



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: February 24, 2005

AGENDA DATE: March 2, 2006

PROJECT ADDRESS: Highway 101 from Milpas Street to Hot Springs (MST2004-00691)
Highway 101 Operational Improvements Project

TO: Planning Commission

FROM: Planning Division, (805) 564-5470
Jan Hubbell, AICP, Senior Planner *JH*
Michael Berman, Project Planner *MB*

I. INTRODUCTION

The Planning Commission approved, with Conditions, a Coastal Development Permit for the Highway 101 Operational Improvements Project. The Conditions of Approval were adopted by Resolution #059-04 (Attachment A) and require that annual updates be provided by the applicant to the Planning Commission on the progress and status of the project. The applicant has submitted a letter (see Attachment B) that is intended to provide the Planning Commission with the required status and progress report. Staff has also indicated below milestones that have been reached, developments that have occurred, and issues that have not been resolved.

II. PROJECT STATUS

A. 35% AND 65% PLAN REVIEW COMPLETED

Santa Barbara County Association of Governments (SBCAG) and (CALTRANS) submitted 35% drawings for aspects of the project that had been reviewed in concept form by the Planning Commission. These included the sidewalks along Old Coast Highway and the Hot Springs Road roundabout. The 35% submittal was consistent with the project approval.

The 65% CALTRANS drawings were submitted to Staff and detailed comments on the submittal consistency with conditions of approval and the approved project were provided by Staff to CALTRANS.

Staff reviewed the 65% submittal from SBCAG and indicated that there were items that needed to be submitted before 95% drawing are submitted. These items were:

- Sidewalks shown in the 35% plans from Old Coast Hwy from Hot Springs to Park Place.
- Sycamore Creek Bridge preliminary design.

Staff provided detailed comments on the SBCAG submittal in anticipation that the comments would be addressed in the 95% drawing submittal.

B. HLC/ABR/DRT REVIEWS

Project components have been undergoing ABR/HLC reviews for design. A joint ABR/HLC hearing was held on October 13, 2004, prior to Planning Commission approval of the Coastal Development Permit.

CALTRANS presented plans and drawings of changes to the project that included the southbound Cabrillo Bridge, the Sycamore Creek Bridge, the three sound walls, retaining walls, and changes to Butterfly Lane on November 17, 2005. The project elements received preliminary approval and indefinite continuance with comments and conditions (See Exhibit C Minutes). The Commissioners and Board Members also reviewed plans for the Hot Springs roundabout. This aspect of the project was also granted preliminary approval and indefinite continuance with comments and conditions (See Exhibit C Minutes).

The Design Review Team (DRT) has met on an ongoing basis with CALTRANS staff to work on project design together. This has been a fruitful process that has resolved most project issues.

The DRT and joint ABR/HLC have now given preliminary approval of the project.

C. VISUAL ARTS IN PUBLIC PLACES (VAPP) COMMITTEE REVIEWS

The VAPP Committee provided comments on September 27, 2004. Their comments are summarized below:

- The sound walls should not be the focus of arts elements and the use of pigments to help make them “disappear” is recommended.
- The pedestrian usage areas are the most appropriate for artistic treatment.
- VAPP likes the preliminary treatment proposed for the Los Patos Way pedestrian tunnel and the use of the corn stalk lighting elements from Milpas into the project area.
- Items that may not be constructed.

VAPP's comments have been incorporated into the project design. VAPP will review any individual art elements as they are proposed in the future.

D. RAILROAD BRIDGE AT CARRILLO BLVD.

The approved project included a bicycle path under the railroad bridge at Cabrillo Blvd. The original plan was to excavate beneath a span of the existing bridge and place the facility in the new opening. The Southern Pacific Railroad Company indicates that the proposed approach is unacceptable to them, stating that the proposal would structurally weaken the bridge. They require the bridge to be replaced at an estimated cost of \$5,000,000. SBCAG is working on obtaining the funding to replace the bridge. If the funding cannot be secured, the bicycle path cannot be built.

E. INDIO MUERTO ROUNDABOUT

The project included investigation of feasibility of a traffic roundabout at Indio Muerto instead of the traffic light proposed by CALTRANS. CALTRANS has indicated that they will not design or construct a roundabout at this location because it would not meet their standards. SBCAG has been tasked with designing the roundabout and feasibility studies. However, based on safety concerns about where to place the crossing guards and what happens to traffic within the roundabout when those guards come down, it was determined that traffic signals would be the best approach. Both the Public Works Director and the Community Development Director concur that the Indio Muerto roundabout is not feasible at this time (See Exhibit B). However, the agencies involved will continue to look for solutions.

F. ITEMS THAT WERE NOT INCLUDED IN 65% CALTRANS AND SBCAG SUBMITTALS

The Environmental Impact Report prepared by CALTRANS for the project provides mitigation measures that were not addressed in the SBCAG submissions to the City. SBCAG has indicated they would provide the mitigation in their next submittal.

CALTRANS has indicated that they will underground some utilities but do not include transmission lines and poles in the sidewalk on Old Coast Highway. Plans for the Old Coast Highway sidewalk were not included in the 65% drawings from SBCAG.

G. CDP EXPIRATION.

The Coastal Development Permit (CDP) will expire in December 2006. CALTRANS has been advised to apply in good time, prior to December, to renew this permit.

H. ITEM ADDED TO PROJECT SCOPE

A new one-mile lane, achieved by restriping the existing roadway and widening the Northbound Milpas bridge structure, have been added to the project at the request of the City. This new aspect of the project requires environmental review that is being conducted by CALTRANS. Construction would likely occur with other construction improvements in the project. Staff anticipates a substantial conformance determination with the Coastal Development Permit for this project addition.

I. FUNDING OF SOME SURFACE STREET IMPROVEMENTS NOT IDENTIFIED OR SECURED

City funding has not been identified for art to embellish some construction in the project. Funding for the railroad Bridge at Cabrillo Boulevard has not been identified and the Old Coast Highway Sidewalk funding has been requested but not secured.

J. CONSTRUCTION PHASING

The details of construction phasing have been fleshed out. Concerns of Milpas Business Association and Montecito residents regarding closure of freeway on/off ramps were raised and addressed, as much as possible. It has been acknowledged that there will be substantial inconvenience for area businesses and residents during construction. The project team has worked to minimize the length of the construction period.

K. RAIL AND TRANSIT STUDIES

CALTRANS submitted the Rail and Transit studies required in the conditions of approval. Funding was added to the existing SBCAG Los Angeles to San Diego (LOSSAN) study for commuter rail to include an analysis of commuter rail in Santa Barbara County. Additionally, the draft final 101 In Motion Commuter Rail Assessment and the LOSSAN North Corridor Strategic Plan were submitted to the City.

III. CONCLUSION

The US 101 Highway Improvement Project has made substantial progress since its approval in late 2004. While issues still remain, some of which cannot be resolved at this time, City staff believes that CALTRANS continues to work diligently to meet the Coastal Development Permit conditions.

Exhibits:

- A. Planning Commission Resolution #059-04
- B. CALTRANS letter, November 15, 2005
- C. ABR/HLC Minutes



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
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 with 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 places 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 Creek 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

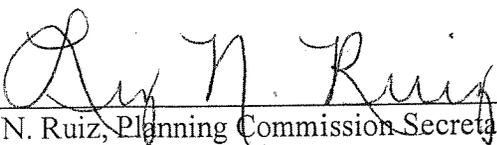
requirements. Work in the area may only proceed after authorization is granted by the Project Environmental Coordinator.

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.



Liz N. Ruiz, Planning Commission Secretary

2/10/05

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.

DEPARTMENT OF TRANSPORTATION

50 Higuera Street
SAN LUIS OBISPO, CA 93401-5415
TELEPHONE: (805) 549-3111
TDD (805) 549-3259
INTERNET <http://www.dot.ca.gov/dist05/>



December 15, 2005
SB-101-KP 17.4/20.6 (PM
10.8/12.8)
Santa Barbara Operational
Improvements
05-447800

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

Dear Mr. Casey:

The intent of this letter is to provide the City of Santa Barbara the annual progress report as per the conditions of approval for the coastal development permit (CDP) issued for the Operational Improvements project between Milpas and Hot Springs/Cabrillo on State Route 101. The information provided in this letter is for inclusion into the staff report for the Planning Commission update scheduled in January 2005.

Response to the October 17th, 2005 letter submitted to Caltrans in regards to our 65% submittal will be submitted in separate documentation later this week.

If you have any questions or need any additional information, please feel free to contact me at (805) 549-3193.

Thank you,

A handwritten signature in black ink, appearing to read "Brandy Rider".

for
Brandy Rider
Associate Environmental Planner
Department of Transportation -SLO
Central Coast Environmental Analysis Branch

Enclosures

Attachment A: Community Outreach Meetings
Attachment B: Info Sheet (Ramp Closures)

cc: ENV FILE; PM FILE; DESIGN FILE

Santa Barbara 101 Operational Improvements Milpas to Hot Springs/Cabrillo Project Update to Planning Commission

The following is a project update for the operational improvement project on State Route 101, between the Milpas and Hot Springs/Cabrillo Interchanges. This document summarizes the progress to date on the issues identified below, per the condition of approval that requires annual progress reports to the Planning Commission.

Coastal Development Permit

65% Submittal Conditions of Approval

In September and October 2005, the Caltrans design team and the SBCAG design team submitted the information required for the 65% conditions of approval of the Coastal Development Permit. In October 2005 Caltrans received correspondence from the City that requested some additional information or clarification on some of the submittal materials. Caltrans has prepared a response and is supplying the additional information requested. Numerous meetings between Caltrans and City staff have taken place to discuss some of the conditions and resolution has been reached on many of the issues identified by City staff.

95% Submittal Conditions of Approval

The submittal for the 95% conditions of approval is anticipated for January 2006.

ABR/HLC Coordination

Since conceptual approval by the joint ABR/HLC, Caltrans has continued working with the DRT to further refine the aesthetic elements in the project. The DRT and joint ABR/HLC has now given preliminary approval of the project. During February, and March Caltrans will work with the DRT and the DRT landscape subcommittee to complete the outstanding issues prior to final review by the joint ABR/HLC.

More specifically, outstanding issues include relatively minor details to certain sound walls and retaining walls, and Butterfly Lane pedestrian under crossing. Signage, lighting, and planting have been reviewed and approved, but need to be looked at in more detail. Though approved in concept, the new addition of the Milpas north bound bridge and related retaining wall will also need to be reviewed by the DRT and joint ABR/HLC. Another project element that requires DRT review is a revised concept for the multi-purpose path connection underneath the Union Pacific railway. It is anticipated that near the end of March the DRT will have completed review of all aesthetic elements and the project will be ready for joint ABR/HLC final approval.

Utility Undergrounding

Caltrans and SBCAG have now agreed to commit additional funding for undergrounding of utilities in this project. Owners of all utilities in conflict with construction will be instructed to relocate their facilities underground. A few exceptions may occur in cases

where the utility owners show that undergrounding is infeasible due to utility type or site conditions.

Indio Muerto Roundabout

At the time the City of Santa Barbara issued the Coastal Development Permit to Caltrans in December 2004, a condition was included to evaluate the feasibility of a roundabout at the intersection of Milpas Street / Indio Muerto / 101 Southbound off-ramp. SBCAG and Caltrans worked together to have a feasibility analysis performed, funded by SBCAG, which looked at two roundabout alternatives. The two alternatives were evaluated based on a number of criteria such as: level of service; roundabout operations for vehicles, pedestrian impacts; average speed in roundabout; requirement for new right of way; total cost; impact to railroad operations; and impact to Caltrans ramps. One of the aforementioned evaluation criteria was specifically included in the City's CDP conditions, that should additional rights-of-way be required from Union Pacific, the infeasibility threshold would have been met. In fact, both roundabout alternatives require right of way from the Union Pacific. Due to this and other related design and traffic related constraints and issues, it is of the opinion of Caltrans that the roundabout at Indio Muerto is not feasible.

Old Coast Highway Sidewalks

When the City of Santa Barbara issued the Coastal Development Permit to Caltrans in December 2004, the Old Coast Highway sidewalk extension from the Cabrillo-Hot Springs intersection to the west to the tennis courts was included. At the time, the responsibility of implementing this improvement and funding had not been resolved. The City of Santa Barbara achieved the first milestone in this project at the time of the Coastal Development Permit issuance by clearing the sidewalk extension environmentally through an addendum to the Caltrans EIR for the 101 Operational Improvements. SBCAG has included this project for funding with a number of other enhancements in its recent submittal of Regional Transportation Improvement Program (RTIP). In addition, SBCAG has authorized that the design of this feature be included in the remainder of the local improvements that are being designed by its consultant team. SBCAG and the City of Santa Barbara will continue to meet and discuss this project feature to meet the needs of the City and the project description while avoiding utilities and minimizing conflicts with the remaining project features on 101.

Community Relations

In the Spring of 2005, SBCAG and Caltrans opened up the community dialogue by planning a number of meetings to inform the public about the 101 Operational Improvements as the project moved through the detailed design phase. The community outreach plan was funded by SBCAG and included participation from Caltrans, SBCAG, the City of Santa Barbara and County of Santa Barbara. SBCAG, Caltrans and the City of Santa Barbara will continue to dialogue with the community throughout 2006 and as we move closer to construction. For a list of meetings held to date please refer to Attachment A. The project team has agreed to continue an open dialogue with the public prior to and throughout construction.

Traffic Management Plan: Transit Study

At the time the City of Santa Barbara issued the Coastal Development Permit to Caltrans in December 2004, a condition was placed on the project to evaluate impacts to levels of service of transit operations under the purview of the Metropolitan Transit District due to increased congestion during the project. Caltrans made findings in the EIR for the project that there would be no mitigable impacts to transit operations and thus appealed this condition with the City of Santa Barbara. However, in early 2005 a number of meetings between the City of Santa Barbara, Caltrans, SBCAG and MTD staff were conducted to review this situation. Caltrans revoked their appeal, and a solution was achieved through the above mentioned meetings. MTD provided more information as to what they saw as impacts to certain lines of operation and through input from SBCAG and Caltrans provided data to include in a 'study' that would meet the condition requirement. In May 2005, the City of Santa Barbara, SBCAG and Caltrans agreed to include in the cost of the project up to \$200,000 for costs related to maintaining service levels due to increased congestion during the course of project construction. It is the intent for Caltrans, SBCAG and the City of Santa Barbara to continue as to how this funding is directed for the services agreed.

Traffic Management Plan: Rail Study

At the time the City of Santa Barbara issued the Coastal Development Permit to Caltrans in December 2004, a condition was placed on the project to develop an intercity commuter rail study to address traffic effects of project construction. In early 2005 meetings between the City of Santa Barbara, Caltrans and SBCAG staff were conducted to review this condition. It was agreed that funding be added to the existing LOSSAN study for commuter rail to include an analysis of commuter rail in Santa Barbara County. Additionally the draft final 101 In Motion Commuter Rail Assessment and the LOSSAN North Corridor Strategic Plan would satisfy the requirements of this condition. These studies were submitted to the City in September 2005, and at this time Caltrans believes we have complied with this condition.

Milpas Northbound Structure

Based on the input of the City and other local stakeholders, we are now working to incorporate the northbound overhead structure into the design of the Highway 101 Operational Improvement project. Future design submittals to the City for Route 101 Operational Improvement project will now include this structure and associated improvements. The inclusion of this structure into the project will minimize future construction impacts for nearby residents and businesses as well as provide for construction cost and traffic staging efficiencies. Preliminary project staging information indicates that the structure can be incorporated into the project without increasing the overall construction time or causing additional construction related traffic delays. The above information remains preliminary. As we continue development, we may find that there are adverse impacts to costs or schedule. If that occurs, we will need to re-assess whether the additional work shall remain in the project.

Reduce Ramp Closures

We have met with a number of community organizations and other entities (see the attached meeting list – Attachment A) to discuss features and advancements on the project. In many cases, constructive public feedback has been instrumental in changes that have been incorporated into the project, for instance moving the Milpas Northbound off-ramp closure into Stage 1 and changing of some of the official detours. These updates have summarized in the attached fact sheet, Attachment B.

Community Outreach

US 101 Operational Improvements: Milpas to Hot Springs-Cabrillo

Caltrans and SBCAG have held the following meetings with organizations regarding the project:

Date	Subject	With
May 11, 2005	Stakeholder Meeting to kick-off Community Outreach	The following groups were invited: <ul style="list-style-type: none"> • Montecito Assn • Coast Village Rd Business Assn • East Beach Merchants Assn • Milpas Assn • Beachside Merchants Assn • Casa de la Raza • Businesses at Los Patos – Las Aves & Stella Mare’s • Property manager at Coast Village Rd shopping center • Santa Barbara Chamber • Santa Barbara Hispanic Chamber • City Fire • American Medical Response • Cottage Hospital • Santa Barbara Zoo
June 7, 2005	Project Overview, discussion of construction timeline and detours	Montecito Association
June 14, 2005	Project Overview, discussion of construction timeline and detours	Montecito Association
June 21, 2005	Meeting with to discuss project, construction timeline, detours	Milpas Association
August 4, 2005 August 8, 2005 August 11, 2005	Walk door-to-door on Milpas Corridor to discuss project with business owners and residents	Various businesses
August 9, 2005	Project update	Montecito Association
August 17, 2005	Project update	Santa Barbara Zoo
August 24, 2005	Project Overview, discussion of construction timeline and detours	Coast Village Road Business Association
November 11, 2005	Phone update	Santa Barbara Zoo
November 16, 2005	Project update	Coast Village Road Business Association
December 2, 2005	Project update	Coast Village Road Shopping Center
December 13, 2005	Project Update	Montecito Association

Community Outreach

US 101 Operational Improvements: Milpas to Hot Springs-Cabrillo

Part of the Community Outreach program calls for elected official briefings. The following briefings have been held:

Date	Subject	With
June 2005	Project Update following Milpas Association meeting	Assemblymember Pedro Nava's office
August 12, 2005	Project Overview	Supervisor Carbajal's office
August 18, 2005	Project Overview	Supervisor Carbajal's office
August 25, 2005	Project Overview	Supervisor Carbajal's office

Highway 101 Operational Improvements

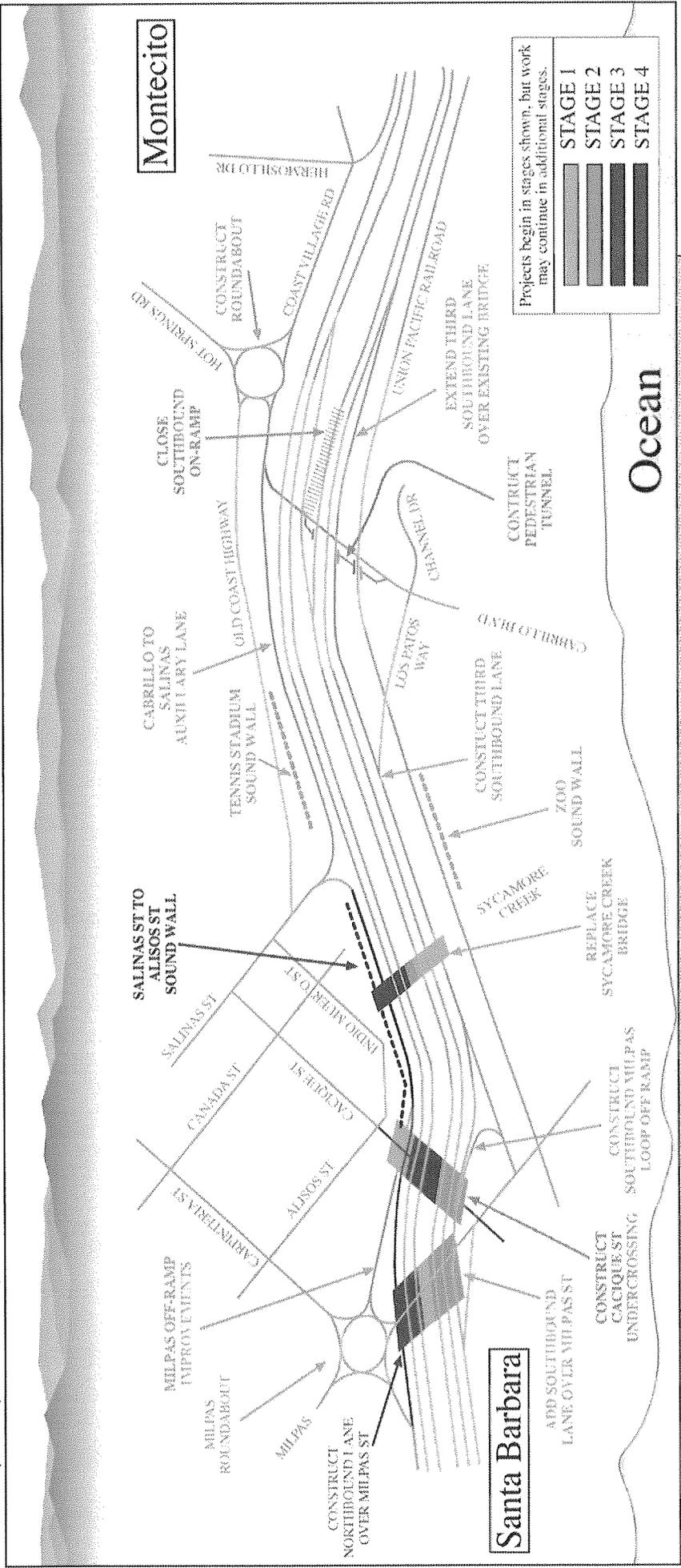
Milpas St. to Hot Springs Rd. / Cabrillo Blvd.

Fact Sheet • December 2005

Project Overview

The Highway 101 Operational Improvements between Milpas Street and Hot Springs Road/Cabrillo Boulevard mark one of the largest projects undertaken by Caltrans in Santa Barbara County. This project costs approximately \$50 million and includes the reconstruction of two major interchanges, six new or improved bridges, freeway widening, freeway widening, and improvements to local streets and circulation. The project's main components are listed below, and the map shows the improvements colored to correspond to construction stages. **Construction is slated to begin in 2007 and will take 4 years; each construction stage is approximately 1 year in length.**

- Third southbound lane added between Milpas Street and Hot Springs Road/Cabrillo Boulevard
- Third northbound lane added between Salinas Street and Milpas Street
- Bridge replacement on Highway 101 at Milpas Street
- Northbound auxiliary lane added from Cabrillo Boulevard on-ramp to the Salinas Street off-ramp
- Cacique Street pedestrian, vehicle, and bike connection added between Milpas Street and Alisos Street (under Highway 101)
- Roundabout added at Cabrillo Boulevard/Hot Springs Road/Coast Village Road/Old Coast Highway for local circulation improvements
- Improved pedestrian/bicycle access under Highway 101



For additional project information, please call: 1.888.SB.ROADS (1.888.727.6237)

Highway 101 Operational Improvements

Milpas St. to Hot Springs Rd. / Cabrillo Blvd.

Fact Sheet • December 2005

Purpose

The purpose of this project is to improve traffic congestion, ramp access, and safety on Highway 101 from Milpas Street to Hot Springs Road/Cabrillo Boulevard. The project will also improve local circulation for vehicles and provide improved pedestrian and bicycle facilities.

Partners



Caltrans has partnered with SBCAG to jointly develop this \$50 million project. Both Caltrans and SBCAG are jointly working with the City of Santa Barbara on specific project features, design details, and implementation.

Background and Milestones

- **1989** - Measure D, a 1/2 cent sales tax, is approved to fund Santa Barbara County transportation projects
- **1996** - SBCAG allocates funding, a portion of which is from Measure D, for eleven "101 Operational Improvement" projects - this includes the operational improvements between Milpas St. and Hot Springs Rd./Cabrillo Blvd.
- **2000 - 2004** Environmental Impact Report (EIR) process; **2003** - Caltrans conducts 24 informational meetings with various community groups and local agencies regarding the draft EIR for the Highway 101 Operational Improvements between Milpas St. and Hot Springs Rd./Cabrillo Blvd.; **2004** -EIR approved; **2004** - Public hearings are held and the Planning Commission approves a Coastal Development Permit
- **2005** - The project team is finalizing the construction drawings for the project, and the City of Santa Barbara is reviewing construction drawings and staging
- **2006** - Caltrans will begin contractor bid process
- **2007** - The project is slated to begin construction in 2007

Project Updates

The project team has agreed to add a third northbound lane over Milpas Street. Since it will connect with the existing third lane of north of Milpas, this new lane will provide a substantial operational benefit above what the auxiliary lane would have achieved. This also means a new bridge will be installed on Highway 101 over Milpas Street.

Traffic and Monitoring

Traffic volumes are projected to increase significantly over the next 20 years on Highway 101 as well as on local roads. As a means of easing congestion, this project includes new freeway lanes, a new roundabout, and improvements to on/off ramps and pedestrian facilities. In addition, Caltrans has agreed to monitor traffic volumes and work with the County and the City of Santa Barbara on future improvements.

Temporary Ramp Closure Reductions

Based on constructive feedback from the public at community meetings in the Spring/Summer 2005, the duration for 4 of the 6 temporary closures has been reduced. The total duration of closure has been reduced in half.

Ramp Closure	Initial Duration (months)	Revised Duration (months)
Milpas NB Off-ramp	10	7
Milpas SB On-ramp	12	5
Hot Springs/Cabrillo SB Off-ramp	12	4
Cabrillo NB Off-ramp	6	2
Cabrillo NB On-ramp	2	No change
Los Patos SB Off-ramp	12	No change

There will also be intermittent nighttime ramp closures.

Flood Gate Testing Completed

Tests showed the sound wall panels are effective in blocking noise, that graffiti can be cleaned from the surface, and water is able to flow at a variety of levels as needed.

101 In Motion

After two years of developing consensus on a package of improvements for Highway 101, the SBCAG board approved a set of improvements in October 2005. To learn more about near-term and long-term solutions for the Highway 101 corridor, please visit the *101 In Motion* website at www.101InMotion.com.

For additional project information, please call: 1-888-SBROADS (1-888-727-6237)



JOINT MEETING ABR/HLC Minutes - October 13, 2004

RE: MST2004-00691

(PROJECT REQUIRES COMPLIANCE WITH PLANNING COMMISSION RESOLUTION 059-04)

(3:16)

HWY 101 IMPROVEMENTS

David Beard, Caltrans; and Peter New, Caltrans Landscape Architect; present.

ABR Board Members present: Bruce Bartlett, Mark Wienke, Christopher Manson-Hing, and Randy Mudge.

HLC Commissioners present: Alex Pujo, Steve Hausz, and Phil Suding.

David Beard gave a brief presentation of the changes to the project, which include a third southbound lane from Milpas Street past Cabrillo Street; the replacement of the bridge at Milpas Street, which will provide for the new third lane; northbound auxiliary lanes from Cabrillo Street to Salinas Street, and from Salinas Street to Milpas Street. There will be a new bridge at Cacique Street which will provide a connection to the beach; a new roundabout at Hot Springs, Coast Village Road and Cabrillo Street. The improvements at Cabrillo Street will include access through the interchange. Lastly, the replacement of the Sycamore Creek Bridge; and the three new sound walls. Signage, Lighting and Landscape will not be presented at this time.

Peter New, gave a brief presentation of the project and presented plans and drawings of changes to the project. Mr. New stated that the DRT has been working on the project for over year. The project as presented today is 65% complete. These revisions include the southbound Cabrillo Bridge, the Sycamore Creek Bridge, the three sound walls, retaining walls, and changes to Butterfly Lane.

Public comment opened at 4:30p.m.

Bob Ludwick, property owner in the area, questioned an area of the project to determine if his tenants within Indio Muerto will be impacted. Mr. Ludwick also questioned the sound wall which is located near the tennis courts.

Public comment closed at 4:35p.m.

During the discussion, the Commissioners and Board Members either individually or collectively made the following comments and questions:

1. Asked about the lighting.
2. Questioned the surfboard material of the flood panel, and is the material sturdy enough to maintain flooding and durability?
3. Stated that the presentation was very nice.
4. The rustic/red colors on the columns appears to be too red, and would like to see more of a beige color.
5. Pleased with the design and the diligence of the Caltrans team.
6. Areas where there are walls, not necessary for the road.
7. Stated it would be important to retain the sandstone cap appearance or the stone cap appearance.
8. Asked if the walls would be painted or integral colored stucco.
9. Asked about the thickness of the pilasters.

10. Stated they would like to see an enlarged plan view of the area of the sound wall which slips behind the bridge wall.
11. Stated that the column spacing appears to work well.
12. Stated that where the end treatment transitions down to the 32' guardrail should be studied in depth more. Does not believe to mimic the faux sandstone cap is the correct direction to take.
13. Asked if part of the reason of the wall was to save the existing Sycamore trees, and expressed concern for the wall.
14. Asked the age of the Sycamore trees

Motion: Preliminary Approval and indefinite continuance with the following comments and conditions: 1) The Board would like to see a further refinement of the concrete bridge abutment structures, so that the concrete would have more of a masonry type historic reference. 2) As to the Sycamore Creek Bridge: Study refinement of the end terminations and the thickness of the sound wall as viewed from the north side. 3) The Board appreciates the use of the open Type 80 rail elements at the edges and center to strengthen and emphasize the bridge aesthetics. 4) As to the Sound walls: There is some concern with the detailing, pilaster proportions and the wall thickness of Sound wall #3. 5) As to the Retaining wall: Collectively, the HLC Commission and ABR Board members would like Retaining wall #3 to be re-studied in terms of proportion, stepping and size of the pilasters and to study how much retaining wall is actually needed, since landscaping which will cover most of the wall. Alternate approaches are to re-grade or revegetate the area in lieu of the wall. 6) As to the Butterfly Lane under crossing: The enhancement of the pedestrian entry is a positive, however there is some concern with the proportion of the concrete bulkhead walls on both the north and south ends. Study ways to handle the railings on the approach walls. 7) As to the lighting: All the lighting is to be high pressured sodium and the applicant is to continue working with Staff and the Street Light Committee to ensure the lights meet the new Street light Standards.

Action: Wienke/Manson-Hing, 5/0/0.

As to the motion itself, the Commissioners and Board members would like the DRT to have the opportunity to finesse the comments within the motion.

HOT SPRINGS ROUNDABOUT IMPROVEMENTS

Fred Luna, SBCAG Project Manager, George Hale, Art Tyree, present.

ABR Board Members present: Bruce Bartlett, Mark Wienke, Christopher Manson-Hing, and Randy Mudge.

HLC Commissioners present: Alex Pujo, Steve Hausz, and Phil Suding.

Craig Luna gave a presentation of the design improvements for the roundabouts, the multi-purpose pedestrian and bicycle path improvements, and changes to the Zoo Sound wall.

During the discussion, the Commissioners and Board Members either individually or collectively made the following comments and questions:

1. Any revision to the bus bay?
2. Asked if the opposite side of the sound wall by the zoo is the zoo's property?
3. Commented that it appeared that Eucalyptus trees were left out, which are prominent trees for the area.
4. There were issues with the grade on the bike path.
5. Asked if there would be a loss of Sycamore and Oak trees.
6. Can planting be used at the area of the wall of the roundabout interior circle, to help prevent people from climbing over the wall?

7. Eliminate the areas of rubble strips where not needed, and extend landscaping to the street.
8. Suggested to provide as much landscape to the roundabout as possible.
9. Suggested to simplify the landscape at the roundabout for maintenance concerns.
10. Add more foliage-canopy over the roadway.
11. Asked if there was a signage plan.
12. Suggested to add steps at a particular area of the bike-pedestrian path.
13. Important to add bicycle-pedestrian signs.
14. Would like to see drawings which reflect the walls without landscape.

Motion: Preliminary Approval and indefinite continuance with the following comments and conditions: 1) The palette of hardscape materials reflects the multitude of uses within the area. 2) The painted crosswalks will be more aesthetically effective than using differentiated materials, but additional safety elements would be encouraged for the crosswalks (blinking lights); especially at Old Coast Highway. 3) The layout and design of the roundabout is well conceived, however, the Commission and Board members would like to see more mature landscape, which will not obstruct the driver's line of sight. 4) Maximize the landscaping around the perimeter of the roundabout with taller vegetation and less variety of plant material. 5) Maximize the landscape area within the islands of the circulation elements by minimizing the rubble strips. 6) As to the circulation elements for pedestrians and bicycles, provide more of a multi use path to link Old Coast Highway and Cabrillo Blvd. 7) Provide a pedestrian stairway adjacent to the accessible switch back path, which joins Old Coast Hwy. and Cabrillo Blvd. 8) Locating the bike path closer to Cabrillo Blvd to help save the Sycamore Trees. 9) Continue the proposed landscape island along Coast Village Road further to the south. 10) Simplify and minimize the signage and consider inclusion of bicycle warning signs. 11) The revised design of the zoo sound wall is an improvement with the buttresses on the railroad side only, however, restudy the top and end profiles of the wall to be visually acceptable as seen without mature landscape. 12) Continue working with Staff and the Street Light Committee to ensure the lights meet the new Street light Standards.

Action: Eichelberger/Wienke, 5/0/0.