

ATTACHMENT



City of Santa Barbara Memorandum

DATE: November 14, 2019

TO: Architectural Board of Review and Montecito Board of Architectural Review Members

FROM: Laura Yanez, Supervising Engineer, Public Works Department

SUBJECT: Olive Mill Roundabout Project

BACKGROUND AND PROJECT DESCRIPTION

Project Location

The project site is located in the City on Olive Mill Road, and within the County along the eastern limits of Olive Mill Road, between the Cabrillo Boulevard/US-101 Interchange and the San Ysidro Road/US-101 Interchange. There are residential uses on the east side of the intersection (in the County), and commercial uses on the west side of the intersection (in the City). The terrain of the roadway slopes north to south toward the ocean. The portion of Olive Mill Road included in the project is a two-lane arterial that serves as access to US-101, North Jameson Lane, commercial development along Olive Mill Road and Coast Village Road, and the beach way along Channel Drive.

Background

Impacts to the Olive Mill Road/Coast Village Road Intersection (Intersection) resulting from the South Coast 101 High Occupancy Vehicle (HOV) Lanes Project (HOV Project), as identified in the Final Revised Environmental Impact Report (EIR), dated October 2017, require mitigation. Revised traffic studies within the Final Revised EIR showed an increase in delay at the Intersection when compared to the No-Build Condition. In response, the City of Santa Barbara (City) and the County of Santa Barbara (County) have partnered on the Olive Mill Road Intersection Improvements Project (Project) to create a new intersection configuration to enhance traffic operations and safety for motor vehicle and active transportation users.

As part of the process for the Olive Mill Road Interchange, the City and County Public Works' Departments contracted with Kittelson and Associates to complete Intersection Control Evaluations in coordination with Caltrans. The study showed that the existing interchange will experience vehicle queuing onto the mainline freeway once the HOV Project is completed. Per

the Intersection Control Evaluation (ICE) Report prepared by the City in 2016, improvements to the intersection shall consist of a one-lane roundabout, as this intersection configuration creates the best Level of Service (LOS) improvement when compared to a stop-controlled, or signalized intersection. Caltrans concurred, based on the information generated to date, that a roundabout is the only viable long-term solution.

In March 2017, the Santa Barbara County Association of Governments (SBCAG) approved entering into an Memorandum Of Understanding with the City and the County to fund project development, initial design, and environmental review for the Olive Mill Roundabout Project (Project) at the intersection of Coast Village Road, North Jameson Road, Olive Mill Road, and U.S. 101.

Current Status

Since 2017, the City and County have jointly led the preliminary design and environmental phase for the Olive Mill Roundabout Project. The Project's preliminary design was developed with the purpose of enhancing traffic operations and safety by reconfiguring the intersection to a roundabout, and adding sidewalks, crosswalks, and bicycle paths.

The Project Objectives are:

- Improve traffic operations, flow, and ease congestion by constructing a roundabout at the Olive Mill Road intersection with Coast Village Road, North Jameson Lane, the US-101 northbound off-ramp, and the US-101 northbound onramp;
- Provide improved travel for pedestrians and bicyclists with new sidewalks, crosswalks, and a bike path connecting the west side of the roundabout;
- Rehabilitate existing roadway along Olive Mill Road with new curb and gutter, separated by a splitter island;
- Promote environmental sustainability by reducing vehicle idling, improving treatment of storm water runoff, addressing potential floodplain impacts, and installing drought tolerant landscaping;
- Implement Vision Zero Core Principals into the design. The City's Vision Zero Strategy aims to eliminate all traffic related fatalities and severe injuries in the City by 2030; and
- Minimize impacts to the adjacent properties, including the historic property Montecito Inn.

The Project will be designed to meet current applicable California Department of Transportation (Caltrans), City, County, Americans with Disabilities Act (ADA), and American Association of State Highway and Transportation Officials (AASHTO) Standards.

The Project includes the following elements (all directional references are with respect to true north, except the designation of the US-101 North and Southbound designations):

- Constructing a 22-foot wide roundabout;

- Reconfiguring Coast Village Road west of Olive Mill Road by constructing curb and gutter on both sides within the existing right-of-way, and channelizing traffic into and out of the roundabout by constructing a pedestrian refuge island in the center of the road as it approaches the roundabout;
- Constructing a new crosswalk connecting the north side of Coast Village Road to the south side;
- Constructing a new crosswalk on the north leg of Olive Mill Road to connect the west side of Olive Mill Road to the east side;
- Modifying the alignment of northbound Olive Mill Road south of Coast Village Road by constructing new pavement and a pedestrian refuge island to connect northbound Olive Mill Road to the roundabout and to the US-101 southbound onramp;
- Modifying the alignment of the US-101 northbound off-ramp terminus by constructing new pavement to connect the US-101 northbound off-ramp to the roundabout;
- Modifying the alignment of the North Jameson Lane east of the intersection by constructing new pavement to connect North Jameson Lane to the roundabout separated by a median/pedestrian refuge island;
- Reconfiguring Olive Mill Road north of Coast Village Road by constructing curb and gutter within the existing right-of-way, and channelizing traffic into and out of the roundabout by constructing a pedestrian refuge island in the center of the road as it approaches the roundabout;
- Installing drainage improvements per the City's Stormwater Management Plan;
- Installing new pedestrian and roadway lighting;
- Relocating into a permanent location sewer lines, water lines, and other miscellaneous utilities;
- Installing approximately 30,000 square feet of landscaping within, and in the vicinity of, the roundabout;
- Removing and replacing four palm trees in the new median island; and
- Potential Temporary Construction Easement will be needed from the Montecito Inn.

Upon completion of the Project concept plans, the Project was reviewed by a working group per the Highway 101 Design Guidelines. The working group consisted of one Architectural Board of Review (ABR) member, two Montecito Board of Architectural Review (MBAR) members, a Historic Landmarks Commission member, two Santa Barbara Planning Commission members and two Montecito Planning Commission members. The Project was introduced to the ABR and MBAR at a joint hearing held on August 12, 2019. The second joint concept review hearing is scheduled for November 18th.

Following concept design review, the roundabout will go before the City of Santa Barbara Planning Commission and Montecito Planning Commission in early 2020 in a joint hearing for environmental review and consideration of a Coastal Development Permit. Once the Coastal Development Permit is approved, the Project will return to the joint design review boards for design approval. The community will be invited to attend these public meetings as well.

The Project will meet the goals of the County's Local Plan as well as the City's Local Coastal Plan, Bicycle Master Plan, Pedestrian Master Plan, and Vision Zero Strategy for ensuring safety for all road users and will eliminate a gap in the current complete streets roadway network.

Project Funding

The Project is primarily funded with Highway Safety Improvement Program and State Transportation Improvement Program grants, administered by the Santa Barbara County Association of Governments (SBCAG). Only the funding for design, planning and environmental phase has been identified at this time.

The Project will be included in the funding package request for Senate Bill 1 (SB1) Cycle 2 competitive funding for the U.S. 101 corridor segments in Montecito and Santa Barbara (Segments 4D and 4E). Being able to state that this projects has completed environmental and permitting will make the application more competitive. SBCAG and Caltrans will submit SB1 applications to the California Transportation Commission by spring 2020. If selected for funding, these applications should then be approved by August of 2020.

Construction Timeline

Construction is anticipated to take approximately twelve to eighteen months to complete.

Community Outreach

Since 2014, the Project concept has also been discussed before the Montecito Planning Commission and City of Santa Barbara Planning Commission, Santa Barbara City Council, County of Santa Barbara Board of Supervisors, Coast Village Association, and Montecito Association and the Montecito Association's Transportation Committee. Two community open houses were conducted as part of the outreach process, these meetings were held on August 29, 2018 and November 14, 2019. The event provided meeting attendees the opportunity to view conceptual designs and provide feedback.

In addition, City staff has been meeting with Project stakeholders and properties immediately adjacent to the Project in order to address outstanding concerns that include:

1. Loss of Parking: The property owner would like us to consider mitigating the removal of one parking stall fronting 1298 CVR with the removal of the landscaped island and Sycamore tree to the west of the parking stalls. Action Item: Staff will present that option to ABR/MBAR for consideration.
2. Drainage concerns along Olive Mill Road: The property owner is concerned that the Project will worsen drainage issues on their property by raising the road in order to install an ADA compliant crosswalk given the grade differences between the sidewalk and roadway.

3. Roadway Narrowing: Address the conflicts created in order to accommodate cyclists, the bus stop and trash service on the NW corner.
4. Protection of existing landscaping infrastructure: Address utility conflicts on the NW corner, specifically the water meters, drainage inlets, backflow, and stormwater detention basins with the parkways.
5. Street Lighting: Concerns regarding light pollution into the 2nd and 3rd stories of the condos at 1298 Coast Village Road.
6. Construction impacts: Concerns about the impact to the adjacent businesses and homes with the proposed construction.
7. Size and shape of the roundabout: Concerns about the size, shape and location of the roundabout.
8. Existing Structures: Questions as to why the existing Caltrans structures are not being replaced.

The geometrics, lighting, and landscaping of the roundabout will be discussed during the applicant's presentation as well as how the project will accommodate ADA compliant crosswalks, the bus stop, trash service and cyclists. Drainage and utility conflicts will also be discussed.

ENVIRONMENTAL REVIEW

The Project is federally funded and requires review under the National Environmental Protection Act (NEPA) and California Environmental Quality Act (CEQA). Caltrans is the lead agency for the NEPA review, and the City of Santa Barbara Planning Division is the lead agency for CEQA Review. As part of the CEQA/NEPA review, the following documentation was required to be prepared: 1) Natural Environmental Study-Minimal Impacts Report (NES), 2) Archaeological Survey Report (ASR), 3) Historical Resources Evaluation Report (HRER), 4) Air Quality Memo, 5) Initial Site Assessment, 6) Noise Technical Memo, and 7) Traffic Analysis Memo. All documentation have been provided to Caltrans and the City's Environmental Analyst, for review. Environmental review will be documented with the joint Planning Commission review for the Coastal Development Permit.

cc: Brian D'Amour, P.E., City Engineer
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