



City of Santa Barbara
Community Development Department

Memorandum

DATE: May 15, 2008
TO: Planning Commission
FROM: Michael Berman, Project Planner/Environmental Analyst 
SUBJECT: Substantial Conformance Railroad Bridge and Culvert Projects
(MST2007-00642/CDP2008-00001 and MST2008-00008/CDP200800002)

The Railroad Bridge Project and Railroad Culvert Projects were approved at a Planning Commission Hearing on February 14, 2008. That approval included the following Condition of Approval:

“Construction Hours. Construction (including preparation for construction work) is prohibited Monday through Saturday before 7:00 a.m. and after 8:00 p.m., and all day on Sundays and holidays observed by the City of Santa Barbara, as shown below:

New Year's Day	January 1st*
Martin Luther King's Birthday	3rd Monday in January
Presidents' Day	3rd Monday in February
Memorial Day	Last Monday in May
Independence Day	July 4th*
Labor Day	1st Monday in September
Thanksgiving Day	4th Thursday in November
Following Thanksgiving Day	Friday following Thanksgiving Day
Christmas Day	December 25th*

*When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday, respectively, shall be observed as a legal holiday. In addition, heavy equipment operation is prohibited before 8:00 a.m. or after 7:00 p.m. on any work day unless otherwise permitted according to the exception described in the following paragraph.

When, based on required construction type or other appropriate reasons, it is necessary to do work outside the allowed construction hours, contractor shall contact the Chief of Building and Safety to request a waiver from the above construction hours, using the procedure outlined in Santa Barbara Municipal Code §9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out night construction

a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number. Subject to notification of the neighbors the project would be permitted to conduct 24-hour construction for one night provided neighbors are notified in advance about the construction."

The project applicant has requested that they be allowed to construct the bridge and culvert on a Sunday. The Railroad Bridge 24-hour construction period and associated railroad line closure is scheduled to occur on Sunday, June 8, 2008 from 6 a.m. until 6 a.m. on Monday June 9, 2008. Every effort is being made to keep the railroad culvert and bridge projects on the same schedule. The projects may not occur on the same Sunday as there have been problems relocating a fiber optic cable facility adjacent to the rail road line and this may not be resolved in time to allow the Railroad Culvert Project to be constructed concurrently.

The railroad has indicated that there will only be one 24 hour construction period for the two projects together or separately if they cannot be coordinated. If they do not occur concurrently, Sunday construction would be required for each project. The applicant indicates that this would be the only period within which construction would not comply with the approved Condition of Approval.

The applicant has indicated that there are few residential properties within 100 feet of proposed construction areas. The contractor would try to minimize noise during this period by using a large crane with a large reach so that it would not have to be moved. Since there would be no trains on the line during this period, noise from trains would be reduced and would partially compensate for the construction noise. Neighbors would be notified of the construction in advance.

The City of Santa Barbara, Public Works Department, has requested that the Railroad Culvert project be allowed to extend the culvert 13.5 feet to the north (measured at the centerline of the culvert) so that the future culvert construction would be outside the entrance to the parking lot to minimize disturbance of the parking in the next stage of construction. The attached diagram illustrates the location and extent of the proposed project amendment. The project would be approximately 10% longer than the project approved by the Planning Commission. However, the construction period would not increase.

Conclusion:

Staff is requesting Planning Commission comments on the requested Substantial Conformance Determination.

Attachments:

LynneDee Althouse Letter dated May 5, 2008
Public Works Memorandum and drawing dated May 7, 2008

ALTHOUSE AND MEADE, INC.

BIOLOGICAL AND ENVIRONMENTAL SERVICES

1875 Wellsona Road • Paso Robles, CA 93446 • Telephone (805) 467-1041 • Fax (805) 467-1021

LynneDee Althouse, M.S.
(805) 459-1660 (cell)
lynnedee@althouseandmeade.com

May 5, 2008
171.49

Daniel E. Meade, Ph.D.
(805) 705-2479 (cell)
dan@althouseandmeade.com

George Estrella
Chief Building Official
City of Santa Barbara
Community Development Department
630 Garden Street
Santa Barbara, CA 93101
(805) 564-5485

Re: Union Pacific Railroad Company Bridge Deck Replacement over Mission Creek
199 W. Montecito Street, MST2008-00008, APN 033-010-013
Request for Authorization of After-Hours Construction Work and Sunday Work

Dear Mr. Estrella:

Union Pacific Railroad Company (UPRR) needs to replace the damaged deck of the railroad bridge over Mission Creek at Mile Post 367.29 in the Santa Barbara subdivision. The bridge is located just north of the Santa Barbara Train Depot. Construction will take five weeks. The removal and replacement of the bridge deck will require one 24-hour full track outage. To minimize the time the bridge is impassable to trains, work will need to continue during the whole 24-hour period, some of which is beyond the hours permitted by the City of Santa Barbara's Municipal Code. Every practical effort will be made to mitigate noise levels during this proposed after-hours work. The City of Santa Barbara has issued Coastal Development Permit No. 2008-00002 authorizing this project, which included a 24-hour work window in the project description. We are requesting authorization for after-hours work during this 24-hour track closure.

Timing of Work

Repair of the Union Pacific Railroad Bridge over Mission Creek will take place over a five-week period beginning June 6, 2008. Sunday June 8 has been chosen for the 24-hour full track closure due to lower Amtrak ridership and fewer scheduled trains on Sundays. The 24-hour period will begin June 8, 2008 at 6 a.m. and end with the opening of the track at 6 a.m. the next morning (Monday June 9, 2008). We are requesting authorization to work on Sunday June 8, and from midnight to 7 a.m. on June 9, 2008.

Exact Location of Work

The bridge at UPRR Mile Post 367.29 in the Santa Barbara Subdivision is located between the Santa Barbara Amtrak Train Depot and the Montecito Street at-grade

railroad crossing. The bridge is on UPRR property (APN 033-010-013) at 199 West Montecito Street. Approximate coordinates for the bridge are W119° 41.683' N34° 24.773'.

Specific Type of Work to be Performed

The bridge deck will be systematically removed, leaving the stone substructure of the bridge intact. As the bridge is disassembled, old bridge parts will be moved by a 350-ton excavator onto railcars to the south of the site. New bridge parts staged north of the track including the partially pre-assembled bridge deck will be placed by a 300-ton crane. A loader 966 or a 410 backhoe will also be used. Trucks may be needed on Montecito Street to move smaller bridge parts. Bridge parts will be assembled by welders working on scaffolding or ladders in the drainage. No trains will move through the area during this 24-hour period of construction. After the bridge is fully constructed and ballast rock has been placed, the ballast will be tamped and regulated to ensure that weight of trains will be evenly distributed over the bridge. After ballast is regulated, the track will be replaced and reopened to trains. At this point the 24-hour track outage will be over and regular construction hours will be observed for the rest of the construction and cleanup work.

Distance of the Nearest Residential Dwelling to the Proposed Work

The area surrounding the project site is mostly non-residential. Montecito Street and Highway 101 border the project site to the northwest. The Amtrak depot parking lot, Fig Tree Park, and the channelized Mission Creek border the site to the northwest. Southwest of the bridge is a warehouse and an industrial building. The only residential lots within 100 feet of the project are located southeast across the stone-walled channel of Mission Creek. These three residential lots are located along Los Aguajes Ave. with their backyards facing the creek and railroad track. These three lots fall under the land use categories "residential income, 2-4 units", "apartments, 5 or more units", and "single family residence"¹. The closest apartment is across the downstream bend in Mission Creek and 75 feet away from the bridge. These three neighboring residential lots have APN 033-041-015, -014, and -007.

Mitigation Measures to be Employed

During construction planning for the 24-hour track outage, every effort has been made to incorporate noise mitigation into the construction plan. Noise will be mitigated in a variety of ways. Demolition of walkways, lighting and nonstructural parts of the bridge deck will take place during the day prior to the track outage. The parts of the bridge deck that cannot be removed until the track-outage will be disassembled systematically, which is quieter than other types of demolition. No pile will be driven for this bridge. Bridges based on driven pile are cheaper, but are louder to construct. A 300-ton crane will be used instead of a smaller crane so that it can reach both tracks without moving during the night. Using a larger crane which will not need to move "after hours" will eliminate a significant source of noise. The old bridge deck and associated scrap will be placed on a railcar south of the bridge.

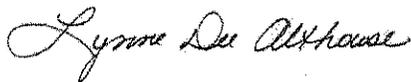
¹ Santa Barbara County Clerk, Recorder and Assessor's GIS Basemap.

All construction that can be completed while the track is open will be performed during normal work hours prior to or after the outage. Cleanup that can happen after the track is reopened will be postponed until normal work hours.

During the 24-hour track closure period, the normal ambient noise for the area will be reduced due to the full track-outage and suspension of all trains.

Thank you in advance for your time and assistance with this project.

Sincerely,

A handwritten signature in cursive script that reads "Lynne Dee Althouse".

LynneDee Althouse

lda:kj

Attachment: Parcel Map with aerial view of bridge location.

Copy: Steve Cheney, Freddy Cheung, and Rich Lamb (UPRR)

Michael Berman and Tom Conti (City of Santa Barbara)



City of Santa Barbara
Public Works Department

Interoffice Memorandum

RECEIVED
MAY 09 2008

CITY OF SANTA BARBARA
PLANNING DIVISION

DATE: May 7, 2008
TO: Michael Berman, Project Planner
FROM: Pat Kelly, Assistant Public Works Director/City Engineer
SUBJECT: Lower Mission Creek RR Box Culvert Project

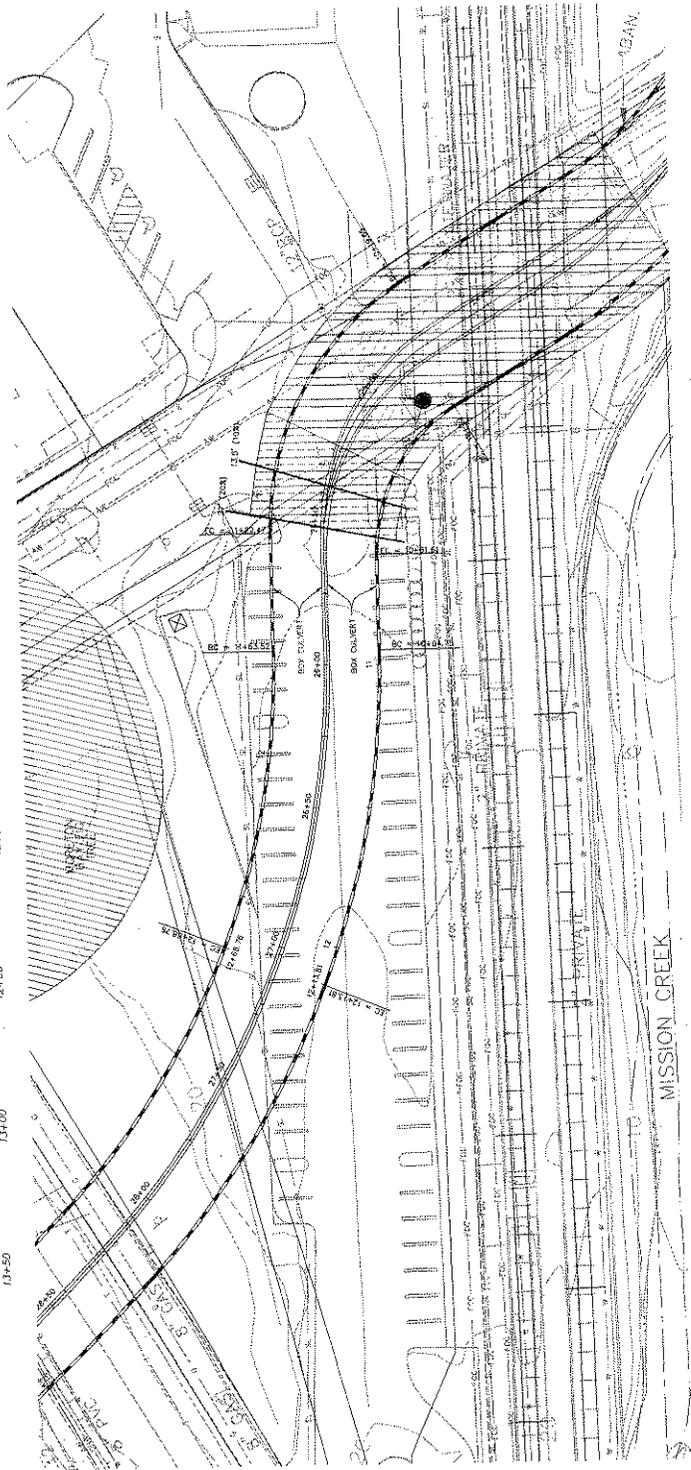
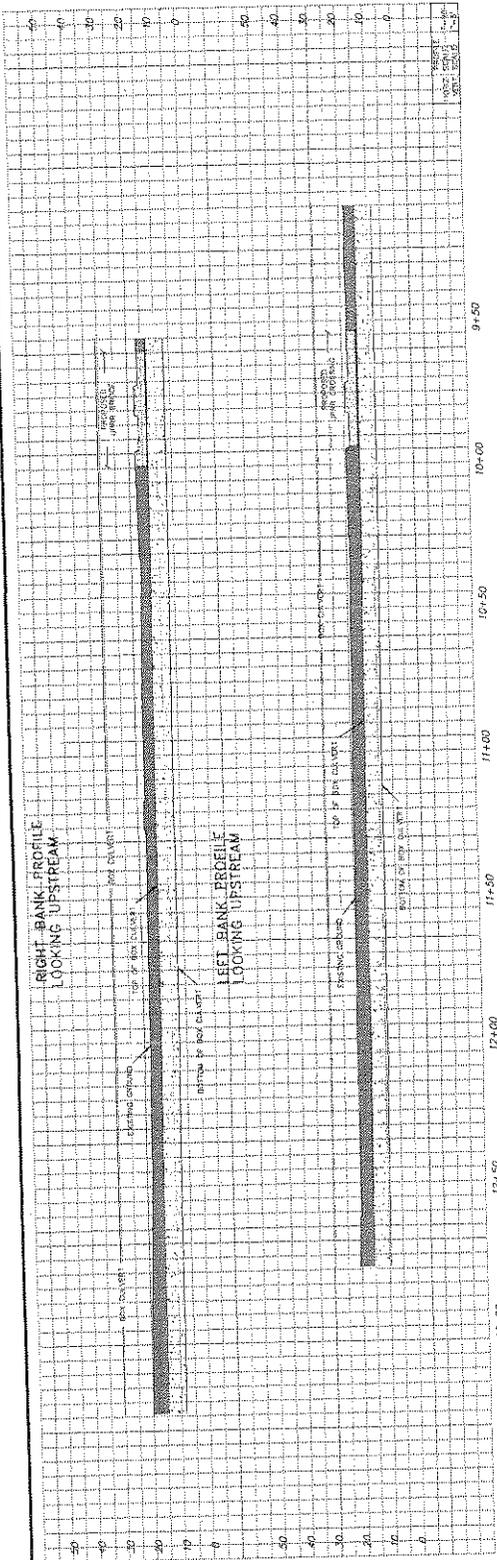
A handwritten signature in black ink, appearing to be "PK", located to the right of the "FROM:" field.

We ask, in this memo, for you to pursue a consistency determination to extend the proposed work from what was approved on February 14, 2008, for a Coastal Development Permit (CDP) for the Lower Mission Creek's box culvert below the Union Pacific Railroad tracks. The Project's proposed delay from its original mid-April start of construction to early June, has opened up an opportunity to add work that is expected to minimize the impacts to the train station depot and its surrounding businesses.

This proposal would extend the length of the work, measured from the centerline of the construction in the north westerly direction. The approved CDP centerline is approximately 135 feet. Expanding the centerline 13.5 feet represents an approximate extension of 10% as exhibited in the attached diagram. Ideally, a 20% extension (27 feet) would achieve our goal of reducing impacts to the surrounding properties. The extension of this work would provide future phases of the remaining box culvert system the opportunity to reduce the impact to the stations normal vehicular movement, by containing any future work to the far westerly portion of the parcel.

TC/mj

cc: Jan Hubbell, Senior Project Planner



AREA OF CONSTRUCTION
APPROVED IN CDF

PROPOSED EXPANDED
AREA OF CONSTRUCTION

SCALE 1" = 10'

FILE PROJECT NO.

SHEET 1 OF 1

DATE 11/19/07

PLAN AND PROFILE
LOWER MISSION CREEK
FROM MONTECITO STREET
TO SOUTH OF RAILROAD RIGHT OF WAY
CITY OF SANTA BARBARA, CA

LOWER MISSION CREEK
BOX CULVERT AT
UPRR TRACK CROSSING

Perkins & Smith
Engineering and Surveying
1000 State Street, Suite 2000
Santa Barbara, CA 93101
Phone: (805) 964-2015
Fax: (805) 964-2015
E-mail: info@perks-smith.com
www.perks-smith.com

DATE: 11/19/07

DESIGNER: [Signature]

CHECKER: [Signature]

PROJECT NUMBER: [Number]

DATE: 11/19/07

