring and reporting, and complaint resolution procedures.

- b. **Circulation and Traffic:** The subject project is anticipated to benefit long-term vehicle circulation and safety on the highway mainline. As with the approved project, during project construction, mainline highway capacity would be maintained with two travel lanes northbound and southbound. Ramp closures and detours would be instituted at various locations and time periods during project construction, resulting in temporary localized adverse but less than significant traffic impacts. Construction traffic management measures to minimize temporary construction effects have been incorporated as part of the project description and applied as conditions of project approval, including a public awareness/ driver information measures (website, mailings, speakers bureau, public service announcements in the media, roadway signs, telephone information line), operations strategies (management plan evaluation and adjustment, freeway surveillance, reduced speeds through construction zones, alternate route strategies, temporary traffic management equipment, roadway signs, California Highway Patrol presence and enforcement, tow service for incident response, construction staging, parking, and traffic route management), and alternative transportation modes and transportation demand management measures (bus, rail, and rideshare subsidies and marketing, employer-based incentives for telecommuting, alternate work hours, and alternative travel modes).
- c. **Geology and Seismicity:** As with the originally approved project, potential impacts from the subject project associated with earthquake ground shaking would be reduced to less than significant levels through implementation of project design measures to provide for resistance of the maximum credible earthquake associated with nearby faults without endangering human life through structural collapse, as identified in geotechnical reports based on site testing and applied as conditions of project approval. As with the approved project, potential soil settlement and liquefaction hazards of the subject project would be reduced to less than significant levels with incorporation of design features as identified in geotechnical reports based on site testing and applied as conditions of project approval, which may include deep compaction of soil, use of deep structure foundations to increase stability, use of grouting to carry loads and increase lateral strength, use of gravel to carry loads and provide a pathway for water migration, and use of mechanical embankment fill stabilizers.
- d. **Hazardous Materials and Waste:** The originally approved project affected soils contaminated by petroleum hydrocarbons and groundwater contaminated by benzene which were identified in a few locations by the initial site assessment, and potential project impacts associated with exposure of contamination would be mitigated to less than significant levels through measures applied as conditions of approval, including clean-up of contaminated soils and groundwater in all locations encountered in accordance with federal, state, and local regulations for worker and public protection, clean-up, and transport and disposal of hazardous waste. Soils along the highway, medians and shoulders have been exposed to lead from vehicle exhaust, and potential hazardous materials impacts would be reduced to less than significant levels by

measures applied as conditions of project approval to treat affected soils in accordance with criteria and permitting of the State Department of Toxic Substances, including reuse of soils along the highway only in areas determined safe. The subject project would result in no change to the level of significance of these impacts or the associated mitigations.

- e. **Hydrology and Water Quality:** The subject project result in increased impervious surface area compared to the approved project, thereby increasing the amount and volume of storm water runoff and potential downstream erosion. Drainage design of the subject project would accommodate increased flow, and project-specific and cumulative hydrological impacts would be less than significant. Long-term water quality effects (project-specific and cumulative) from increased discharge of urban pollutants and sediment to the Andree Clark Bird Refuge and Sycamore Creek would be minimized with mitigation measures applied as conditions of project approval, including compliance with the City's adopted Storm Water Management Program, pollution prevention best management practices (i.e., preservation of existing vegetation, concentrated flow conveyance systems, and slope surface protection systems), and treatment control best management practices, (i.e., biofiltration strips and swales). Temporary construction impacts to drainage and water quality would be reduced to less than significant levels with temporary best management practices mitigation applied as conditions of project approval, including temporary sediment control, temporary soil stabilization, temporary concentrated flow conveyance systems, scheduling, preservation of vegetation, clear water diversion, dewatering operations, wind erosion control, sediment tracking control, solid waste management, materials handling, concrete waste management, vehicle and equipment operations, paving operations, stockpile management, water conservation practices, illegal discharge detection and reporting, storm drain inlet protection, and contaminated soil management.
- f. **Floodplain:** The highway is located with the designated 100-year floodplain and floodway on the federal Flood Insurance Rate Maps. Project structures to be located within the floodplain are the addition of a paved lane, addition of a box culvert, and reconfiguration of soundwalls. Conditions of approval require that further floodplain analysis be provided based on more detailed project plans to confirm the preliminary analysis, and a Letter of Map Revision be processed through the City Floodplain Manager and Federal Emergency Management Agency.
- g. **Noise and Vibration:** Baseline pre-project highway noise in the project area affected some residential areas next to the freeway at ambient levels that exceeded City Noise Element guidelines of 60 dBA and Federal Highway Administration standards of 67 dBA, and also affected adjacent recreational uses. The approved project had the potential to increase noise levels at adjacent areas by 2 dBA, a less than significant increase. The approved project replaced the existing sound barrier wall on the north side of Highway 101 from Punta Gorda to Salinas Street, and added new sound walls from Milpas to Punta Gorda and along the Municipal Tennis Courts on the north side. The noise barriers were expected to reduce noise levels by 4-6 dBA at adjacent

residential and recreational areas, mitigating the project noise impact and the project contribution to cumulative noise impacts. The subject project shifts a short portion of soundwall near the end of the off ramp away from the ramps and decreases the length of the soundwall near the beginning of the on ramp by approximately 18 feet. Long-term vibration effects of the project to adjacent land uses due to passing heavy trucks and buses would be less than significant, and would be minimized with application of measures to provide smooth surfacing, and use of lower-noise surfacing materials as determined feasible. Sporadic disruptive construction noise would occur temporarily during the project construction period, an adverse but less than significant effect to adjacent residential uses with the application of mitigation measures as conditions of approval, including use of equipment noise control (newer, quieter equipment with noise abatement measures such as mufflers, engine covers, and vibration isolators), administrative measures (schedule construction activities to minimize noise effects during nighttime and weekend hours; locate stationary construction operations to be least disruptive), barriers (construct project noise barriers at the beginning of construction when possible; use temporary wooden barriers if nighttime construction activities occur); and notification (advance notice of construction schedule, and identified contact for complaints/resolution). As stated in the Caltrans Addendum, the proposed changes to the soundwall and highway facility do not represent a significant change to the temporary or long term noise impacts of the original project.

- h. Biological Resources: The original project identified a potentially significant impact due to removal of native oak and sycamore trees (estimated at 24 trees with the original approved project). Existing native oak and sycamore trees that would be removed as part of the subject project would be mitigated to a less than significant level with measure applied as a condition of approval requiring installation of replacement native trees at a 5:1 ratio with trees to be maintained by Caltrans in perpetuity. Unplanted trees provided in the originally approved project plans as mitigation for existing native tree removal shall be replaced at a 1:1 ratio with trees to be maintained by Caltrans in perpetuity. As with the originally approved project, potentially significant impacts to birds nesting would be avoided by a measure applied as a condition of approval requiring vegetation removal to occur between August 1 and March 15, outside the nesting season. Also as with the originally approved project, potentially significant impacts to special status aquatic species (steelhead and tidewater goby) during project construction would be mitigated to less than significant levels with measures applied as conditions of approval to the originally approved project requiring work within Sycamore Creek and culvert outlets to take place during low-flow period; maintenance of fish passage; control of sedimentation; wetlands replacement; use of protective fencing; revegetation of exposed soil; and conditions established by regulatory permit process of the U.S. Fish & Wildlife Service and National Marine Fisheries Service.
- i. Wetlands: Construction of the project would result in impacts waters of the U.S. in the concrete lined drainage ditch. 1:1 Mitigation at a location along Sycamore Creek is required for the identified impacts, unless the U.S. Army Corps of Engineers or

California Department of Fish & Game requires a higher mitigation ratio. With this mitigation measure, wetland impacts would be reduced to less than significant levels.

- j. Visual Resources: The subject project would reduce blockage of coastal and mountain views compared to the originally approved project due to the reduction and reconfiguration of sound walls. The additional lane would require the loss of trees and screening vegetation, a potentially significant impact. With installation of replacement vegetation and soundwalls proposed as part of the project and to be approved by the City Design Review process, the project impact would be reduced to an adverse but less than significant level. Temporary reduction in visual quality of the area would occur during construction and until vegetation matures (estimated five years), an adverse but less than significant impact.
- k. Cultural Resources: As with the originally approved project, potentially significant project impacts to archaeological resources would be reduced to less than significant levels with implementation of mitigation measures applied as conditions of project approval, including archaeological monitoring of disturbance within sensitive areas and discovery procedures requiring evaluation of any resources discovered and mitigation of impacts.
- l. Land Use, Socioeconomics, and Housing: Project impacts associated with conversion of areas for transportation facilities use and loss of several housing and commercial structures as identified in the Final EIR would not change with the project design refinements.

B. Coastal Development Permit (CDP) findings, pursuant to SBMC (§28.44.150).

A. The project is consistent with the policies of the California Coastal Act.

As discussed in the Staff Report dated March 10, 2010, the certified EIR dated March 2004, the EIR addendum prepared by the City of Santa Barbara dated December 8, 2004, and the Addendum prepared by Caltrans dated February 23, 2011, and [insert information based on testimony at the hearing of March 17, 2011], the project is consistent with all applicable policies of the Coastal Act including policies related to public access, aesthetics, water quality, and biology.

B. The project is consistent with all applicable policies of the City's Local Coastal Plan, all applicable implementing guidelines, and all applicable provisions of the Code.

As discussed in the Staff Report dated March 10, 2010, the certified EIR dated March 2004, the EIR addendum prepared by the City of Santa Barbara dated December 8, 2004, and the Addendum prepared by Caltrans dated February 23, 2011, and [insert information based on testimony at the hearing of March 17, 2011], the project is consistent with all applicable policies of the Local Coastal Plan, including policies related to aesthetics, water quality, and biology, all applicable implementing guidelines including the *Highway 101 Santa Barbara*

Parkway Design Guidelines, and all applicable provisions of the Municipal Code including:

- II. In consideration of the project approval granted by the Planning Commission and for the benefit of the State and users of the Real Property, the owners and occupants of adjacent real property and the public generally, the following terms and conditions are imposed on the use, possession, and enjoyment of the Real Property:
- A. **Permitted Development.** The development approved by the Planning Commission on March 10, 2011 amends the approved Coastal Development Permit for the Highway 101 Operational Improvements Project (MST2004-00701), to widen Highway 101 to three lanes in the vicinity of the Salinas Street on/off-ramps and consists of the improvements shown on the plans and written project description signed by the Chairman of the Planning Commission on said date and the conditions of approval on file at the City of Santa Barbara, subject to further City review and approval detailed below.
- B. **Wetland Mitigation.** Caltrans shall identify the location along Sycamore Creek for conducting wetland restoration to mitigate impacts to wetlands resulting from the highway improvement project. Impacts to wetlands shall be mitigated at a minimum 1:1 ratio, pending approval of the U.S. Army Corps of Engineers and the California Department of Fish and Game. The location for restoration within the City of Santa Barbara shall be approved by the City with concurrence by State and Federal permitting agencies.
- Caltrans shall provide the Creeks Division a description and schedule for obtaining all necessary Local, State and Federal permits required for conducting restoration work.
- A preliminary restoration plan shall be provided to the Creeks Division, Public Works Department, and County Flood Control and Water Conservation District for review and City approval. The restoration plan shall include a description of all proposed restoration activities, including but not limited to: plants/trees to be removed; grading; bank/bed stabilization methods; post construction erosion control methods, plant species to be installed, including density and sources; estimated costs; construction schedule; construction techniques, long term monitoring criteria and procedures. Engineered project drawings at minimum 65% detail shall also be provided as part of the restoration plan with a site map of the restoration area that includes property lines and square footage estimates.
- C. **Storm Water Management.** The project is required to comply with Tier 3 of the City's Storm Water Management Plan (treatment, rate and volume). Caltrans shall submit drainage calculations, a hydrology report, and worksheets from the Storm Water BMP Guidance Manual for Post Construction Practices prepared by a registered civil engineer or licensed architect demonstrating that the new development will comply with the City's Storm Water Management Plan. Project plans for grading, drainage, stormwater facilities and treatment methods, and project development, shall be subject to review and approval by the City Building Division and Public Works Department. Sufficient engineered design and adequate measures shall be employed to ensure that no significant construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water

pollutants (including, but not limited to trash, hydrocarbons, fertilizers, bacteria, etc.), or groundwater pollutants would result from the project.

Caltrans shall provide an Operations and Maintenance Procedure Plan (describing replacement schedules for pollution absorbing pillows, etc.) for the operation and use of the storm drain surface pollutant interceptors. The Plan shall be reviewed and approved consistent with the Storm Water Management Plan BMP Guidance Manual.

- D. **Landscape Plan Compliance.** Caltrans shall comply with the Landscape Plan approved by the Architectural Board of Review (ABR). Such plan shall not be modified unless prior written approval is obtained from the ABR. The landscaping on the Real Property shall be installed and maintained in accordance with said landscape plan, including any tree protection measures. If said landscaping is removed for any reason without approval by the ABR, the Caltrans is responsible for its immediate replacement.
- E. **Crosstown Freeway Landscaping.** Within six months of approval, Caltrans shall submit application to the Historic Landmarks Commission and the Architectural Board of Review for median landscaping enhancements consistent with the Highway 101 Santa Barbara Coastal Parkway Design Guidelines at the location between Laguna Street and Chapala Street shown on Exhibit D of the Staff Report dated March 10, 2011 with the objective of screening oncoming freeway traffic while preserving desirable views of distant features, including the ocean and mountains. Caltrans shall diligently pursue the approval of this project at the ABR and HLC. The approved landscaping plan shall be subject to the requirements in Conditions II.D., above.
- F. **General Conditions.**
1. **Prior Conditions.** These conditions are in addition to the conditions identified in Planning Commission Resolution 059-04.
 2. **Compliance with Requirements.** All requirements of the City of Santa Barbara and any other applicable requirements of any law or agency of the State and/or any government entity or District shall be met. This includes, but is not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.), the 1979 Air Quality Attainment Plan, and the California Code of Regulations.
 3. **Approval Limitations.**
 - a. The conditions of this approval supersede all conflicting notations, specifications, dimensions, and the like which may be shown on submitted plans.
 - b. All Highway facilities and associated structures shall be located substantially as shown on the plans approved by the Planning Commission.
 - c. Any deviations from the project description, approved plans or conditions must be reviewed and approved by the City, in accordance with the Planning Commission Guidelines. Deviations may require changes to the

permit and/or further environmental review. Deviations without the above-described approval will constitute a violation of permit approval.

4. **Litigation Indemnification Agreement.** In the event the Planning Commission approval of the Project is appealed to the City Council, Applicant/Owner hereby agrees to defend the City, its officers, employees, agents, consultants and independent contractors ("City's Agents") from any third party legal challenge to the City Council's denial of the appeal and approval of the Project, including, but not limited to, challenges filed pursuant to the California Environmental Quality Act (collectively "Claims"). Applicant/Owner further agrees to indemnify and hold harmless the City and the City's Agents from any award of attorney fees or court costs made in connection with any Claim.

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

NOTICE OF COASTAL DEVELOPMENT PERMIT TIME LIMITS:

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

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

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dist05/>



*Flex your power!
Be energy efficient!*

March 7, 2011

John Jostes, Chair
City of Santa Barbara Planning Commission
City Hall, 735 Anacapa Street
Santa Barbara, CA 93101

Dear Chairman Jostes and Commissioners:

ROUTE 101/SALINAS STREET RAMPS COASTAL PERMIT AMENDMENT

The California Department of Transportation (Caltrans) appreciates the opportunity to present a Coastal Development Permit Amendment application for the Milpas to Hot Springs project. The proposed work for this amendment consists of adding a third northbound lane on Route 101 through the Salinas ramps area, and reconstructing the northbound onramp and offramp to provide room for the third lane, all within the existing freeway right of way. We have worked extensively with City of Santa Barbara (City) staff and met with the Architectural Board of Review, and have enhanced our proposal accordingly.

This application is a response to community requests to add the proposed third freeway lane at Salinas Street to the ongoing Milpas to Hot Springs project as a construction change. With its completion this year, motorists would benefit immediately from the improved traffic flow, rather than waiting six or more years for a separate project. This is currently the most heavily traveled section of the two lane portion of the corridor. The advanced timeline would eliminate future disruption on this portion of Route 101. This is the most cost-effective time to construct this work.

Thank you for your support of our efforts to provide the needed third northbound lane at Salinas Street on an accelerated basis. This is a significant opportunity to provide a much-needed transportation improvement for the benefit of the community, and we hope that with our continued partnership with the City, Caltrans can make this a reality.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard Krumholz".

RICHARD KRUMHOLZ
District Director

c. Jim Kemp, Executive Director, Santa Barbara County Association of Governments

"Caltrans improves mobility across California"

EXHIBIT B





The voice of our community

2011 Officers:

Richard Nordlund
President
Robertson Short
1st Vice President
Elisa Atwill
2nd Vice President
Monica Brock Petersen
Secretary
Gene Sinsler
Treasurer

Directors:

Evan Aptaker
Elisa Atwill
Darlene Bierig
Tom Bollay
J.W. Colin
Michael Cook
Mindy Denson
David Kent
Tom Kern
Richard Nordlund
Monica Brock Petersen
Tom Schleck
Robertson Short
Gene Sinsler
Peter van Duiwyk
Jean von Wittenburg
Louis Weider

Honorary Directors:

Ralph Baxter
Sally Kinsell
Robert V. Meghreblian
Naomi Schwartz
Richard Thielscher
Joan Wells

Executive Director:

Victoria Greene

Office Coordinator:

Carol Celic

Office:

1469 E. Valley Road
Santa Barbara, CA 93108

P.O. Box 5278
Santa Barbara, CA 93150
Tel: (805) 969-2026
Fax (805) 969-4043

info@montecitoassociation.org
www.montecitoassociation.org

February 24, 2011

Mr. Danny Kato
Community Development Department
630 Garden Street
Santa Barbara, CA 93101

Re: Highway 101 at Salinas Street

Dear Mr. Kato:

The Montecito Association continues to support the completion of the last missing portion of the third northbound 101 lane between Hot Springs Road and Milpas Street as part of this phase of the Highway Operational Improvements Project with full understanding of both near term and future limitations regarding median planting.

While we certainly prefer more extensive landscaping, we believe the opportunity for increased median size is not feasible due to the fact that the sound walls defining this area have been completed thus tightly defining the area in question and the fact that budgetary limitations will prevent their removal and re-installation (coupled with the purchase of additional expensive real estate) in the future. Given that CalTrans engineers will not apply for design exceptions to increase landscaping as part of the next phase of the 101 High Occupancy Vehicle Lane Project, we believe the immediate completion of a full third lane will deliver an immediate and important benefit to the community.

We have reviewed the latest CalTrans plans and your email of February 10, 2011 in which you detail the CalTrans limitations on the median landscaping on Highway 101 in the vicinity of Salinas Street, as well as the action taken by the Santa Barbara Architectural Board of Review. In light of the circumstances described above, however, the Montecito Association still strongly supports the completion of the third lane in this phase of planning.

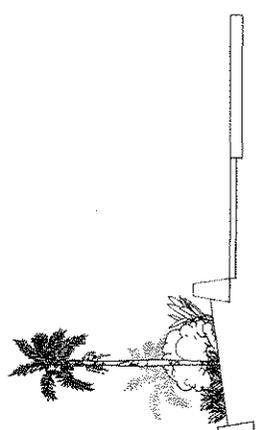
Sincerely,

Richard Nordlund, President

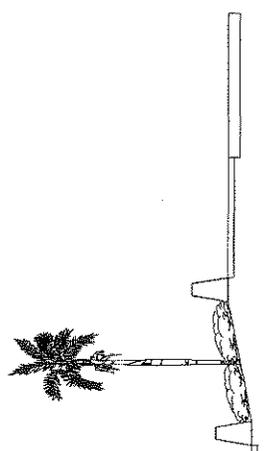
cc: Supervisor Salud Carbajal
Mayor Helene Schneider, 735 Anacapa Street, Santa Barbara, CA 93101
Jim Kemp, SBCAG, 260 North San Antonio Road, Suite B, Santa Barbara
CA 93110
Rob Dayton, City of Santa Barbara, 630 Garden Street, Santa Barbara, CA
93101

EXHIBIT C





**ENHANCED PLANTING
IN EXISTING MEDIAN**



**EXISTING MEDIAN
PLANTING**

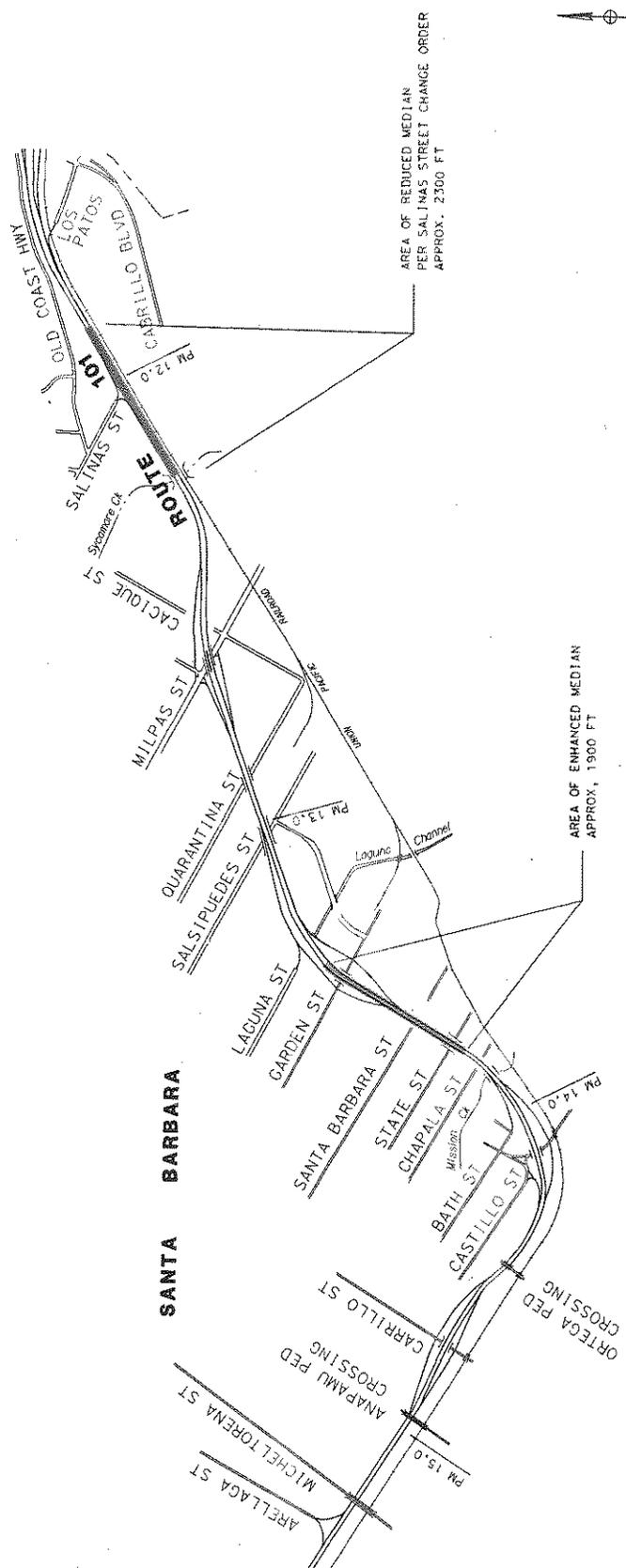


EXHIBIT D



ABR Minutes

FEBRUARY 7, 2011 – REVIEW AFTER FINAL

U.S. HIGHWAY 101 AT SALINAS STREET

(3:10) Assessor's Parcel Number: 099-MSC-PW
Application Number: MST2004-00701
Owner: City of Santa Barbara and State of

California

Applicant: Michael Sandecki, Caltrans

(Review After Final to amend the approved Coastal Development Permit for the Highway 101 Milpas to Hot Springs/Cabrillo Operational Improvements Project, to widen Highway 101 to three lanes in the vicinity of the Salinas Street on/off-ramps. The project will require the reduction or elimination of previously improved landscaping in the median (between the northbound and southbound lanes) and the area adjacent to the new soundwalls. The project also includes relocation of a portion of the soundwall near the end of the offramp and installation of guard railings. Project requires Compatibility Analysis comments and Planning Commission review to amend a Coastal Development Permit.)

Actual time: 3:07

Present: David Beard, Project Manager; David Emerson, Landscape Architect; Jim Porano, Design Manager

Mr. Beard provided background information about the project and responded to questions from board members.

Public comment was opened at 3:36 p.m.

Philip Suding, opposed: concerned about the median reduction and lack of design exception for the corridor.

Caroline Klein, opposed: concerned about the negative construction impacts of her property and safety.

Fatima Nurray, opposed to the added lane and the spending public funds for construction.

Public comment was closed.

Phil Suding: clarified that what is being called the third lane was designed as a transition lane onto Hot Springs.

Motion: Continued indefinitely to the Full Board with the following comments:

The project is not supportable as presented. The proposal is not consistent with the aesthetic design guidelines for the Salinas Street portion of Highway 101 as a gateway into the City.

Action: Sherry/Aurell, 7/0/0. Motion carried.



NEPA/CEQA RE-VALIDATION FORM

| | |
|--|--|
| DIST./CO./RTE. | 05/SB/101 |
| PM/PM | 10.8/12.8 (9.0/17.6) |
| E.A. or Fed-Aid Project No. | 447803 |
| Other Project No. (specify) | 0500000539 |
| PROJECT TITLE | Milpas to Hot Springs Operational Improvements (Salinas Ramps/NB Third Lane Change Order) |
| ENVIRONMENTAL APPROVAL TYPE | Environmental Assessment with Finding of No Significant Impact/Final Environmental Impact Report |
| DATE APPROVED | 3/5/04 |
| REASON FOR CONSULTATION (23 CFR 771.129) | <i>Check reason for consultation:</i> <input type="checkbox"/> Project proceeding to next major federal approval <input checked="" type="checkbox"/> Change in scope, setting, effects, mitigation measures, requirements <input type="checkbox"/> 3-year timeline (EIS only) |
| DESCRIPTION OF CHANGED CONDITIONS | The proposed work for this amendment consists of adding a third northbound lane on Route 101 between Hot Springs Road and Milpas Street through the Salinas ramps area, and reconstructing the northbound onramp and off ramp to provide room for the third lane, all within the existing freeway right of way. Incidental improvements would consist of grading for the new ramps, reconstructing drainage systems, reconstructing a short portion of the soundwall near the end of the off ramp, and installing guard railings. This project would install a reduced amount of landscaping compared to the original permitted project. |

NEPA CONCLUSION - VALIDITY

Based on an examination of the changed conditions and supporting information: [Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.]

- The original environmental document or CE remains valid. No further documentation will be prepared.
- The original environmental document or CE is in need of updating; further documentation has been prepared and is included on the continuation sheet(s) or is attached.
 Additional public review is warranted (23 CFR 771.111(h)(3)) Yes No
- The original document or CE is no longer valid.
 Additional public review is warranted (23 CFR 771.111(h)(3)) Yes No
 Supplemental environmental document is needed. Yes No
 New environmental document is needed. Yes No (If "Yes," specify type: _____)

CONCURRENCE WITH NEPA CONCLUSION

I concur with the NEPA conclusion above.


02/23/11

2/23/11
 Signature: Environmental Branch Chief Date Signature: Project Manager/DLAE Date

CEQA CONCLUSION : (Only mandated for projects on the State Highway System.)

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: (Check ONE of the five statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.)

- Original document remains valid. No further documentation is necessary.
- Only minor technical changes or additions to the previous document are necessary. An addendum has been or will be prepared and is included on the continuation sheets or will be attached. It need not be circulated for public review. (CEQA Guidelines, §15164)
- Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15163)
- Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15162) (Specify type of subsequent document, e.g., Subsequent FEIR.)
- The CE is no longer valid. New CE is needed. Yes No

NEPA/CEQA RE-VALIDATION FORM

| | |
|--|---|
| DIST./CO./RTE. | 05/SB/101 |
| PM/PM | 10.8/12.8 (9.0/17.6) |
| E.A. or Fed-Aid Project No. | 447803 |
| Other Project No. (specify) | 0500000539 |
| PROJECT TITLE | Milpas to Hot Springs Operational Improvements (Salinas Ramps/NB Third Lane Change Order) |
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| DATE APPROVED | 3/5/04 |
| REASON FOR CONSULTATION (23 CFR 771.129) | <p>Check reason for consultation:</p> <input type="checkbox"/> Project proceeding to next major federal approval <input checked="" type="checkbox"/> Change in scope, setting, effects, mitigation measures, requirements <input type="checkbox"/> 3-year timeline (EIS only) |
| DESCRIPTION OF CHANGED CONDITIONS | <p>The proposed work for this amendment consists of adding a third northbound lane on Route 101 between Hot Springs Road and Milpas Street through the Salinas ramps area, and reconstructing the northbound onramp and off ramp to provide room for the third lane, all within the existing freeway right of way. Incidental improvements would consist of grading for the new ramps, reconstructing drainage systems, reconstructing a short portion of the soundwall near the end of the off ramp, and installing guard railings. This project would install a reduced amount of landscaping compared to the original permitted project.</p> |

NEPA CONCLUSION - VALIDITY

Based on an examination of the changed conditions and supporting information: [Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.]

- The original environmental document or CE remains valid. No further documentation will be prepared.
- The original environmental document or CE is in need of updating; further documentation has been prepared and is included on the continuation sheet(s) or is attached.
 Additional public review is warranted (23 CFR 771.111(h)(3)) Yes No
- The original document or CE is no longer valid.
 Additional public review is warranted (23 CFR 771.111(h)(3)) Yes No
 Supplemental environmental document is needed. Yes No
 New environmental document is needed. Yes No (If "Yes," specify type: _____)

CONCURRENCE WITH NEPA CONCLUSION

I concur with the NEPA conclusion above.


02/23/11
[Signature]
2/23/11
 Signature: Environmental Branch Chief Date Signature: Project Manager/DLAE Date

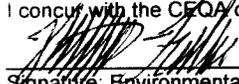
CEQA CONCLUSION : (Only mandated for projects on the State Highway System.)

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: (Check ONE of the five statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.)

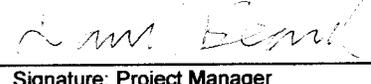
- Original document remains valid. No further documentation is necessary.
- Only minor technical changes or additions to the previous document are necessary. An addendum has been or will be prepared and is included on the continuation sheets or will be attached. It need not be circulated for public review. (CEQA Guidelines, §15164)
- Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15163)
- Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15162) (Specify type of subsequent document, e.g., Subsequent FEIR: _____)
- The CE is no longer valid. New CE is needed. Yes No

**NEPA/CEQA RE-VALIDATION FORM
CONCURRENCE WITH CEQA CONCLUSION**

I concur with the CEQA conclusion above.


Signature: Environmental Branch Chief

02/23/11
Date


Signature: Project Manager

2/23/11
Date

CONTINUATION SHEET(S)

Address only substantial changes or substantial new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.

Changes in project design, e.g., substantial scope change; a new alternative; change in project alignment

The limits of the additional through lane and the on and off ramps are located between Post Miles 12.31/11.79. The third through lane is created by connecting the two auxiliary lanes which currently exists immediately north and south of Salinas Street. Connecting the two auxiliary lanes with a short segment of new lane requires the current on and off ramps to shift laterally away so a standard length is maintained.

Changes in environmental setting, e.g., new development affecting traffic or air quality;

N/A

Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.

N/A

Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.

The reconfiguration of the Salinas Street ramps would require a portion of the concrete lined drainage ditch running parallel to the freeway be enclosed in a box culvert. This would result in the loss of 800 square feet of the Other Waters of the United States but would not result in impacts to any sensitive plant or animal species. Mitigation is proposed at nearby Sycamore Creek.

A soundwall runs continuously along the northbound lanes with a gap at Salinas Street. A short portion of the soundwall near the end of the off ramp will be shifted away from the ramps and the Highway, and the soundwall near the end of the on ramp will be decreased slightly in length. However, the proposed change does not represent a significant change to the noise impacts of the original project.

The visual change as a result of this work is similar to that of the existing project and is limited to one particular location. Since the change in replacement vegetation is one of scale and planting is still generally proposed throughout the work area, there are not additional visual impacts when viewed in the context of the project as a whole.

Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.

The mitigation planting that was accomplished at nearby Sycamore Creek will be enlarged by 800 square feet to offset the additional loss of aquatic vegetation due to undergrounding a portion of the ditch. The previous planting at this location is being maintained and monitored for several more years, and it is on the way to successful establishment. Therefore, it is expected that the new planting will also be successful.

NEPA/CEQA RE-VALIDATION FORM

Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.

Same commitments will occur and apply to this proposed change/addition. To offset the additional loss of aquatic vegetation, 800 square feet of planting will be placed at Sycamore Creek.

| | | | | | | | | |
|---|--------------|--------------------------------------|--------------|-----------------------|--------------------|--------------|----------------------|--------------------------|
| ECR | | | | | | | | |
| IMPS | 05-44780_ | 05-0000-0539 | | | | | | Milpas to Hot Springs OP |
| | SB 101 | 10.8 / 12.8 | CONSTRUCTION | CDP | Coastal Commission | Construction | Biology | Planting of 800 |
| Sq. ft. due | 12/16/2007 | | | | | | 404 Permit | n/a |
| to the undergrounding of existing ditch for the Salinas Ramps/through lane CCO. | Construction | pending | | June 2011 to finalize | | | 2/18/2011 2:07:55 PM | |
| | 404 | US Army Corp of Engineers | 10/25/2006 | 3/2/2007 | | | | |
| | 401 | Regional Water Quality Control Board | 10/25/2006 | 12/5/2006 | | | | |
| | 1600 | California Dept of Fish & Game | 12/4/2006 | 6/29/2007 | | | | |

NEPA/CEQA RE-VALIDATION FORM

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|--|--------------------------------------|--------------|--------------|-----------------------|--------------------|--------------------------|
| ECR | | | | | | |
| IMPS | 05-44780_ | 05-0000-0539 | | | | Milpas to Hot Springs OP |
| | SB 101 | 10.8 / 12.8 | CONSTRUCTION | CDP | Coastal Commission | Biology Planting of 800 |
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| 401 | Regional Water Quality Control Board | 10/25/2006 | | 12/5/2006 | | |
| 1600 | California Dept of Fish & Game | 12/4/2006 | | 6/29/2007 | | |

Applicable Policies

HIGHWAY 101 OPERATIONAL IMPROVEMENTS PROJECT (MST2004-00701) SALINAS RAMPS COASTAL DEVELOPMENT PERMIT AMENDMENT

COASTAL ACT

Coastal Act Section 30231 Biological productivity; water quality The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Coastal Act Section 30232 Oil and hazardous substance spills Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

Coastal Act Section 30240 Environmentally sensitive habitat areas; adjacent developments (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. **(b)** Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Coastal Act Section 30244 Archaeological or paleontological resources Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

Coastal Act Section 30251 Scenic and visual qualities 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.

Coastal Act Section 30252 Maintenance and enhancement of public access 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 for 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.

APPLICABLE POLICIES

HIGHWAY 101 SALINAS RAMPS CDP AMENDMENT (MST2004-00701)

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Coastal Act Section 30253 Minimization of adverse impacts New development shall do all of the following:

- (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.
- (c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development.
- (d) Minimize energy consumption and vehicle miles traveled.
- (e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.

Coastal Act Section 30254 Public works facilities New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. 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.

Coastal Act Section 30255 Priority of coastal-dependent developments 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. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

LOCAL COASTAL PLAN

General Policies

LCP Policy 1.2 Where policies within the land use plan overlap, the policy which is the most protective of resources, i.e. land, water, air, etc., shall take precedence.

LCP Policy 1.3 Where there are conflicts between the policies set forth in the land use plan and those set forth in any other element of the City's existing General Plan or existing regulations, the policies of the land use plan take precedence.

Shoreline Access

LCP Policy 3.4 New development in the coastal zone which may result in significant increased recreational demand and associated circulation impacts shall provide mitigation measures as a condition of development including, if appropriate, provision of bikeways and bike facilities, pedestrian walkways, people mover systems, in lieu fees for more comprehensive circulation projects or other appropriate means of compensation

Recreation

LCP Policy 4.7 Proposed highway improvement projects for Highway 101 shall include methods to address potential disruptions to the local economy and particularly coastal visitor-serving uses during construction, operation, and maintenance of the highway improvement. Proposed projects shall identify the timing and

APPLICABLE POLICIES

HIGHWAY 101 SALINAS RAMPS CDP AMENDMENT (MST2004-00701)

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length of any ramp closures, the location of alternative access points, methods to protect access to local businesses, proposed signage, and any other effective methods to mitigate such impacts.

Housing

LCP Policy 5.3 New development in and/or adjacent to existing residential neighborhoods must be compatible in terms of scale, size, and design with the prevailing character of the established neighborhood. New development which would result in an overburdening of public circulation and/or on-street parking resources of existing residential neighborhoods shall not be permitted.

Water and Marine Environments

LCP Policy 6.1 The city, through ordinance, resolutions, and development controls, shall protect, preserve, and, where feasible, restore the biotic communities designated in the City's Conservation Element of the General Plan and any future annexations to the City, consistent with PRC Section 30240.

LCP Policy 6.8 The riparian resources, biological productivity, and water quality of the City's coastal zone creeks shall be maintained, preserved, enhanced, and, where feasible, restored.

Actions

LCP Policy 6.9 The City shall support the programs, plans, and policies of all governmental agencies, including those of the Regional Water Quality Control Board with respect to best management practices for Santa Barbara's watersheds and urban areas.

LCP Policy 6.10 The City shall require a setback buffer for native vegetation between the top of the bank and any proposed project. This setback will vary depending upon the conditions of the site and the environmental impact of the proposed project.

LCP Policy 6.11-B New highway structures shall be designed to protect stream and creek environments from non-point pollutants (such as oil and rubber residues from the road surface) and from accidental spills of toxic materials.

LCP Policy 6.11-C When highway bridges or other structures are replaced or renovated in the vicinity of streams or creeks, a emergency response and cleanup plan shall be prepared by the applicant to address accidental releases of toxic materials.

LCP Policy 6.12 The Andree Clark Bird Refuge shall be maintained, enhanced, and restored to a healthy and viable aquatic habitat, and shall be preserved as open space or other public, nondevelopable area.

LCP Policy 6.14 Development adjacent to the Andree Clark Bird Refuge shall be designed and constructed in such a manner as to be compatible in terms of building location, character and intensity. Furthermore, new development in this area shall protect, and, where feasible, enhance the sensitive habitat of the Andree Clark Bird Refuge, specifically addressing issues of drainage, traffic, noise and aesthetics.

Visual Quality

LCP 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:

- (1) Acquisition of land for parks and open space;
- (2) Requiring view easements or corridors in new developments;
- (3) Specific development restrictions such as additional height limits, building orientation, and setback requirements for new development;
- (4) Developing a system to evaluate view impairment of new development in the review process.

LCP 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.

APPLICABLE POLICIES

HIGHWAY 101 SALINAS RAMPS CDP AMENDMENT (MST2004-00701)

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LCP Policy 9.8 The City shall seek to preserve the unique scenic and aesthetic quality of Highway 101.

Actions

- Create a local scenic highway designation and designate Highway 101 as a local scenic highway.
- Amend the Scenic Highways Element of the General Plan to include Highway 101 as a potential State Scenic Highway.
- Apply to Caltrans for a State Scenic Highway designation for Highway 101 within the Coastal zone and work to encourage its designation.
- Amend the Municipal Code and Coastal Zoning Ordinance to create a Special Design District for the Highway 101 corridor and to require review of aesthetic, design, compatibility, landscaping, and historic and prehistoric cultural resource topics by the Architectural Board of Review or Historic Landmarks Commission of specified proposed development within the Highway 101 corridor requiring a Coastal Development Permit, including new highway structures. Design review by ABR or the Historic Landmarks Commission should occur at the conceptual, preliminary, and final stages of project design. Design guidelines and a map defining the extent of the highway corridor should be prepared to guide development within the Special Design District.
- Amend the Sign Ordinance to provide special sign regulations within the Highway 101 Special Design District (excluding the highway right-of-way). In particular, the use of backs of buildings as billboards should be prohibited.

LCP Policy 9.9 The City shall seek to protect views of the mountains and ocean from Highway 101 by minimizing view interruption by highway structures. The City shall also seek to minimize view interruption or blockage by the highway from surrounding public areas including roads, parks, and other open spaces.

LCP Policy 9.10 The City shall work with the County, Caltrans, and the Santa Barbara County Association of Governments (SBCAG) to achieve common goals and interests with regard to community concerns and the design of new highway improvements and landscaping.

LCP Policy 9.11 Improvements proposed for Highway 101 shall minimize the removal of existing landscaping and particularly specimen and/or skyline trees. Where the City finds that vegetation removal is unavoidable, cannot be prevented, and is in the best public interest, replacement plant material shall be incorporated into the project design so as to achieve wherever feasible comparable or better landscape screening in a timely manner.

LCP Policy 9.12 When improvements are proposed to Highway 101 in the Coastal Zone that will result in plant removal, the applicant shall submit a landscape plan prepared by a licensed landscape architect which is consistent with Architectural Board of Review requirements. Landscape plans shall be consistent with Architectural Board of Review guidelines and shall be reviewed and approved by the Architectural Board of Review prior to issuance of a Coastal Development Permit. Conformance with the approved landscape plan shall be a condition of Coastal Development Permit approval.

The landscape plan shall address the following elements:

- (1) To the maximum extent feasible, the landscape plan shall emphasize preservation of existing vegetation and restoration of previously degraded areas, particularly scenic skyline and specimen trees. (For the purposes of this standard, a specimen tree is defined as any tree with a diameter of at least six inches measured four feet above the ground with a minimum height of six feet. For trees such as willows which do not have a single trunk, the diameter of all upright woody stems should be combined for the measurement of the diameter.)
- (2) When tree removal cannot be prevented, replacement trees shall be provided in a manner that will provide a comparable or better tree canopy as quickly as possible given the growth rate of the species used. In general, trees should be replaced using 15-gallon or 24-inch box size plantings (unless smaller plant sizes will result in more rapidly growing or healthier plants) at a replacement ratio of least a 3:1 (except where site conditions would preclude replanting to this extent). The species types of replacement trees shall

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HIGHWAY 101 SALINAS RAMPS CDP AMENDMENT (MST2004-00701)

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be reviewed and approved by the City arborist. Where feasible, existing trees that must be removed shall be preserved and relocated along the highway as near as possible to their original location.

(3) The plan shall incorporate landscaping that provides comparable or better landscape screening in a timely manner between the highway shoulder and adjoining land uses, within medians, and around overpasses and ramps. Plant materials utilized should emphasize species and varieties that are drought-tolerant, require little maintenance, convey a feeling of lushness, and are generally associated with the character of the Santa Barbara region. In areas where the width of the highway corridor is limited, acquisition of additional right-of-way should be considered for landscape purposes.

(4) The plan shall include an installation schedule and an irrigation and maintenance plan which includes timing and extent of maintenance and which utilizes reclaimed water when available.

(5) The plan shall be reviewed by the City Police and Fire Departments and their comments and suggestions considered in the proposed design.

Actions

- Amend the Municipal Code and Coastal Zoning Ordinance to: (1) require landscape plans for any improvements proposed for Highway 101 which require a Coastal Development Permit and (2) to require review and approval of landscape plans by the Architectural Board of Review prior to issuance of Coastal Development Permits.

- If feasible, support efforts by Caltrans to provide new landscaping along Highway 101 and particularly within the section between Castillo Street and Hot Springs/Cabrillo Blvd. by supplying water or by providing materials or financial or technical assistance.

LCP Policy 9.13 Landscaping shall be used to improve areas where views are currently degraded (e.g., Castillo Street interchange to Hot Springs/Cabrillo interchange).

Action

-Support efforts by private organizations to provide tree planting or other landscaping anywhere along Highway 101, and particularly in the section between Castillo Street and Hot Springs/Cabrillo Blvd. through the Adopt-a-Highway program or through other similar programs or efforts.

LCP Policy 9.14 New highway projects which require Coastal Development Permits within the Highway 101 right-of-way between Castillo Street and Hot Springs/Cabrillo interchanges shall provide additional landscaping to create a lush appearance similar to the existing Olive Mill Road to Hot Springs/Cabrillo segment.

LCP Policy 9.15 In order to preserve the historic appearance of Highway 101, bridges and other important architectural features along the highway shall be preserved to the maximum extent feasible. Where the City finds that no other feasible alternative exists, replacement structures shall be of similar character, proportion, and appearance as the replaced structure. New structures and improvements shall capture human scale qualities similar to those that have historically contributed to the overall characterization of this highway segment. New elevated structures shall be avoided to the extent feasible; at-grade or below-grade reconstruction should be encouraged in order to avoid visual intrusion, and to provide opportunities for landscaping.

Action

- Form a joint subcommittee of the Architectural Board of Review and Historic Landmarks Commission to: 1) establish criteria of what constitutes an "exemplary highway structure"; 2) identify and inventory exemplary highway structures worthy of special consideration; and 3) establish design criteria for these structures during reconstruction and renovation. Amend the Municipal Code and Coastal Zoning Ordinance to require Historic Landmarks Commission review of changes to or replacement of identified highway structures as a condition of a Coastal Development Permit.

LCP Policy 9.16 The use of sound barriers shall be minimized to the extent feasible. Sound barriers shall be placed in a manner which protects views of the ocean and mountains from Highway 101 and frontage streets where feasible. Where critical views may be impacted, alternatives to barriers (such as soundproofing structures or new sound control technologies) should be considered. Where sound barriers

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HIGHWAY 101 SALINAS RAMPS CDP AMENDMENT (MST2004-00701)

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are necessary to reduce highway noise impacts to adjacent land uses, the barriers shall be attractively designed in a consistent manner that is compatible with the surrounding neighborhoods. Landscaping sufficient to fully screen the barrier shall be provided in a timely manner along both sides of the barrier where feasible.

LCP Policy 9.17 Materials, colors, and textures used in new highway structures shall be appropriate to the Santa Barbara region. Concrete, when used in sound barriers, safety barriers, overpasses, ramps, and other highway structures shall be textured and/or colored in such a manner that the appearance of these structures will be compatible with landscaping, surrounding structures, and exposed soil. Use of wooden barriers and structures shall be encouraged where feasible. Use of metal beam guardrails shall be minimized.

Action

- The City or Caltrans should consider sponsoring a competition for local artists to design murals, tilework or other artwork to improve the appearance of existing or future highway structures where needed.

LCP Policy 9.18 The amount of lighting provided along the highway shall be the minimum necessary for general safety. Lights shall be designed and placed in a manner that minimizes glare as seen from nearby residences and recreational areas.

Action

-When reviewing proposed improvements to Highway 101, the Architectural Board of Review shall take into consideration any proposed changes to lighting and its potential effects on nearby uses.

Cultural Resources

LCP Policy 10.1 Proposed improvements to Highway 101 shall be designed in a manner that is sensitive in design and function to the highway's historic role within the City.

Action

- The City should carry out studies to determine historical relevance of Highway 101 and explore the potential for Highway 101 to receive National Register of Historic Places status.

Public Services

LCP Policy 11.15 Pedestrian movement and safety should be encouraged and provided for throughout the area.

LCP Policy 11.16 In order to encourage walking as an alternative to travel by automobile, the City shall protect existing pedestrian access to coastal areas from areas north of Highway 101 and strongly encourage the development of new pedestrian accessways.

LCP Policy 11.18 Where feasible, proposed improvements to Highway 101 shall include provisions for functional pedestrian access. The location of pedestrian access should be carefully considered in order to provide a functional, accessible, and comfortable path of travel. Sidewalks and walkways shall be wide enough to comfortably accommodate at least two persons walking side-by-side (a minimum of 4 feet), shall include shade and resting areas, and shall provide adequate protection from nearby automobile and bicycle traffic. Provision of new pedestrian access in the area of Milpas Street from Santa Barbara's East Side to East Beach and the Santa Barbara Zoo shall be the highest priority.

Actions

- The City shall explore pedestrian and bicycle access improvements to the Salsipuedes Street underpass area upon extension of Salsipuedes Street to Cabrillo Boulevard.

- The City and/or Caltrans should explore extension of Cacique Street under Highway 101 including improvements for pedestrian and bicycle access.

LCP Policy 11.19 All proposed modifications to highway interchanges with City streets shall provide freeway and local street access that is consistent with the City's Coastal Plan policies and zoning regulations, transportation standards and thresholds and the Circulation Element. Modifications should strive toward resolving existing functional and aesthetic concerns.

APPLICABLE POLICIES

HIGHWAY 101 SALINAS RAMPS CDP AMENDMENT (MST2004-00701)

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LCP Policy 11.20 Where feasible and appropriate, proposed improvements to Highway 101 shall incorporate alternative transportation improvements into the project design. These improvements may include provisions for travel by carpool, bicycle, public transit, rail service, or walking (including, but not limited to new pedestrian walkways, bicycle corridors, carpool lanes, park-and-ride lots, bus pockets, stops, and shelters). Projects shall include these features in the project design or shall allow for provision of these improvements in the future.

Action

-The City, the Santa Barbara Association of Governments (SBCAG), and/or Caltrans should explore methods to obtain funding sources for planning and developing alternative transportation systems to reduce dependence on the automobile as the primary mode of transportation.

LCP Policy 11.21 The City shall ensure the identification of feasible methods to provide alternative transportation for the efficient use of the U.S. Highway 101 transportation corridor to accommodate further local, regional, and statewide transportation needs. Prior to the approval of a Coastal Development Permit for major metropolitan transportation investment projects pursuant to Chapter 1 of Title 23 CFR, Part 450, dated October 28, 1993, including the addition, relocation, or widening of any lanes, or construction of highway interchanges along U.S. Highway 101, the City Planning Commission, or the City Council on appeal, shall find that either:

1. The project is consistent with those portions of the Santa Barbara Association of Government's (SBCAG) Regional Transportation Plan that are applicable to the City's portion of the Coastal Zone and which (i) includes an alternative transportation mode study as described below, and (ii) have been incorporated by amendment into the City's certified Local Coastal Program; or
2. The project sponsor/applicant has completed an alternative transportation modes study to determine the type and extent of improvement needed to accommodate projected transportation levels. Such a study shall also evaluate the effectiveness and cost of alternative investments or strategies in attaining local, state, and national goals and objectives. The study shall consider the costs of reasonable alternatives and such factors as mobility improvements; social, economic, and environmental effects; safety; operating efficiencies; land use and economic development; financing, and energy consumption, consistent with federal regulations (Chapter 1 of Title 23 CFR, Part 450, dated October 28, 1993). The study shall specifically investigate the feasibility of alternative transportation modes such as, but not limited to, lanes dedicated to public commuter vehicles or multiple rider vehicles; mass transportation systems such as rail service; or other means of increasing the efficient use of the transportation corridor. The study shall also investigate the feasibility of accommodating non-motorized traffic through the development of recreational trails or commuter bikeways as an integral part of the transportation corridor.

For purposes of satisfying the application filing requirements relative to this standard for a Coastal Development Permit, the scope of the alternative transportation modes study shall be developed jointly by the Santa Barbara City Community Development Department and the Santa Barbara County Association of Governments and shall be proportionate and related to the scope of the proposed development.

Further, the alternative transportation modes studies shall be coordinated with Santa Barbara County, the cities within the Santa Barbara County Coastal Zone, and with the adjoining Counties of San Luis Obispo and Ventura. The information requirements under this standard will be deemed met upon a determination by the Director of the Community Development Department that the scope of work has been fulfilled through the completion of the alternative transportation modes study.

As an alternative to the above study, the Director of the Santa Barbara City Community Development Department may determine that the environmental review for a project on U.S. Highway 101, or any combination of existing studies, adequately satisfies this application filing requirement. In this instance no further study shall be required, providing that the information upon which such environmental review or other studies is based is current. This determination shall be based on the finding that the study/document(s) contain an adequate analysis of the plans, methods, and potential actions to implement feasible alternative transportation modes as described above.

APPLICABLE POLICIES

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The cost of complying with either (a) or (b) above shall be the responsibility of the project sponsor/applicant. The application for a Coastal Development Permit shall be deemed complete only after this requirement is satisfied.

CIRCULATION ELEMENT

CE Implementation Strategy 4.2.3 Encourage facilities for bicycle travel and parking in any future development, construction, or reconstruction projects during the review of new development and infrastructure improvements. Bicycle facilities can be achieved through methods such as:

- purchase, dedication, and other means of property acquisition,
- conditions of approval,
- expanding the scope of maintenance projects, and
- enforcement of the Santa Barbara Municipal Code, Parking Section.

CE Implementation Strategy 4.2.7 Identify possible changes at freeway interchanges and over/under passes that will facilitate the movement of bicycles through the interchange. Gather input from neighborhood groups, business groups, bicycle support groups and other interested organizations.

CE Implementation Strategy 5.1.5 Encourage newly proposed developments to include pedestrian connections to surrounding areas, adjacent transit facilities, or other travel facilities during development review.

CE Policy 5.6 The City shall make street crossings easier and more accessible to pedestrians.

CE Policy 9.1 The City shall encourage use of alternative modes of transportation, especially non-motorized options, in and around the Coastal Zone.

CE Implementation Strategy 9.1.1 Improve pedestrian, bicycle, and transit access throughout the Coastal Zone. Improve access from the Wharf and Harbor areas to the La Playa (City College) lots, Waterfront, and State Street areas through such methods as:

- providing additional bicycle and pedestrian paths,
- working with transit providers to increase transit service,
- improving the existing beachway to increase safety for pedestrians, cyclists, skaters, and other forms of non-motorized travel,
- providing additional bicycle racks and/or lockers in public areas, including public parking lots,
- improving lighting along pedestrian routes to encourage pedestrian activity especially between Lower State Street, Stearns Wharf, the Harbor and the overnight tourist accommodations, and
- providing additional seating and resting spots in public areas for pedestrians.

CE Implementation Strategy 9.1.2 Increase pedestrian, bicycle, and transit access from the Westside, Eastside, and Downtown through such methods as:

- creating bicycle lanes between Rancheria Street and the Harbor area,
- widening and improving Castillo Street sidewalks from Downtown to the Waterfront,
- developing a walkway and improving existing bicycle lanes to connect Shoreline Park to Leadbetter Beach along Shoreline Drive,
- completing the Calle Caesar Chavez (Salsipuedes) and Garden Street extension projects,
- working with transit providers to increase transit service,
- creating access to the Waterfront from both a Cacique Street under-crossing at Highway 101 and a Voluntario Street pedestrian overcrossing at Highway 101,
- providing additional bicycle racks and/or lockers in public areas along State Street and throughout the Downtown area, and
- increasing the frequency of shuttle service along the State Street route.

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CE Implementation Strategy 9.4.3 Work with Cal-Trans to improve freeway signage to and from the Downtown and Coastal Zone areas.

CE Policy 10.1 The City shall develop and use a mobility classification and service system that will designate mobility corridors throughout the City based on their purpose and function. The purpose of this classification and service system is to ensure consideration of all forms of travel in the design, development, improvement, and maintenance of all mobility corridors.

...

Gateway Corridors:

Gateway corridors, such as Route 154 at State Street, Cabrillo Boulevard at the Bird Refuge, Carrillo Street at Route 101, and Garden Street at Highway 101, serve as major entry points into the City and should be distinctive. Design criteria for these gateway corridors may include but are not limited to:

- interesting landscaping or entry structures which become the signature of the City
- traffic control mechanisms

CE Implementation Strategy 16.1.4 Where possible, place gas lines, electrical lines, and equipment underground.

CE Implementation Strategy 16.3.2 Coordinate with County and Regional agencies in the maintenance and improvement of storm drain facilities in order to protect the City's residents, property, and structures from flood hazard (e.g. Highway 101 or railroad crossings and Laguna Creek).

CE Implementation Strategy 16.3.3 Ensure that adequate storm drain facilities are in place to serve new or expanded uses.

CE Implementation Strategy 16.3.4 Encourage the use of methods, such as the use of pervious surfaces and percolation ponds, that help to reduce the amount of runoff.

CE Implementation Strategy 16.3.5 Require structures located in designated flood hazard areas to comply with local, State, and Federal building and safety standards.

CE Implementation Strategy 16.5.1 Collect and treat wastewater to meet local, Regional, State, and Federal Standards.

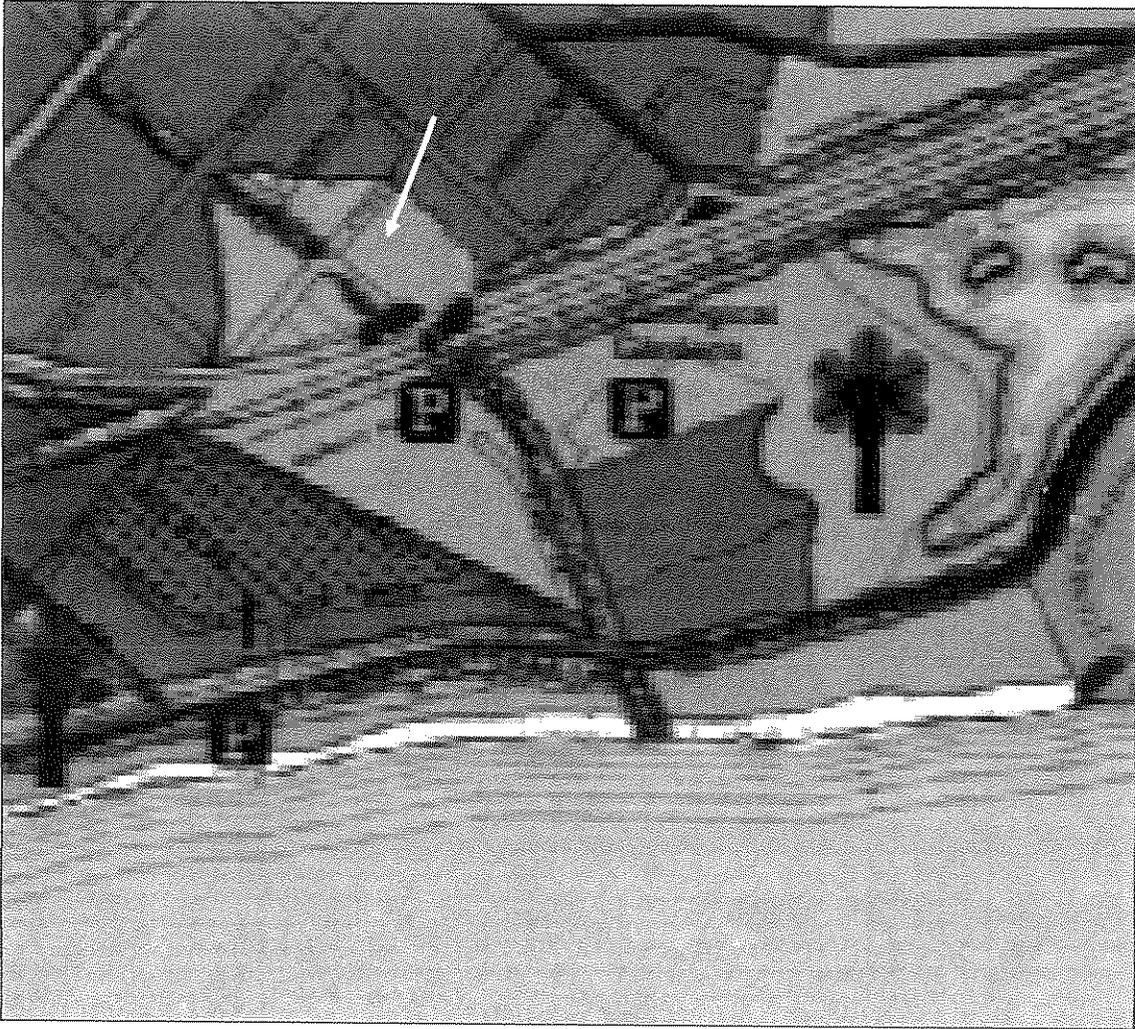
CE Policy 16.7 Ensure that utility and transportation facilities are well maintained and located, so as not to impede pedestrians or traffic, and are aesthetically pleasing.

CE Implementation Strategy 16.7.1 Encourage and work with utility providers and transportation providers to maintain their facilities in a clean and safe manner.

CE Implementation Strategy 16.7.2 Continue the graffiti removal and enforcement program working closely with transportation and utility providers to ensure graffiti removal from their facilities.

General Plan Map

The General Plan Land Use Map classifies the Highway 101 corridor as Open Space and shows buffers on either side of the highway at this location. It also has an icon denoting a "Pedestrian Grade Separation" in the vicinity of Sycamore Creek. Pedestrian access at this location has been on the General Plan Map since 1964.



Pedestrian Master Plan

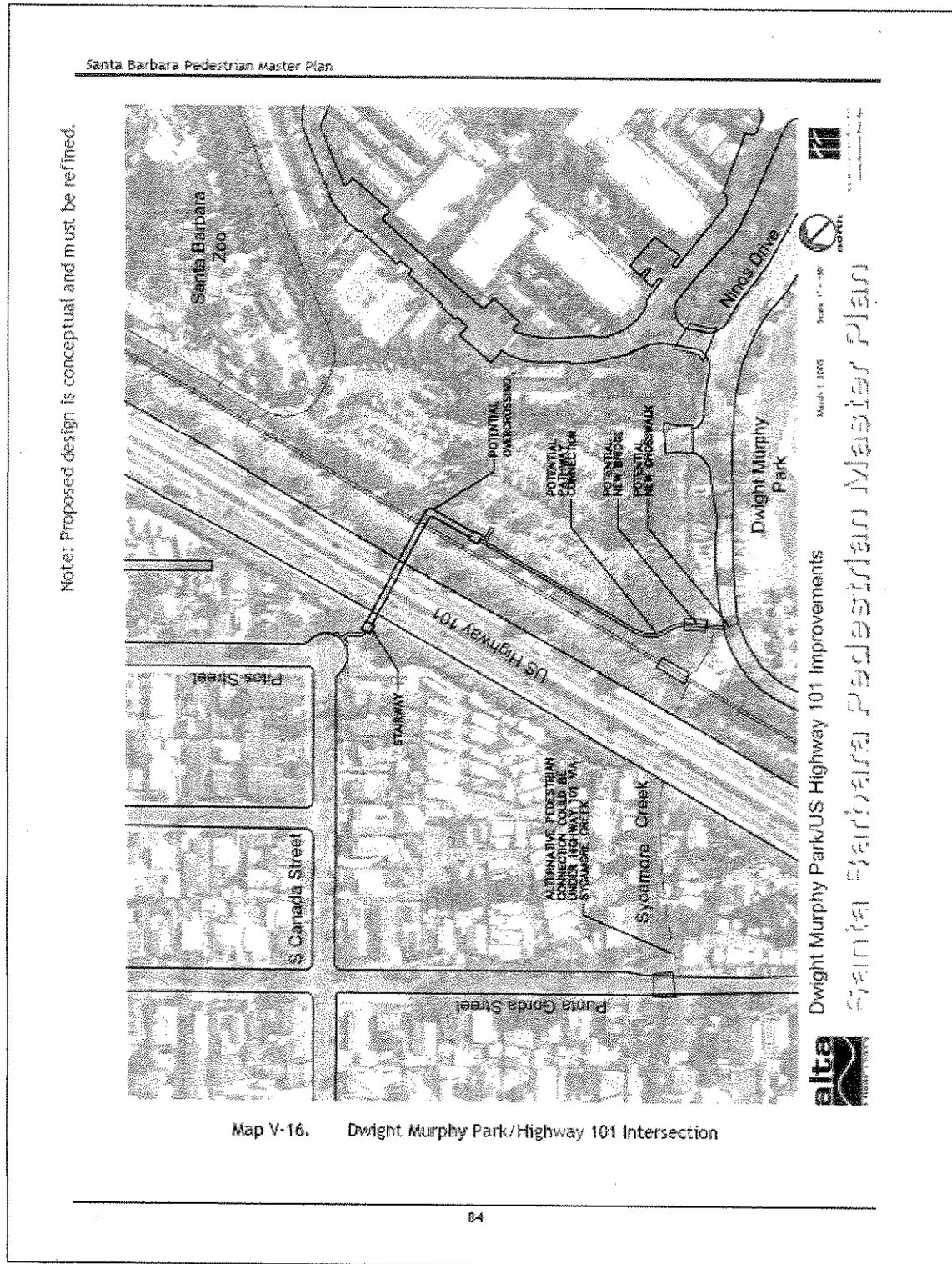
PMP Policy 1.4 The City shall work to eliminate Highway 101 as a barrier to pedestrian travel.

PMP Strategy 1.4.1 Identify opportunities to improve or add pedestrian crossings of Highway 101.

PMP Strategy 1.4.2 Work with Caltrans to implement the projects identified in the Pedestrian Master Plan that enhance pedestrian safety and connectivity across the Highway 101 corridor and other State Highways

Dwight Murphy Park/Highway 101 [included in PMP discussion of Strategy 1.4.1]

Access to Dwight Murphy Park from the eastside neighborhood is blocked by Highway 101. A new pedestrian overcrossing (see Map V-16) would provide a new direct linkage to this destination and the beach. Due to ADA gradient requirements, topography, and the Union Pacific Railroad tracks, the overcrossing would need to be relatively high and the approach ramps very long—creating both cost and visibility issues. A staircase, in combination with ramps, should be included in the design to ensure convenient, fast crossing time. A potential undercrossing along Sycamore Creek should be evaluated as well.



Map V-16



City of Santa Barbara California

CITY OF SANTA BARBARA PLANNING COMMISSION

RESOLUTION NO. 059-04

HIGHWAY 101 OPERATIONAL IMPROVEMENTS PROJECT MST2004-00701

COASTAL DEVELOPMENT PERMIT

DECEMBER 16, 2004

APPLICATION OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) FOR A COASTAL DEVELOPMENT PERMIT FOR HIGHWAY 101 OPERATIONAL IMPROVEMENTS BETWEEN MILPAS STREET AND CABRILLO BOULEVARD/HOT SPRINGS ROAD INTERCHANGES, GENERAL PLAN DESIGNATION: OPEN SPACE (MST2004-00701)

Project Description: The proposed project involves highway improvements within the two-mile highway corridor between the Milpas Street and Cabrillo Boulevard./Hot Springs Road interchanges to improve traffic merging, circulation and safety through this highway segment and on adjacent surface street connections.

Basic components of the project include: addition of a third southbound lane; new loop off-ramp at Milpas; new northbound auxiliary lanes at Cabrillo Boulevard to Salinas Street, and Salinas to Milpas Streets; bridge replacement at Sycamore Creek; new undercrossing at Cacique Street between Milpas and Alisos Streets; new roundabout at Hot Springs/Cabrillo intersection; closure of the southbound Cabrillo on-ramp; new and replacement soundwalls on the north side of the highway between Alisos and the Municipal Tennis Courts and on the south side along the Zoo property; and adjacent street and intersection improvements for vehicle, pedestrian, and bicycle connections at Indio Muerto, Los Patos intersection, Old Coast Highway, and Butterfly Lane.

Project construction would be phased over four years, would maintain two northbound and two southbound travel lanes, and would require ramp closures and detours at various times and locations.

Caltrans is the project applicant and Lead Agency for design, environmental review, permitting, and construction of this project. Caltrans has certified an Environmental Impact Report for this project. The Santa Barbara County Association of Governments has authorized funding for this project.

Required Permits: The City of Santa Barbara is a Responsible Agency for this project. Discretionary applications required from the City are:

1. Coastal Development Permit (Planning Commission approval) (SBMC § 28.45.009); and
2. Design Review (Subsequent Architectural Board of Review and Historic Landmarks Commission approval) (SBMC § 22.68 and 22.22).

Environmental Review: A Final Environmental Impact Report (FEIR)/ Federal Environmental Assessment/Finding of No Significant Impact has been certified for the project by Caltrans and the Federal Highway Administration respectively. The City has prepared an Addendum to the FEIR to document minor changes to the FEIR for the current refined project description. Prior to an action on

the project, the Planning Commission must make findings pursuant to the California Environmental Quality Act (CEQA) §§ 21081 and 21081.6 and CEQA Guidelines §§ 15091, 15092, 15096, 15097, and 15164.

WHEREAS, the Planning Commission has held the required public hearing on the above application, and the Applicant was present.

WHEREAS, 10 people appeared to speak in favor of the application, and no one appeared to speak in opposition thereto, and the following exhibits were presented for the record:

1. Staff Report with Attachments, December 16, 2004
2. Site Plans

Correspondence received in support of the project:

- a. Edith D. Tipple, 236 Hot Springs Road, Santa Barbara, CA 93108
- b. John W. Burk, D.M.D., 226 La Vista Grande, Santa Barbara, CA 93101
- c. Terrie A. Furukawa, Ph.D., 22D W. Micheltorena St., Santa Barbara, CA 93101
- d. Cathy A. Simon, P.O. Box 3886, Santa Barbara, CA 93130

NOW, THEREFORE BE IT RESOLVED that the City Planning Commission:

I. Made the following findings and determinations:

- A. California Environmental Quality Act (CEQA) findings** pursuant to CEQA (California Public Resources Code §§ 21081, 21081.6) and State CEQA Guidelines (California Code of Regulations §§ 15091, 15096, 15097, 15162, 15164):

The Planning Commission has considered the Caltrans Certified EIR and the EIR Addendum dated December 8, 2004. The Addendum was prepared in accordance with the provisions of the State CEQA Guidelines documents minor changes and additions to the Certified EIR that do not involve substantial changes to the project, circumstances, impacts, or mitigation measures, and do not identify new or substantially more significant impacts. The Certified EIR together with the Addendum constitutes adequate CEQA environmental documentation for the project (MST2004-00701).

The location and custodian of the documents which constitute the record of proceedings upon which the project decision is based is the City of Santa Barbara Planning Division, 630 Garden Street, Santa Barbara, California. The California Department of Transportation (Caltrans) located at 50 Higuera Street, San Luis Obispo, California is the Lead Agency and custodian of documents for the environmental impact report.

A mitigation monitoring and reporting program for the project has been made a condition of project approval and is hereby adopted. Mitigation measures have been made enforceable through incorporation into the project description, conditions of Caltrans project approval, agency agreements, or conditions of Coastal Development Permit approval.

Design features incorporated as part of the project description and mitigation measures applied as conditions of project approval would result in the avoidance or substantial lessening of the following environmental impacts identified in the Final EIR and Addendum. These findings are supported by substantial evidence in the record, including the Certified Final EIR, Addendum dated December 8, 2004, and associated appendix materials.

- a. Air Quality: No significant long-term air quality impacts (project-specific impacts or project contribution to cumulative impacts) would result from project development, and project circulation improvements would have a slight beneficial effect on long-term air quality. Temporary construction dust effects would be mitigated to less than significant levels by application of standard Air Pollution Control District and City measures required as conditions of approval, including daily watering of exposed soils and stockpiles, stabilization of disturbed soil areas, covered truck transport, reduced construction vehicle speeds on unpaved surfaces, dust control monitoring and reporting, and complaint resolution procedures.
- b. Circulation and Traffic: The project would benefit long-term vehicle merging, circulation, and safety on the highway mainline, interchanges, and surface street connections. Improvements to pedestrian and bicycle facilities would benefit long-term circulation and traffic. During the four-year phased project construction process, mainline highway capacity would be maintained with two travel lanes northbound and southbound. Numerous ramp closures and detours would be instituted at various locations and time periods during project construction, resulting in temporary localized adverse but less than significant traffic impacts. Construction traffic management measures to minimize temporary construction effects have been incorporated as part of the project description and applied as conditions of project approval, including a public awareness/ driver information measures (website, mailings, speakers bureau, public service announcements in the media, roadway signs, telephone information line), operations strategies (management plan evaluation and adjustment, freeway surveillance, reduced speeds through construction zones, alternate route strategies, temporary traffic management equipment, roadway signs, California Highway Patrol presence and enforcement, tow service for incident response, construction staging, parking, and traffic route management), and alternative transportation modes and transportation demand management measures (bus, rail, and rideshare subsidies and marketing, employer-based incentives for telecommuting, alternate work hours, and alternative travel modes).
- c. Geology and Seismicity: Potential impacts associated with earthquake ground shaking would be reduced to less than significant levels through implementation of project design measures to provide for resistance of the maximum credible earthquake associated with nearby faults without endangering human life through structural collapse, as identified in geotechnical reports based on site testing and applied as conditions of project approval, which may include hinge restrainers to

hold superstructure elements together, foundation keys to increase stability of embankments at abutments, and increased reinforcement in column sections to effectively confine concrete. Potential soil settlement and liquefaction hazards would be reduced to less than significant levels with incorporation of design features as identified in geotechnical reports based on site testing and applied as conditions of project approval, which may include deep compaction of soil, use of deep structure foundations to increase stability, use of grouting to carry loads and increase lateral strength, use of gravel to carry loads and provide a pathway for water migration, and use of mechanical embankment fill stabilizers.

- d. Hazardous Materials and Waste: Soils contaminated by petroleum hydrocarbons and groundwater contaminated by benzene have been identified in a few locations by the initial site assessment, and potential project impacts associated with exposure of contamination would be mitigated to less than significant levels through measures applied as conditions of approval, including clean-up of contaminated soils and groundwater in all locations encountered in accordance with federal, state, and local regulations for worker and public protection, clean-up, and transport and disposal of hazardous waste. Soils along the highway, medians and shoulders have been exposed to lead from vehicle exhaust, and potential hazardous materials impacts would be reduced to less than significant levels by measures applied as conditions of project approval to treat affected soils in accordance with criteria and permitting of the State Department of Toxic Substances, including reuse of soils along the highway only in areas determined safe.
- e. Hydrology and Water Quality: The project would increase impervious surface, thereby increasing the amount and volume of storm water runoff and potential downstream erosion. Project drainage design would accommodate increased flow, and project-specific and cumulative hydrological impacts would be less than significant. Long-term water quality effects (project-specific and cumulative) from increased discharge of urban pollutants and sediment to the Andree Clark Bird Refuge and Sycamore Creek would be reduced to less than significant levels with mitigation measures applied as conditions of project approval, including design pollution prevention best management practices (i.e., preservation of existing vegetation, concentrated flow conveyance systems, and slope surface protection systems), and treatment control best management practices, (i.e., biofiltration strips and swales). Temporary construction impacts to drainage and water quality would be reduced to less than significant levels with temporary best management practices mitigation applied as conditions of project approval, including temporary sediment control, temporary soil stabilization, temporary concentrated flow conveyance systems, scheduling, preservation of vegetation, clear water diversion, dewatering operations, wind erosion control, sediment tracking control, solid waste management, materials handling, concrete waste management, vehicle and equipment operations, paving operations, stockpile management, water conservation practices, illegal discharge detection and reporting, storm drain inlet protection, and contaminated soil management.

- f. Floodplain: The existing highway is located within the designated 100-year floodplain and floodway on the federal Flood Insurance Rate Maps, and the area has an existing flooding condition because the existing planted concrete median barrier, soundwall, Sycamore Creek Bridge, and railroad overcrossing do not allow for floodwaters to adequately pass through to the ocean. Project structures to be located within the floodplain are the addition of a paved lane in each direction, replacement of the box culvert at Sycamore Creek with a new bridge, replacement of the existing concrete median barrier with a double three-beam design, and replacement of the existing sound wall and addition of new soundwalls that would incorporate flood panels that allow water to pass through. Preliminary hydraulic and floodplain analysis shows that the project would not raise the base flood elevation and would improve drainage and reduce flooding compared to existing conditions, a less than significant impact (project-specific and cumulative). Conditions of approval require that further floodplain analysis be provided based on more detailed project plans to confirm the preliminary analysis, and a Letter of Map Revision be processed through the City Floodplain Manager and Federal Emergency Management Agency.
- g. Noise and Vibration: Existing highway noise in the project area affects some residential areas next to the freeway at ambient levels that already exceed City Noise Element guidelines of 60 dBA and Federal Highway Administration standards of 67 dBA, and also affect adjacent recreational uses. The project circulation facility improvements have the potential to increase noise levels at adjacent areas by 2 dBA, a less than significant increase. The project includes the replacement of the existing sound barrier wall on the north side from Punta Gorda to Salinas Street, and would add new sound walls from Milpas to Punta Gorda and along the Municipal Tennis Courts on the north side, and along the Zoo property on the south side. These noise barriers would reduce noise levels by 4-6 dBA at adjacent residential and recreational areas, mitigating the project noise impact and the project contribution to cumulative noise impacts. Long-term vibration effects of the project to adjacent land uses due to passing heavy trucks and buses would be less than significant, and would be minimized with application of measures to provide smooth surfacing, and use of lower-noise surfacing materials as determined feasible. Sporadic disruptive construction noise would occur temporarily during the project construction period, an adverse but less than significant effect to adjacent residential uses with the application of mitigation measures as conditions of approval, including use of equipment noise control (newer, quieter equipment with noise abatement measures such as mufflers, engine covers, and vibration isolators), administrative measures (schedule construction activities to minimize noise effects during nighttime and weekend hours; locate stationary construction operations to be least disruptive), barriers (construct project noise barriers at the beginning of construction when possible; use temporary wooden barriers if nighttime construction activities occur); and notification (advance notice of construction schedule, and identified contact for complaints/resolution). Vibration impacts to adjacent land uses due to pile driving, pavement breaking, blasting, and demolition

of structures during project construction of the Sycamore Creek Bridge, Cacique Undercrossing, and Cabrillo Street bridge are potential significant and would be mitigated to less than significant levels with measures to provide advance notification of neighbors, conduct prior photo surveys of adjacent structures, arrange motel rooms for residents within specified distance of vibration exceeding specified levels, use vibratory pile driving, pre-drill pile holes, or use CDIH (Cast in Drill Hole Piles) when feasible, and use rubber tires in vibration sensitive areas.

- h. Biological Resources: A potentially significant project impact due to removal of native oak and sycamore trees (estimated at 24 trees) would be mitigated to a less than significant level with a measure applied as a condition of approval requiring installation of replacement native trees at a 5:1 ratio, with trees to be maintained by Caltrans in perpetuity. Potentially significant impacts to birds nesting would be avoided by a measure applied as a condition of approval requiring vegetation removal to occur between August 1 and March 15, outside the nesting season. Potentially significant impacts to special status aquatic species (steelhead and tidewater goby) during project construction would be mitigated to less than significant levels with measures applied as conditions of approval requiring work within Sycamore Creek and culvert outlets to take place during low-flow period; maintenance of fish passage; control of sedimentation; wetlands replacement; replacement of the concrete-bottomed box culvert with a bridge; use of protective fencing; revegetation of exposed soil; and conditions established by regulatory permit process of the U.S. Fish & Wildlife Service and National Marine Fisheries Service.
- i. Wetlands: Construction of the project would result in permanent and temporary impacts to wetlands and waters of the U.S. at Sycamore Creek and the culverts east of Salinas Street, a potentially significant impact. Mitigation required as a condition of approval would require wetland areas temporarily affected by construction to be restored to original habitat conditions and replaced at a 3:1 ratio, and permanent wetland loss would be replaced at a 5:1 ration in accordance with regulatory requirements of the U.S. Army Corps of Engineers and California Department of Fish & Game. With these measures, wetland impacts would be reduced to less than significant levels.
- j. Visual Resources: The project would result in minimal blockage of coastal or mountain views due to sound walls. The additional lanes, undercrossing, sound walls, and bridge replacement would require the loss of trees and screening vegetation, a potentially significant impact. With installation of replacement vegetation proposed as part of the project and to be approved by the City Design Review process, the project impact would be reduced (estimated at 1.93 acre net loss of vegetation) to an adverse but less than significant level. With the architectural design proposed by the project and the City Design Review approval process, architectural design of structures would not result in a significant visual impact. Additional lighting added by the project would not result in significant light

or glare impacts as proposed by the project and with City Design Review approval. Temporary reduction in visual quality of the area would occur during construction and until vegetation matures (estimated five years), an adverse but less than significant impact.

- k. Cultural Resources: Project components to be removed and replaced, including bridges and walls, have been assessed as not historically significant. With City Design Review approval of architecture, landscaping and lighting, the would not result in significant impacts to above-ground historic sites and structures or their settings, including the Highway 101 scenic gateway corridor, the Cabrillo Parkway Historic District (Andree Clark Bird Refuge, memorial fountain, Los Patos Way), Municipal Tennis Courts, or the Lion Head fountain. Portions of the project site are potentially sensitive for subsurface archaeological resources from the Prehistoric Sites and Watercourses Period or more recent historic periods (Hispanic-American Transition 1850-1870, American 1870-1900, and Early Twentieth Century 1900-1920). Potentially significant project impacts to archaeological resources would be reduced to less than significant levels with implementation of mitigation measures applied as conditions of project approval, including archaeological monitoring of disturbance within sensitive areas and discovery procedures requiring evaluation of any resources discovered and mitigation of impacts.
- l. Land Use, Socioeconomics, and Housing: The EIR identified land use effects of the project to be less than significant as pertaining to conversion of residential and commercial uses to transportation facilities, loss of open space, Coastal Zone effects, effects on pedestrian, bicycle, and transit facilities, environmental justice effects, growth inducement, and effects on economic growth. The project would require the acquisition and removal of four residential properties and one business in order to construct the Cacique Street undercrossing and the new southbound loop offramp, a less than significant impact with implementation of mitigation measures applied as conditions of project approval, including compensation and relocation assistance for property owners and residents.

B. Coastal Development Permit (CDP) findings, pursuant to SBMC (§28.45.009.6.H).

1. *The project is consistent with the policies of the California Coastal Act and applicable policies of the City's Coastal Plan, applicable implementing guidelines, and applicable provisions of the Code.*

Transportation, Circulation, and Coastal Access Policies: As discussed in the Certified EIR, the process for identifying Highway 101 Operational Improvements project (MST2004-00701) components and evaluating project alternatives included studies evaluating alternative transportation modes including transit, rail, pedestrian and bicycle facilities, and transportation demand management. The project would improve vehicle traffic circulation and safety on the highway and surface street connections. The project includes numerous improvements to facilitate bicycle and pedestrian circulation. The project would improve vehicle, pedestrian and bicycle

coastal access with the Cacique Street undercrossing, Cabrillo railroad bridge pedestrian tunnel, and Butterfly Lane pedestrian tunnel improvements. The project construction management plan will provide for scheduling coordination, signage, public and business awareness, motorist information, incident management, alternative transportation mode measures, and transportation demand management measures to minimize traffic and circulation effects of project construction. The project as proposed and with implementation of conditions of approval is consistent with applicable transportation, circulation, and coastal access policies of the Coastal Act, Local Coastal Plan, and General Plan Circulation Element and Code requirements.

Visual Resources Protection Policies: The project as proposed, as shown by Conceptual Design Plans reviewed by the City Project Design Team, Architectural Board of Review, Historic Landmarks Commission, and Planning Commission, and with required further City Preliminary and Final Design Review approval process for architectural, landscape, lighting, and public art components, and with implementation of conditions of approval, is consistent with applicable visual resource protection policies of the Coastal Act, Local Coastal Plan, Highway 101 Santa Barbara Coastal Parkway Design Guidelines, and General Plan Conservation Element and Scenic Highways Element policies and Code requirements, as discussed in the Certified EIR and Addendum and Staff Report.

Historic Resources Protection Policies: The project would avoid direct impacts to historic resources in the project area as described in the Certified EIR and Addendum. Required Preliminary and Final Design Review approvals by the Historic Landmarks Commission will ensure protection of historic sites and structures and their settings and project design compatibility with the historic scenic quality of this gateway area, consistent with applicable policies of the Coastal Act, LCP, Highway 101 Design Guidelines, and General Plan Conservation Element and Code requirements. Potential subsurface archaeological resources will be protected with implementation of mitigation measures requiring monitoring of ground disturbance in sensitive areas by a qualified archaeologist in consultation with a Native American representative, and implementation of discovery procedures for evaluation of resources and mitigation of project impacts in the event unknown buried resources are unearthed in the course of project development, consistent with Coastal Act, LCP, General Plan Conservation Element and Master Environmental Assessment policies and procedures.

Biological Resources Protection Policies: As discussed in the Certified EIR and Addendum and Staff Report, and with implementation of biological resource mitigation measures required by federal and State resource agency regulations and conditions of approval, the project would protect biological resources including wetlands and special status aquatic wildlife, consistent with applicable Coastal Act policies, LCP policies, and General Plan Conservation Element policies and Code requirements.

Hazards Policies: Based on testing and technical analysis of seismic, geophysical, flooding, and hazardous materials hazards, and with further technical analysis and project design approvals as required by federal and State regulations and conditions of approval, as described in the Certified EIR and Addendum and Staff Report, potential seismic hazards associated with ground shaking and liquefaction will be adequately reduced through project design and construction processes, flooding conditions will be reduced through project design, and hazardous materials contamination will be adequately remediated in a manner protecting the public, construction workers, and the environment, consistent with applicable Coastal Act, LCP, and General Plan Safety and Seismic Safety Element policies and Code requirements.

Drainage and Water Quality: The project will be subject to conditions of approval and federal, State, and local regulatory requirements to ensure implementation of adequate drainage design, measures for permanent water quality protection, and construction process mitigation for drainage and water quality protection from erosion/sedimentation and hazardous materials, consistent with applicable policies of the Coastal Act, LCP, General Plan Conservation Element, and Code requirements.

Noise: The project would provide sound barrier walls to protect adjacent residential and recreational uses from excessive highway noise, consistent with applicable federal standards and City General Plan Noise Element policies and land use compatibility guidelines. Conditions of approval would apply noise and vibration mitigation measures to minimize temporary noise effects during project construction.

Land Use and Housing: The project is consistent with the General Plan Land Use Element Land Use designation of Open Space, which allows transportation facilities. The project would provide compensation to property owners and relocation assistance to residents and businesses removed for project construction, consistent with applicable General Plan Housing Element policies and Code requirements. Per Land Use Policy 1.3, the project would not result in unmitigated long-term significant impacts to water resources, traffic, or housing.

Highway Project Coordination: Extensive coordination by Caltrans, the City of Santa Barbara, the Santa Barbara County Association of Governments, the County of Santa Barbara, and other federal and State agencies has occurred in the development of the project, and will continue through final project design and implementation, consistent with LCP policy.

- 2. The project is consistent with Chapter 3 (commencing with Section 30200) of the Coastal Act (Visitor Serving, Access and Recreation). (These findings must be made on all projects located between the nearest public road and the sea or the shoreline of any body of water located within the coastal zone. See Coastal Act section 30604 (c)).*

The Highway 101 Operational Improvements Project includes numerous transportation and circulation improvements that will improve coastal access by vehicles, pedestrians, and bicycles, benefiting visitor-serving and recreational use of the coast. The project construction traffic management plan will include measures for signage, public and business awareness, motorist information, incident management, alternative transportation mode measures, and transportation demand management to minimize traffic and circulation effects of project construction on coastal access and visitor-serving and recreational uses in the coastal zone, consistent with applicable Coastal Act and LCP policies.

II. Approved Coastal Development Permit for the Highway 101 Operational Improvement Project MST2004-00701 subject to the following conditions:

- A. Permitted Development.** The development approved by the Planning Commission on December 16, 2004 is limited to the Highway 101 Operational Improvement Project (Milpas to Hot Springs/Cabrillo) MST2004-00701, consisting of the improvements shown on the plans and written project description signed by the Chairman of the Planning Commission on said date and the conditions of approval on file at the City of Santa Barbara, subject to further City review and approval detailed below.

As a condition of project approval, the following project elements and variations shall be incorporated into proposed plans and project description and detailed more specifically subject to approval of the Community Development Director in consultation with the Public Works Director as follows:

1. ***Milpas Street Bridge and Undercrossing:*** Project design shall incorporate four 11-foot wide lanes (2 each direction), two 5-foot wide bike lanes, two 14-foot wide sidewalks.
2. ***Milpas Street Existing Southbound Off Ramp:*** After placement of a roundabout at the new southbound loop ramps, the existing Milpas Street southbound off-ramp shall be eliminated from the project and replaced with plantings. If a signalized intersection is implemented instead of the roundabout, then the retired signal shall be replaced with a stop sign and right turn only sign.
3. ***Milpas Street/ Indio Muerto Intersection Signalized Intersection Variation:*** If a design using a signalized intersection is approved and implemented, cross walks shall be placed at the following locations at the intersection: Milpas Street, Indio Muerto Street, and Highway 101 on- and off-ramps..
4. ***Milpas Street /Indio Muerto Street / SB Ramps Intersection Roundabout Variation:*** A roundabout shall be implemented at the intersection unless determined infeasible by the Community Development Director in consultation with the Public Works Director, with design to be determined based on new traffic

volume data and approved by City Design Review boards, and including new southbound off-ramp onto Milpas Street, upgraded UPRR train signal and crossing at Milpas Street, and removal of existing southbound diamond off-ramp. The traffic signal intersection variation may be installed and the existing southbound off-ramp retained if the roundabout is determined by the City of Santa Barbara to be infeasible or if it requires right-of-way from Union Pacific Railroad.

5. ***Hot Springs/Cabrillo Intersection Roundabout & Pedestrian Improvements:*** The new roundabout and associated roadway, pedestrian and bicycle facilities at this intersection shall be constructed prior to temporary construction period closure of the southbound median off-ramp at Cabrillo Boulevard and institution of detours, as described in approved project description.

Definitive curbs and landscaping shall be constructed on islands. Pedestrian crosswalks shall be differentiated with colored brick (possibly Oklahoma Sweet Water Stone). The walkway/bike path shall connect to the pedestrian cross walk at the new roundabout.

6. ***Butterfly Lane Improvements.*** Street lighting installed as part of the Butterfly Lane improvements shall be similar to Coast Village Road City standards. The lighting design, locations, type and number of fixtures, and manner of installation shall be approved by the ABR/HLC Design Review process and approved by the City Facilities Construction/Maintenance Manager. The balance of improvements not listed herein shall be constructed per approved project description.

7. ***Sidewalks.*** The project shall include constructed sidewalk in the following locations:

- a. Old Coast Highway from Hot Springs Road to Park Place. The sidewalk shall be 8-foot wide City standard sidewalk with landscape wells a minimum of 3 feet wide by 5 feet long on the south side of the road along Old Coast Highway. Type A Light Standards shall be supplied and installed 250 feet apart as part of the project.
- b. Coast Village Road from Hot Springs to the existing sidewalk at 1046-A Coast Village Road on the north side and from Hot Springs Road to the existing bus stop on the south side. The sidewalk shall be six feet wide with parkway where possible.
- c. Alisos Street, on the west side from Cacique Street to the south, connecting with existing sidewalk on Indio Muerto. The sidewalk shall be six feet wide with tree wells in the parking lane.

8. ***Utility Undergrounding.*** Existing overhead utilities within the construction areas shall be undergrounded as part of the project construction.

9. ***Sycamore Creek Bridge/Conduits.*** Construct new bridge per approved project description and provide Caltrans standard conduit (4) 4-inch at Sycamore Creek Bridge crossing and (3) 1-1/2 inch conduits traversing freeway for exclusive City use for future utility encasements.
10. ***Street Lights.*** Subject to approval of Street Light Subcommittee: Supply and install City standard street lighting from Cabrillo Boulevard to the new roundabout along new walkway – one light between two freeway lanes and the rest 100 feet apart (City Standard 3-005.0 Light Standard Spacing- Notes) for Type A Light Standard. City Standard street light detail 3-001.0 at Cabrillo/Hot Springs Road Intersection, with spacing 250 feet apart for Type C with Green Marbelite poles for Coast Village Road. Supply and install Milbank CP3B 16" wide Commercial Pedestal Meters and pedestrian light fixtures consistent with City standards.
11. ***City Water Main Utilities.*** The following water utilities shall be protected in place or reconstructed to the approval of the City, as shown on Exhibit A (30% Plans): 8-inch Cast Iron water main at Los Patos off ramp; Sheets U4 and U5: 12-inch PVC Recycled water line at Salinas Street Northbound off ramp (Park Place); Sheet U6: 8-inch Cast Iron water main; Punta Gorda Sheet: Abandoned Water Line; Sheet U8: 10-inch steel water main at Cacique Street.
12. ***City Storm Drain Utilities:*** Include in approved project description list of utilities; City storm drains for Cacique Street/Milpas Street loop offramp and Cabrillo/Hotsprings Rd/Coast Village Road.
13. ***Cabrillo Boulevard/ Off-Ramps.*** Subject to approval of the Community Development Director in consultation with the Public Works Director, add a traffic signal at the southbound and northbound off-ramps at Cabrillo Boulevard, align northbound and southbound ramps termini to maximize intersection efficiency, and provide signage directing traffic to Milpas Street interchange for access to and from Highway 101 from and to the south.
14. ***Signage.*** Planned signs installed as part of the project shall include freeway signs directing the public to the Milpas and Garden interchanges for beach and hotel access. The existing northbound sign prior to the Cabrillo interchange directing the public to get off at Cabrillo for beach and hotel access shall be eliminated. Signs shall be designed to discourage use of the northbound Cabrillo Boulevard off-ramp as access to the waterfront, and consideration shall be given to re-naming the off-ramp. Adequate on-street signage shall be provided to direct drivers from Highway 101 to City destinations. Signs may be placed in highway and local street locations outside the project area as necessary to achieve these objectives. Signage plans meeting these criteria shall be submitted for City review and approval.

15. ***City Sewer Line Utilities.*** City may rehabilitate the City sanitary sewer system in the vicinity of the project. Caltrans shall coordinate and allow City work concurrently with Highway 101 constructions improvements for the following work: Rehabilitate existing sewer mains shown on sheet U-7 (30% plans) located within the vicinity of construction off of Cañada Street. Caltrans shall Relocate sewer manhole along Punta Gorda Street to final location determined by City Wastewater System Superintendent, in coordination with City CDBG project. Rehabilitate existing sewer line shown on sheet U-8 along Punta Gorda near Voluntario Street. Rehabilitate and relocate sewer main off of Indio Muerto Street southwesterly across Route 101 shown on sheet U-8 and continuing on sheet U-9. Rehabilitate existing sewer shown on sheet U-9 on Cacique Street running southwesterly across Route 101.
16. ***Project Bridges.*** Bridges shall be designed to provide light wells between northbound and southbound lanes rather than planters unless determined infeasible by Community Development Director in consultation with Public Works Director, and subject to City Design Review process.
17. ***Zoo Sound Wall.*** The sound wall on the south side of the highway along the Zoo property shall be constructed as part of the project unless determined infeasible by the Community Development Director in consultation with the Public Works Director. Applicant agreements with Union Pacific Railroad and the City providing for access onto railroad- and City-owned properties for landscaping and sound wall maintenance shall be in place prior to construction of the wall.
18. ***Road Surfacing.*** Road surfacing shall be made as smooth as possible, and lower-noise surfacing materials shall be utilized to the extent determined feasible, to minimize long-term noise and vibration effects.

B. Plan Review and Approval by City. At several steps in the development of the improvement and construction plans, the project shall be subject to further review and approvals from City Departments, the Architectural Board of Review (ABR) and Historic Landmarks Commission (HLC), and the Visual Art in Public Places Committee (VAPP).

Caltrans and all other entities that carry the project forward shall submit design plans for the Highway 101 Operational Improvement Project (Milpas to Hot Springs/Cabrillo) on State of California plan format for City approval at the following intervals: 65 percent completion plans prior to Preliminary ABR/HLC Design Review approval, 95 percent completion plans prior to Final ABR/HLC Design Review approval, and final plans prior to commencement of construction.

The applicant shall submit project applications and plans in accordance with the City of Santa Barbara Preliminary and Final Design Review process for approval by the Architectural Board of Review and Historic Landmarks Commission. Plans submitted

shall address design comments made by the City Design Review Team (DRT), ABR/HLC and Planning Commission during the Concept Review process, as identified in their respective meeting minutes of September 29/October 13, 2004 and October 14/November 11, 2004; and the VAPP meeting of September 16, 2004.

The Architectural Board of Review and Historic Landmarks Commission shall review architectural design of all structures, landscape design, signage and lighting design for visual aesthetics, compatibility, and historic resource issues in accordance with Local Coastal Plan policies and the Highway 101 Coastal Parkway Design Guidelines, in consultation with the Visual Art in Public Places Committee and Street Tree Advisory Committee. The Visual Art in Public Places Committee shall review public art elements per VAPP guidelines. Landscaping shall be compatible with City-adopted street tree plans.

C. **65% Project Plans:** The following plans and information shall be submitted to the City prior to or concurrent with submittal of 65 % Completion Project Plans for review and approval by the Community Development Director in consultation with the Public Works Director, or as described, prior to Preliminary Design Review approval by the Architectural Board of Review and Historic Landmarks Commission.

1. ***Caltrans Civil Improvement Plans.*** The applicant shall submit Caltrans civil public improvement plans for construction of improvements along the subject project road frontages within City rights-of-way and City lands, including but not limited to, Old Coast Highway, Coast Village Road, Butterfly Lane, Alisos Street, Milpas Street and the unnamed street, Cabrillo Boulevard, Salinas Street, Indio Muerto Street and other areas within the roadway corridor adjacent to Highway 101 project construction. Improvement Plans shall be submitted directly for approval to Public Works Department. Design of transportation facility improvements, including roundabout designs, shall be reviewed by Fire and Police Departments and Transportation Operations Division.
2. ***Flood Plain/ CLOMR/ Sound Wall Design.*** The proposed highway improvements traverse the regulatory floodplain and are subject to Federal Emergency Management Agency (FEMA) requirements.

The applicant shall proceed with ongoing work to prepare a Conditional Letter of Map Revision (CLOMR) as required by FEMA that identifies the proposed changes to the effective floodplain and floodway. FEMA's MT-2 application form contains the basic engineering parameters necessary for the preliminary development of this project. Caltrans shall continue their communication with FEMA to obtain specific guidance in this process. Caltrans shall submit funding to support City retention of a qualified engineering firm to provide sufficient peer review of the floodplain analysis data to verify compliance with FEMA's submittal and analytic

requirements. The City Flood Plain manager shall receive timely progress reports and shall make comments accordingly.

The applicant shall submit sound wall plans, application for a CLOMR, and peer review analysis to the City Flood Plain Manager and obtain approval by the City Flood Plain Manager (Building and Safety Division) in consultation with County Flood Control District, and submittal to FEMA for approval.

If approved, sound walls identified as #1 and #2 shall have 3 foot high by 5 foot wide openings spaced 7 foot on center for flood water passage as identified in the approved project description.

3. ***Sycamore Creek Bridge Design.*** Submit bridge design for Community Development and Public Works approval. Provide design recommendations from the Santa Barbara County Flood Control and Water Conservation, and submit to City with plans. Applicant shall coordinate with City Public Works, County Flood Control and Water Conservation District, First Supervisorial District, and Union Pacific Railroad to explore the feasibility of pursuing a project to reconstruct UPRR bridge across Sycamore Creek in coordination with the project construction to further improve conveyance.
4. ***Storm Water Quality Measures.*** Submit storm water treatment system details, for approval by the Public Works Department and Park Department Creeks Division. Plans shall identify and describe the proposed stormwater treatment devices to be installed for treating runoff from the road and pedestrian access improvements, including any new drains installed as part of the project. Storm water treatment devices shall consist of vegetated strips/bioswales or equal with pre/post treatment using drop inlet filters and trash racks, or City-approved equivalent alternative. The treatment devices shall have the capacity to treat the first 1" of rainfall and shall have pollutant removal rates consistent with the Caltrans' approved NPDES permit. Plans submitted for approval shall include all systems, including vegetated swales, filters, detention ponds, trash racks, interceptors, etc.

Submit plans and obtain approval from the City Engineer to upgrade the existing 18" drain on South Milpas Street and install a CDS unit for water treatment. The treatment system shall be located south of the roundabout. The system shall provide treatment for oil and grease, heavy metals and sediment. The applicant shall install the treatment system as part of the approved project.

Show upgrades to City storm drain system on drainage plans, flow conveyance systems (ditches, dikes, berms and swales), energy dissipaters, hard surface for slope protection systems, vegetated systems and preserve existing vegetation wherever possible. Include drainage improvements for Voluntario Street and Punta Gorda Street north of the proposed project where low-flow drainage currently backs up into ponding areas.

5. **Wetland Mitigation.** Caltrans shall identify the location for conducting wetland restoration to mitigate permanent and temporary impacts to wetlands resulting from the highway improvement project. The City of Santa Barbara Creeks Restoration Division (Creeks Division) preferred location for wetland restoration is on Sycamore Creek downstream of the Union Pacific Railroad Bridge. The location for restoration within the City of Santa Barbara shall be approved by the City with concurrence by State and Federal permitting agencies.

Caltrans shall provide the Creeks Division a description and schedule for obtaining all necessary Local, State and Federal permits required for conducting restoration work.

A preliminary restoration plan shall be provided to the Creeks Division, Public Works Department, and County Flood Control and Water Conservation District for review and City approval. The restoration plan shall include a description of all proposed restoration activities, including but not limited to: plants/trees to be removed; grading; bank/bed stabilization methods; post construction erosion control methods, plant species to be installed, including density and sources; estimated costs; construction schedule; construction techniques, long term monitoring criteria and procedures. Engineered project drawings at minimum 65% detail shall also be provided as part of the restoration plan with a site map of the restoration area that includes property lines and square footage estimates.

6. **Drainage Systems.** Final drainage design and calculations shall reflect all upgrades to existing infrastructure required by additional flows. Flood panels shall be constructed to open for flood water passage in small and large flooding events (25-year storm events to greater than 100-year events), install a new storm drain system on city side of wall.

All drainage improvements shall convey a minimum of a 25-year storm event. Show upgrades to City storm drain system on drainage plans, flow conveyance systems (ditches, dikes, berms and swales), energy dissipaters, hard surface for slope protection systems, vegetated systems and preserve existing vegetation wherever possible. Include drainage improvements for Voluntario Street and Punta Gorda Street north of the proposed project where low-flow drainage currently backs up into ponding areas.

Provide adequate positive drainage: Construction managers shall provide for the uninterrupted flow of water through the Real Property throughout the course of the project including, but not limited to, swales, natural watercourses, conduits and any access road, as appropriate. The Owner is responsible for the adequacy of any drainage facilities and for the continued maintenance thereof in a manner which will preclude any hazard of life, health or damage to the Real Property or any adjoining property.

7. **Agency Cooperative Agreements – Pre-Construction.** Provide for City response a draft co-operative agreement(s) between Caltrans, SBCAG, and any other entities carrying forward the project, setting forth pre-construction activities affecting City streets and City facilities related to the Highway 101 Operational Improvements Project (for models, see agreements re: past similar highway projects in Santa Barbara), including responsibility for environmental permitting; project design; drainage considerations; coordination of City permits for improvements (encroachments) located outside of final Highway 101 corridor; relocation of existing utilities; provision for any applicable fees; identification of any required project construction staging areas specifically located on City-owned properties and rights of ways, if any; acquisition of rights-of-way; relocation of displaced occupants following the Uniform Act; and other essential elements.

8. **Right of Way Map(s) and Actions.** Provide copies of Santa Barbara Highway 101 Operational Improvement Project Right-of-Way Record Maps showing data applicable to the project area (Olive Mill Road O.C. to Milpas Street, P.M. 12.8) as necessary to verify respective Caltrans rights-of-way, City rights-of-way, and any affected adjacent properties (in lieu of preliminary title reports).

Provide copies of Union Pacific Railroad Company (UPRR, formerly Southern Pacific Transportation Company) Right-of-Way Maps applicable to the Highway 101 Operational Improvement Project area, as necessary to verify UPRR ownership of affected adjacent properties (in lieu of preliminary title reports).

Depict locations of City's affected fee-owned streets adjacent to the Highway 101 Operational Improvement Project on all plans (i.e., Layout plans, Drainage plans, Utility plans, Sound Wall plans, etc.) where Caltrans right-of-way "takes" may be needed, including (the un-traveled portion of) Soledad Street containing Sycamore Creek where bridge replacement rights-of-way may be needed, and including the portion of Soledad Street underlying the proposed right-of way "take" located within the UPRR corridor

9. **Recycling Plan.** Submit to the Public Works Director for approval a waste reduction plan including a completed Construction and Demolition Waste Diversion Plan (form provided by PW) that demonstrates how at least 50% of the project demolition and construction process waste will either be re-used or recycled.

10. **Construction Traffic Management Plan.** Provide a detailed construction/ traffic management plan for review by City Fire, Police, Public Works (Transportation Planning, Transportation Operations, Engineering Divisions), Parks (Parks and Creeks Divisions), and Community Development (Planning and Building and Safety Divisions) Departments, and obtain approval by the Director of Community Development in consultation with the Director of Public Works.

The plan shall identify:

- a. Construction Phases. Project construction stages and work included (including for Hot Springs roundabout, Cabrillo pedestrian tunnel and multi-purpose path, and sound wall #4 at Zoo);
- b. Staging and Parking Areas. Equipment staging, materials storage, and construction worker parking areas;
- c. Truck Routes. Construction truck routes to minimize noise and traffic effects to residential neighborhoods;
- d. Ramp Closures and Detours. Identify by construction stage, including for Hot Springs roundabout, Cabrillo pedestrian/bicycle tunnel, and sound wall #4 at Zoo;
- e. Signs and Traffic Control Measures. Identify signage plan and other planned temporary traffic control measures by construction stage.

Specific measures to be taken to reduce traffic effects shall be identified, including:

- a. Public Awareness. A program for public awareness and outreach to citizens, commuters, property owners, businesses, residents, and agencies affected by project construction;
- b. Maintenance of Access. Plans for providing access to businesses, coastal dependent uses, and recreational uses during construction;
- c. Motorist Information Measures,
- d. Incident Response Measures,
- e. Alternative Transportation and TDM. Incentives and other measures to increase use of alternative modes of transportation, flexible hours, and transportation demand management to minimize traffic effects of project construction;
- f. Coordination and Reporting. A program for ongoing reporting and coordination with the City (Fire, Police, and Transportation Operations) throughout the project construction process.

The Construction Traffic Management Plan submittal shall include the following components; consistent with LCP Policy 11.21 requirements for study of alternative transportation modes, and given that existing bus service (MTD and Coastal Express) provides the only current transit alternative to vehicle commuting during morning peak hours on the highway; and given that the project is part of a package of improvements approved by the Santa Barbara County Association of Governments in 1995 and the Coastal Commission in 1996 that includes subsequent construction on and along the Highway 101 corridor from Carpinteria through the Coastal Zone into Santa Barbara; and given evidence provided as part of the record that identifies project construction impacts to vehicle traffic on Highway 101 and a planned Caltrans consultation process and feasibility study of commuter rail as project construction mitigation; and given evidence provided as part of the record by

MTD representative regarding project construction impacts to MTD service on Highway 101:

- a. An inter-city commuter rail study developed in consultation with SBCAG, Amtrak and other rail service providers, affected cities and counties (including representatives of their elected officials and transportation representatives), and other appropriate agencies and organizations. The commuter rail study shall address traffic effects of project construction on Highway 101 traffic levels, and the feasibility of establishing commuter rail during project construction to mitigate traffic impacts of project construction, including analysis of required service levels, specific capital improvements and equipment needs, required operational improvements, options for service operators, costs, funding sources (including FHWA highway construction mitigation funds), and timing/schedule considerations for implementation.
- b. A study of transit service, developed in consultation with SBCAG, MTD, VISTA, and other transit providers, local cities and counties, and other appropriate agencies and organizations. The transit service study shall address traffic effects of project construction on MTD and Coastal Express commuter services during peak highway traffic hours (including Routes 21, 21X, 14, and 2), and shall identify additional service levels, specific capital improvements or equipment needs, operational improvements, costs, funding sources, and timing/schedule considerations for implementation plan to (1) maintain existing transit service levels on commuter lines affected by project construction, and to (2) provide augmented transit service as a workable alternative for highway commuters at a level to mitigate traffic effects on Highway 101 levels of service during peak hours due to project construction, as feasible (Route 21X)."

11. Long-Term Impact Mitigation Measures: The applicant shall submit the following information describing long-term mitigation measures required in the Certified EIR and identified in the approved Project Description:

- a. Air Quality. Permanent dust control measures as part of re-vegetation and landscaping plans. A detailed dust control plan incorporating EIR mitigation measures shall be submitted to the Santa Barbara Air Pollution Control District for review, and to the City along with SBCAPCD comments for City approval.
- b. Geology/Seismic Conditions. Submit to City Building Division proposed structural design features as identified in Certified EIR mitigation to address seismic ground shaking and liquefaction, with supporting technical analysis by qualified analysts.
- c. Hazardous Waste. Submit hazardous waste/materials investigation reports and evidence of compliance with applicable regulatory requirements for any clean-up and/or disposal of hazardous materials to the County Fire Department

Prevention Services Division for review. Submit same information to City with comments from County Fire Department for City approval.

- d. Native Tree Protection and Replacement Plan. Submit native tree protection, removal, and replacement plan by a qualified arborist for City Planning Division approval. The plan shall specify:
 - i. Protective measures during construction for native trees to be retained, including fencing around tree root zone; restrictions for grading, storage of materials, vehicles and equipment within driplines; and procedures for tree pruning and thinning, clean cutting and treatment of tree roots encountered under the direction of a qualified arborist.
 - ii. Identification of trees to be removed;
 - iii. Replacement of oaks and sycamores removed or inadvertently damaged (more than 25% of root zone) at a 5 to 1 ratio with trees grown from local (South Coast) stock with timing coordinated with landscape plan implementation, locations for replacement trees, replacement tree sizes, specifications, and planting procedures, maintenance procedures for tree establishment, and long-term maintenance procedures.
- e. Relocation Assistance for Displaced Residents and Businesses: The applicant shall submit plans and procedures for providing relocation assistance in accordance with Certified EIR mitigation and Uniform Code to the City Planning Division and Public Works Department for review.
- f. Road Surfacing. The applicant shall submit information demonstrating how road surfacing shall be made as smooth as possible to minimize long-term noise and vibration impacts, and the applicant shall submit analysis of the feasibility of utilizing rubberized or other non-traditional surfacing for the project to minimize noise and vibration effects.

12. Mitigation Compliance, Monitoring and Reporting Requirement. The applicant shall submit to the City's Environmental Analyst a draft monitoring program for the project's mitigation measures as identified in the Certified EIR, approved Project Description, and Conditions of Approval for review and comment. A Project Environmental Coordinator (PEC) and mitigation monitors responsible for permit compliance monitoring shall be retained and paid for by the applicant. The mitigation monitoring program shall include, but not be limited to:

- a. Mitigation Measures. A list of the project's mitigation measures;
- b. Implementation of Mitigation. Timing and party responsible for implementation of each mitigation measure;
- c. Mitigation Monitoring. Timing and party responsible for monitoring of each mitigation measure, and a list of mitigation monitors to be retained;

- d. *Mitigation Reporting.* Procedures, timing, and responsible party for reporting to the City Environmental Analyst on project mitigation compliance and monitoring.

D. 95% Project Plans. The following plans and information shall be submitted to the City prior to or concurrent with submittal of 95 % Completion Project Plans, for City review and approval by the Community Development Director in consultation with the Public Works Director, or as described, prior to Final Design Review approval by the Architectural Board of Review and Historic Landmarks Commission.

1. *Drainage Plans.* Final drainage design and calculations shall be submitted for City review and approval for all drainage improvements, and shall reflect all upgrades to existing infrastructure required by additional flows. Sound walls within the flood plain shall include flood panels constructed to open for flood water passage in small and large flooding events (25-year storm events and greater). A new storm drain system shall be installed on the City side of sound wall #2 as described in approved project description.

Construction of new culverts shall commence beginning at the most downstream end and may be completed in phases according to overall construction schedule. All existing drainage culverts smaller than 24 inch, shall be replaced with a minimum of 24 inch RCP box or circular culvert pipe.

Provide Storm Water Pollution Prevention (SWPPP) requirements to bidders for proposed construction prior to accepting bids; Implement Bio-filtration swales to treat runoff prior to entering the Andre Clark Bird Refuge and submit sediment containment plan; Prior to dewatering assess quality of water – polluted water shall be pumped and transported to an appropriate waste facility.

2. *Flood Plain.* The applicant shall provide written confirmation to the City Flood Plain Manager, of obtaining a Conditional Letter of Map Revision (CLOMR) from the Federal Emergency Management Agency (FEMA).
3. *Bio-filters.* Plans submitted and approved shall indicate the following: bio-filtration swales shall be implemented to treat runoff prior to entering the Andree Clark Bird Refuge; sediment containment shall be implemented; prior to dewatering, the quality of water shall be assessed; and as a part of the dewatering process, polluted ground water shall be pumped and transported to an appropriate waste facility.
4. *Roundabout Design.* Obtain approval from the Fire Department and Transportation Planning for the final design of the proposed Hot Springs/ Coast Village Road and Milpas/Indio Muerto roundabouts.
5. *Wetland Mitigation.* Obtain final County Flood Control District comments and Community Development Director approval in consultation with Parks Department

Creeks Division and Public Works Department, of the location for wetland restoration and wetland restoration plan, and submit evidence of all required local (City or County coastal), State, and federal permits for the work. Construction of the restoration project shall commence no later than Construction Stage 1 and shall be completed no later than Construction Stage 3.

6. **Agency Cooperative Agreement – Post-Construction.** Provide a draft co-operative agreement for City response, setting forth post-construction responsibilities for any required alteration of City streets and City facilities, or any proposed new facilities requiring City maintenance following construction, if any, in connection with the proposed Highway 101 Operational Improvement Project (see agreements re: past similar highway projects), including assigned maintenance of certain elements, and including costs for site-specific design and construction of art elements and aesthetic features required by City.

Cal Trans shall provide copies of SB 101 Right of Way Record Maps showing data applicable to Project area (Olive Mill Road O.C. to Milpas Street, P.M. 12.8) as necessary to verify respective Cal Trans R/Ws, City R/Ws and any affected adjacent properties (in lieu of preliminary title reports)

Cal Trans shall provide copies of Union Pacific Railroad Company (formerly Southern Pacific Transportation Company) Right of Way Maps applicable to the Highway 101 Project area, as necessary to verify UPRR ownership of affected adjacent properties (in lieu of preliminary title reports)

7. **City Limit Lines.** Verify City Limit Lines depicted on Project plans with Public Works Real Property staff, and show on current Santa Barbara Highway 101 Right-of-Way Record Maps (Olive Mill Road to Cabrillo Boulevard), based on copies of applicable annexation maps provided by City.

Depict locations of City's affected fee owned streets adjacent to Highway 101 Project on all plans (i.e., Layout plans, Drainage plans, Utility plan, Sound Wall plan, etc.) where Cal Trans R/W "takes" may be needed, including (un-traveled portion) of Soledad Street containing Sycamore Creek where bridge replacement R/Ws may be needed, and including portion of Soledad Street underlying proposed R/W "take" located within UPRR corridor.

8. **UPRR Permit.** Submit evidence to the City of Santa Barbara copies of all permits obtained from UPRR for tunnel geotechnical borings, construction of pedestrian access through UPRR/Cal Trans R/W Tunnel, and "beautification easement" for landscape planting south of the highway along Zoo wall.

9. ***Final Dust Control Plan.*** Submit final construction dust control plan that incorporates EIR mitigations and includes complaint resolution procedures and reporting structure, along with SBCAPCD comments, for approval by the City.
10. ***Hazardous Materials.*** Submit investigation reports and evidence of regulatory compliance with applicable hazardous waste/materials regulatory requirements for clean-up and disposal of any hazardous materials.
11. ***Archaeologist and Native American Monitors.*** Submit to City Environmental Analyst for approval the names of archaeologists and Native American monitors for the project that are familiar and experienced with local archaeological conditions. If monitors are proposed that are not on the City-qualified lists, their qualifications shall be submitted for City consideration.
12. ***Project Environmental Coordinator Required; Monitoring/ Reporting.*** A qualified representative for the applicant shall be designated as the Project Environmental Coordinator (PEC). The PEC shall be responsible for assuring full compliance with the provisions of the mitigation monitoring and reporting program to the City. The PEC shall have authority over all other monitors/specialists, the contractor, and all construction personnel for those actions that relate to the items listed in this program. The applicant shall submit the name and qualifications of the PEC and obtain approval from the City Environmental Analyst.

Submit a Final Mitigation Monitoring and Reporting Program and obtain approval by the City Environmental Analyst.

- E. **Final Plans.** Prior to final approval for project site preparation, earthwork, or construction, the applicant shall submit final project construction plans and the following, or evidence of completion of the following, to City Departments for approval by Community Development Director in consultation with Public Works Director:
1. ***Street Improvement Plans.*** Improvement plans for construction of City street improvements within City rights-of-way. As determined by the Public Works Department, the improvements shall include but not be limited to upgrading of existing drainage improvements, a new roundabout, curbs, gutters, sidewalks, asphalt/concrete pavement on aggregate base, underground utilities, street lights with underground wiring and pedestals, appropriate directional and regulatory traffic control signs, traffic signals, pavement striping and marking, curb sandblasting and/or painting and stenciling, sewer system, water system, and adequate positive drainage. The improvement plans shall be prepared by a registered Civil Engineer and reviewed and signed by the City Engineer.
 2. ***Right-of-Way.*** Caltrans shall acquire all necessary R/Ws in accordance with the Uniform Act, including but not limited to the following locations: Cacique Street

undercrossing (vacated portion easterly of Alisos Street); new southbound off ramp (vicinity Indio Muerto and Alisos Streets); re-configuration of Milpas Street at unnamed street (southbound on-ramp); bridge replacement at Soledad Street; sound walls and landscaping on Union Pacific Railroad corridor; sound walls and footings fronting Michael Koury Tennis Stadium; walkway and bike path under crossing Union Pacific Railroad; walkway and bike path on Los Patos properties; roundabout at intersection of Old Coast Highway, Hot Springs Road, Coast Village Road and Cabrillo Boulevard, as applicable.

3. ***Hazardous Materials Clean-Up/Remediation***. The applicant shall submit to the City and to the County Fire Department Prevention Services Division evidence of completion of required soil and/or groundwater clean-up or remediation in accordance with applicable regulations and approved plans and shall obtain County approval of remediation completion and shall provide evidence to City of County approval.
 4. ***Fire/Police Departments Notification***. The Police/Fire Communications Center shall be notified at 897-2300 prior to ramp/lane closures and/or circulation alterations and restrictions. A final construction traffic management plan with projected dates including closures and restrictions of ramps and lanes shall be provided to the Fire and Police Departments for review to alter operational responses within the improvement area.
 5. ***Agency Cooperative Agreement***. Prior to approval for commencement of project construction, the applicant shall obtain City Council approval of Agency Cooperative Agreement for the project.
 6. ***Pre-Construction Conference***. Prior to approval of commencement of construction, a construction conference shall be scheduled by the General Contractor to include construction processes and environmental mitigation and monitoring. The conference shall include representatives from the Public Works Department Engineering and Transportation Operations Divisions, Building Division, Fire and Police Departments, Parks and Creeks Divisions, Planning Division, and Project Engineer and Architect/Landscape Architect, Contractor and Subcontractor(s), Project Environmental Coordinator, Archaeologist, Arborist, Biologist, Geologist, and Mitigation Monitors.
- F. **Construction Mitigation**. The following measures shall be implemented by the applicant during project site preparation, demolition, grading, and/or construction processes to mitigate environmental effects: Mitigation compliance, monitoring, and reporting shall be implemented in accordance with the City-approved plan.
1. ***Visual Screening***. Screening of staging areas as approved by Planning Division shall be maintained in place throughout construction.

2. ***Air Quality Dust Mitigation Measures.*** Final dust control plan approved by City incorporating mitigation measures identified in the Certified EIR requiring minimizing disturbed areas, watering of disturbed areas and stockpiles; stabilization and paving of disturbed areas; covering of trucks, and reduction of vehicle speeds on unpaved construction areas.
3. ***Hazardous Materials.*** Measures in the event of discovery of hazardous materials during project construction to ensure protection of the public, construction workers, and environment from hazardous exposure, and assessment and remediation of contamination in accordance with regulatory requirements and procedures.
4. ***Water Quality BMPs:*** Temporary measures to protect water quality as required by approved Storm Water Pollution Prevention Plan, including sediment control, soil stabilization, concentrated flow conveyance systems, scheduling of ground disturbance activities with respect to rainy season, preservation of existing vegetation, clear water diversion, dewatering operations, wind erosion control, sediment tracking, solid waste management, materials handling, concrete waste management, vehicle and equipment operations, paving operations, stockpile management, water conservation practices, illegal connection or discharge detection and reporting, storm drain inlet protection, and contaminated soil management.
5. ***Noise and Vibration:*** Implement mitigation measures identified in Certified EIR and standard City mitigation:
 - a. ***Construction Hours Limitations.*** Construction work activities that create sporadic disruptive noise that cannot be muffled (such as pile driver striking a steel beam, reinforced concrete piles, and jackhammer breaking up pavement) shall be limited to weekday daytime hours between 8:00 a.m. and 5:00 p.m..
 - b. ***Vibration Mitigation Measures.*** Provide 10-day advance notification of neighbors, prior photo surveys of surrounding areas identified as potentially impacted, arrangement of motel rooms for affected residents in accordance with Caltrans standards, use of vibratory pile driving and pre-drill pile holes when feasible, use of rubber-tired vehicles in vibration-sensitive areas, and limitation of activities causing objectionable vibration to weekday daytime hours between 8:00 a.m. and 5:00 p.m.
 - c. ***Equipment Maintenance and Mufflers.*** All construction equipment shall be professionally maintained and fitted with standard manufacturers' muffler and silencing devices.
 - d. ***Staging Area Siting.*** Staging and equipment areas shall be sited to minimize noise effects to residential uses to the extent feasible.
 - e. ***Noise Barriers.*** Temporary noise barriers shall be provided around the construction site as necessary to avoid extended disturbance to residents from construction noise.

- e. Neighbor Notification. Within 10 days prior to commencement of each construction stage, the applicant shall provide notification of construction schedule to surrounding neighborhoods impacted by noise and vibration, in accordance with locations and in a manner specified in City-approved construction management plan, and shall post information on the site in a location visible to the public, including the hours of operation and contact person with telephone number.
6. **Tree Protection and Replacement**: The applicant shall implement approved tree protection and replacement plan.
7. **Wildlife Mitigation**: Measures for protection of species of concern during project construction as identified in the Certified EIR and required by resource agency permits shall be implemented by the applicant during project construction. Measures for protection of steelhead shall include limiting construction to low-flow periods as determined by federal resource agencies; no displacement of pools, deep riffles or runs; maintenance of fish passage using flexible pipe culvert during and after construction; protection of water quality and soil stabilization; and use of fencing to minimize disturbance to riparian and upland vegetation.
8. **Cultural Resources Mitigation**. The applicant shall implement EIR mitigation measures and standard City monitoring and archaeological resource discovery procedures as identified in the City Master Environmental Assessment Guidelines:
 - a. Construction Worker Notification. Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts associated with past human occupation of the project site, and procedures that shall occur in the event of discoveries.
 - b. Archaeological and Native American Monitors. Ground disturbance in areas sensitive for subsurface archaeological resources as identified on the adopted Master Environmental Assessment map, including the area within and adjacent to Sycamore Creek, shall be monitored by a qualified archaeologist, who shall consult with a qualified Chumash representative in the event that resources are discovered. Reports on monitoring shall be provided in accordance with the approved Mitigation Compliance, Monitoring, and Reporting Plan.
 - c. Discovery Procedures. If cultural resources are encountered or suspected, work shall be halted immediately in the vicinity of the find, the Project Environmental Coordinator and City Environmental Analyst shall be notified, a qualified archaeologist shall be consulted to evaluate the find, and mitigation measures shall be undertaken as necessary to avoid significant impacts in accordance with City of Santa Barbara MEA Guidelines. If the discovery potentially consists of human remains, the Santa Barbara County Coroner and the California Native American Heritage Commission shall also be contacted per regulatory

requirements. Work in the area may only proceed after authorization is granted by the Project Environmental Coordinator.

9. **Solid Waste.** The project solid waste management plan for demolition and construction waste approved by the City Public Works Department shall be implemented by the applicant throughout the project construction process.
 10. **Traffic and Parking.** The project construction traffic management plan approved by the City Public Works Department shall be implemented by the applicant throughout the project construction process.
 11. **Transit.** Provide for maintenance of existing MTD levels of service for Routes 21, 21X, 14, and 2, and provide for augmented transit service to address construction traffic effects, to the extent feasible, in accordance with City-approved plan.
- G. **Flood Plain/ LOMR.** Upon completion of all construction work within the floodplain, independent of the completion of the overall Highway 101 improvement project, the applicant shall submit an application for, and obtain from the Federal Emergency Management Agency (FEMA) an approved Letter of Map Revision.
- H. **Project Implemented as Approved by City.** The applicant shall implement the project in accordance with the final plans and provisions approved by the City of Santa Barbara as outlined in these conditions of approval. After final design approval, any alterations in project components, design, or construction process shall require prior City substantial conformance determination by the Community Development Director or a revised Coastal Development Permit in accordance with the City Local Coastal Plan and applicable Municipal Code provisions. Project structures, facilities, and landscaping shall be maintained for the life of the project in accordance with provisions of approved Agency Cooperative Agreement.
- I. **Annual Report.** Annually through completion of project construction, the applicant shall submit and present a report to the Planning Commission on the progress and status of the project. The report shall include addressing elements of the project that may be carried out in part or in whole by other entities (e.g., City, SBCAG), including but not limited to Milpas/Indio Muerto intersection improvements, Los Patos/Channel Drive intersection improvements, and construction management and alternative mode studies and plans.

This motion was passed and adopted on the 16th day of December, 2004 by the Planning Commission of the City of Santa Barbara, by the following vote:

AYES: 5 NOES: 0 ABSTAIN: 1 (Jostes) ABSENT: 1 (Jacobs)

I hereby certify that this Resolution correctly reflects the action taken by the City of Santa Barbara Planning Commission at its meeting of the above date.

PLANNING COMMISSION RESOLUTION No. 059 -04
HIGHWAY 101 OPERATIONAL IMPROVEMENTS PROJECT
DECEMBER 16, 2004
PAGE 28

Liz N. Ruiz, Planning Commission Secretary

Date

THIS ACTION OF THE PLANNING COMMISSION CAN BE APPEALED TO THE CITY COUNCIL WITHIN TEN (10) DAYS AFTER THE DATE THE ACTION WAS TAKEN BY THE PLANNING COMMISSION.



• 260 North San Antonio Road, Suite B • Santa Barbara, CA • 93110
• Phone: 805/961-8900 • Fax: 805/961-8901 • www.sbcag.org

March 4, 2011

Mr. Paul Casey
Community Development Director
City of Santa Barbara
630 Garden Street
Santa Barbara, CA 93101

Dear Mr. Casey:

As a follow up to the meeting held on Friday, February 25, 2011 between the City of Santa Barbara, SBCAG and Caltrans, SBCAG staff offers the following in response to city staff inquiries about how to address city policies promoting improved pedestrian access across Highway 101.

1. SBCAG will be the lead agency for submitting an application for state Transportation Planning Grant funds. Funds would be used to prepare a report identifying the options and analyzing the feasibility of a pedestrian crossing in the general vicinity of Sycamore Creek. Transportation Planning Grants are awarded annually by Caltrans.
2. SBCAG and the City of Santa Barbara will co-sponsor an application for funding from the Measure A South Coast Bicycle & Pedestrian program. This funding could be used as a match for the Transportation Planning grant or to augment the funding received from the state program.
3. SBCAG will be the lead agency for preparing the feasibility study subject to SBCAG board authorization.
4. SBCAG will form a project team consisting of Caltrans, City of Santa Barbara staff, and SBCAG staff to steer the work of a consultant hired by SBCAG to prepare the feasibility study.

The attached letter from Caltrans to you dated February 28, 2011 indicates Caltrans' willingness to participate in such an effort.

Please advise me of the City's acceptance of this offer as soon as possible. Thank you for your consideration of this matter.

Sincerely,

Jim Kemp
Executive Director

cc: Helene Schneider, Mayor
Rich Krumholz, Caltrans D5

Att: Caltrans letter to Paul Casey, Feb 28, 2011

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dist05/>



*Flex your power!
Be energy efficient!*

February 28, 2011

Paul Casey
City of Santa Barbara
Planning Department
630 Garden Street
Santa Barbara, CA 93101

Dear Mr. Casey: *Paul*

PEDESTRIAN ACCESS AT ROUTE 101/SALINAS STREET RAMPS

The City of Santa Barbara (City) planning staff's letter of February 17, 2011, included advisory comments regarding pedestrian access across the freeway. The California Department of Transportation acknowledges that Pedestrian Master Plan Policy 1.4 applies to Route 101 at this location, and we share the goal of enhancing pedestrian mobility. We will coordinate with the City and the Santa Barbara County Association of Governments to find opportunities to enhance pedestrian access across the Route 101 corridor as a separate project.

Thank you for supporting our efforts to provide the needed third northbound lane at Salinas Street on an accelerated basis. Further correspondence on this submittal may be directed to David Beard at david_beard@dot.ca.gov or (805) 549-3016.

Sincerely,

A handwritten signature in cursive script that reads "Richard Krumholz".

RICHARD KRUMHOLZ
District Director

c. Jim Kemp, Executive Director, Santa Barbara County Association of Governments