



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: July 3, 2013
AGENDA DATE: July 11, 2013
PROJECT ADDRESS: South Coast 101 HOV Lanes Project Update
TO: Planning Commission
FROM: Planning Division, (805) 564-5470, extension 4550
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 Daniel Gullett, Associate Planner *DPG*
 Rob Dayton, Principal Transportation Planner *DPG*

I. SUBJECT AND HEARING PURPOSE

City staff provided an update to the Planning Commission at the lunch meeting on April 25, 2013 regarding the South Coast Highway 101 HOV Lanes Project. This was the first update since the Planning Commission's review of the draft Environmental Impact Report in June 2012. The Planning Commission requested this subsequent hearing to discuss the project and communicate concerns to Caltrans regarding environmental review and project development.

The South Coast 101 HOV Lanes Project would widen the final remaining four-lane segment of Highway 101 between Ventura and Fairview Avenue in Goleta to six lanes, providing a part-time, continuous-access High Occupancy Vehicle (HOV) lane in both directions. The approximately ten-mile project extends to Bailard Avenue and would be contiguous with the six-mile HOV section currently being constructed to the south. The portion of the project within the City of Santa Barbara's jurisdiction is between Olive Mill Road and Sycamore Creek.

The purpose of this hearing is to update the Planning Commission on the status of the project; allow for Planning Commission discussion of approval considerations, environmental review, and the project scope; and to forward the Planning Commission's input in these areas to the Caltrans District 5 Director with the intention of increasing Caltrans' responsiveness to City-related issues.

II. REQUIRED LAND USE AND DESIGN APPLICATIONS

The South Coast 101 HOV Lanes Project will require separate Coastal Development Permits and design review approvals from the County of Santa Barbara and the cities of Santa Barbara and Carpinteria. The project also requires approvals of Coastal Land Use Plan amendments by the City of Carpinteria, County of Santa Barbara, and the California Coastal Commission to allow for the project to encroach within 100 feet of coastal wetlands.

For the portion of the project within the City of Santa Barbara, design review approvals by both the Historic Landmarks Commission (HLC) and Architectural Board of Review (ABR) are

necessary. HLC would review improvements in the vicinity of the Cabrillo Boulevard interchange and the balance of the project within the City would be reviewed by ABR.

The Planning Commission is the initial review body for the City's Coastal Development Permit. To approve a Coastal Development Permit, the Planning Commission must find that the project is consistent with the Coastal Act, applicable policies of the City's Local Coastal Plan, applicable implementing guidelines (including the Highway 101 Santa Barbara Coastal Parkway Design Guidelines), and applicable provisions of the Municipal Code. The Planning Commission's decision to approve or deny the Coastal Development Permit is appealable to City Council. Approval of the project by City Council would be appealable to the California Coastal Commission.

III. POLICY AND GUIDELINE CONSISTENCY

A list of relevant policies and guidelines from the Coastal Act, Local Coastal Plan, General Plan, Pedestrian Master Plan, Bicycle Master Plan and the Highway 101 Santa Barbara Coastal Parkway Design Guidelines (101 Design Guidelines) is included in Attachment 2. Several of those policies and guidelines were written in anticipation of widening this segment of Highway 101.

Similar to the City's comment letter regarding Caltrans' Draft EIR, California Coastal Commission staff noted an overall lack of policy analysis in the Draft EIR and potential inconsistencies with Coastal Act and Local Coastal Plan policies related to providing coastal access for multiple transportation modes, biological resource protections, and aesthetics.

IV. PROJECT ENVIRONMENTAL REVIEW

Because this is a joint project by Caltrans and the Federal Highway Administration, environmental review of the project is being conducted pursuant to both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). For CEQA purposes, Caltrans is Lead Agency and the City is a Responsible Agency with discretionary review of the project.

The Draft EIR¹ was made available for public comment on March 23, 2012 and the public comment period ended July 9, 2012. The Draft EIR found the cumulative and project-specific impacts in Visual/Aesthetics to be significant and unavoidable, but did not identify the location or extent of those impacts. It also identified significant, but mitigable impacts in Cultural Resources, Paleontology, Water Quality, and Biological Resources (including impacts to riparian habitat, and wetlands, removal of oak trees and landscaping, and possible take of endangered steelhead trout and tidewater goby). Noise impacts were identified to be less than significant. The significance of traffic impacts was not clearly stated in the body of the Draft EIR. However, the traffic study prepared for the EIR indicated that project would result in significant adverse project-specific and cumulative impacts (see further discussion below).

The Planning Commission held two hearings in May and June 2012 to review and comment on the Draft EIR (minutes included in Attachment 3). The City's comment letter (Attachment 4) identified substantial issues with the Draft EIR including its analysis of traffic impacts and visual impacts.

¹ The Draft EIR and associated documents are available at http://www.dot.ca.gov/dist05/projects/sb_101hov

CEQA requires that a revised Draft EIR be recirculated when significant new information is added to the EIR after the Draft EIR is publically available for review but before certification. New information can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not considered "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid a substantial adverse environmental effect (including a feasible project alternative) that Caltrans has declined to implement.

"Significant new information" requiring recirculation includes: a new significant environmental impact that would result from the project or from a new mitigation measure proposed to be implemented; a substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance; or a feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but Caltrans declines to adopt it. Significant new information may be necessarily be added to the EIR to adequately respond to comment letters, resulting in the need for recirculation of a revised Draft EIR. Recirculation is also required when the draft EIR is so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

The County of Santa Barbara and Coastal Commission staffs also raised similar substantial concerns as the City did regarding the adequacy of the EIR. Caltrans, however, has indicated its intention to prepare and certify a Final EIR with written responses to comments, clarifications, and revisions without recirculating a revised Draft EIR. The Final EIR would be certified by the Caltrans District 5 Director and the Director's certification is not appealable.

If a private party or responsible agency believes that the certified Final EIR is not adequate for CEQA purposes, that party or agency may bring a lawsuit challenging the adequacy of the EIR following Caltrans' certification. If no timely lawsuit is filed challenging the adequacy of the EIR, the Caltrans Final EIR would be presumed to be legally adequate.

In some circumstances, the City can or must prepare a subsequent EIR prior to approving the project. Those circumstances include situations where substantial changes are proposed in the project which will require major revisions to the EIR due to new significant environmental effects or substantial increase in severity of previously-known effects or where substantial new information that was not known and could not have been known at the time of certification shows that the project will have one or more significant effects not previously disclosed in the EIR.

As a Responsible Agency, the Planning Commission must consider the Final EIR in its decision making and make appropriate CEQA findings (including findings of overriding considerations) before reaching a decision on the Coastal Development Permit. The Planning Commission must decide how to respond to each of the significant effects that will directly or indirectly result from the Planning Commission's decision to approve the portion of the project within the City's jurisdiction. The CEQA Guidelines state that a Responsible Agency must not approve a project as proposed if the agency finds any feasible alternative or feasible mitigation measures within its powers that would substantially lessen or avoid any significant effect the project would have on the environment.

V. TRAFFIC ANALYSIS

While the HOV project would succeed in its primary goal of reducing congestion on the widened segment of Highway 101, the increased capacity of this freeway segment would result in more traffic congestion on local streets and within the existing six-lane section of freeway. The Traffic Analysis completed for the Draft EIR identified significant adverse project-specific impacts in 2020 at nine intersections, including six within the City of Santa Barbara. The Traffic Analysis also found significant adverse cumulative impacts with the project in 2040 at 15 intersections, including nine intersections within the City of Santa Barbara (the analysis did not consider any unsignalized intersections to be cumulatively impacted with the project if those intersections met signal warrants without the project in 2040). These impacts were inadequately disclosed in the main body of the Draft EIR and mitigation measures were not addressed or considered.

Santa Barbara County Association of Governments (SBCAG) staff and the SBCAG Executive Director have publicly stated that SBCAG and Caltrans are limiting the scope of the project to improvements to the Highway 101 main line only and would not propose to improve any intersections outside the Caltrans right-of-way, regardless of traffic impacts. CEQA requires that significant impacts be avoided or substantially lessened, if feasible. If these impacts are not avoided or reduced to less than significant levels, the Planning Commission would need to determine that the remaining significant adverse environmental effects were unavoidable, but acceptable due to overriding considerations, to approve the project. Staff recommends that the Planning Commission continue to request the appropriate disclosure of all traffic impacts resulting from the project and identification and analysis of feasible traffic mitigation measures.

VI. UNION PACIFIC RAILROAD BRIDGE

The Union Pacific Railroad Bridge, with its approximately 29 foot span across Cabrillo Boulevard, continues to be a barrier to pedestrians and bicyclists, allowing for no more than one traffic lane in each direction. The completed Highway 101 Operational Improvements Project (Milpas to Hot Springs) included an extension of the beachway to either side of the Union Pacific Bridge and a tunnel adjacent to the bridge to connect the new beachway, providing safe pedestrian and bike access beneath the freeway. The beachway extension and tunnel were included in the 2004 Operational Improvements Project in order to be found consistent with Coastal Act, Local Coastal Plan, and Circulation Element policies to provide multimodal public access to coastal resources through the Cabrillo interchange. Union Pacific was ultimately unwilling to allow the tunnel to be installed adjacent to the existing bridge due to structural concerns, but indicated that bridge replacement would be acceptable.

The current HOV project does not include any changes to the Union Pacific Bridge even though the Cabrillo interchange would be fully replaced under the leading alternative, a tight diamond configuration referred to as "F-Modified". Bridge replacement would not only provide needed pedestrian and bicycle access beneath the freeway at this location, it would also allow for intersection designs that further reduce traffic delay, providing for additional turning movements and capacity. Integration of bridge replacement with the HOV project design is important to provide appropriate freeway bridge widths, ramp design, and lane configurations along Cabrillo Boulevard. Currently, in the F-Modified configuration, the interchange design

is constrained by the retention of the narrow railroad bridge resulting in a sub-optimal intersection design.

Mayor Schneider, Councilmember House, community organizations, members of the public, and the Planning Commission staff have requested that replacement of the Union Pacific Bridge at Cabrillo Boulevard be included in the HOV project (see Attachments 5 and 6). SBCAG agreed to provide funding for the City to design a replacement Union Pacific Bridge. Council has hired an engineering firm to provide a preliminary design. However, no funding has been identified for the actual bridge replacement and the bridge replacement is not currently linked to the HOV Project. If done separately, replacement of the Union Pacific Bridge would require a separate Coastal Development Permit and CEQA review and the City has no assurance of when or if the bridge would be replaced. The City's Draft EIR comment letter stated that the HOV project should include the bridge replacement and its environmental effects should be evaluated in the EIR.

VII. CABRILLO BLVD INTERCHANGE –ALTERNATIVE F-MODIFIED

The City's letter to Caltrans regarding the proposed HOV Project also raised concerns about the adequacy of alternative F-Modified to accommodate future traffic volumes and the return of the southbound on-ramp at this location. The Cabrillo interchange currently operates at Level of Service B in peak travel conditions. The Draft EIR predicts that the F-Modified interchange alternative will operate at a low Level of Service C. Staff has further reviewed F-Modified with various traffic engineers and determined that the level of service will actually degrade to E and possibly F conditions. The primary issue with this alternative is that the tight-diamond configuration does not permit enough space for adequate left-turn pockets for the north and southbound on-ramps. The F-Modified alternative also has design elements that make it challenging for cyclists and pedestrians to traverse the interchange. Staff continues to work with Caltrans on designs similar to F-Modified that will improve operations for motorists, cyclists, and pedestrians.

Staff recommends that an interchange alternative that will function for all modes of travel at levels of congestion appropriate for a new interchange be designed and reviewed in the EIR.

VIII. OLIVE MILL ROUNDABOUT

The HOV project limits include the seven-leg intersection of Olive Mill and Coast Village Road, which is the western extent of the City (annexed in 1960 with Coast Village Road). This rectangular, stop sign-controlled intersection has long-known operational deficiencies. The congestion at this location was exacerbated with the completion of the roundabout at Hot Springs Road, which was constructed with the Operational Improvements Project at the opposite end of Coast Village Road. In the past, the three way stop sign at Hot Springs Road metered traffic onto Coast Village Road. The roundabout increased the capacity and consequently increased traffic flow, resulting in added queuing at Olive Mill and Coast Village Road. The HOV project is projected to increase the demand for this intersection, increasing congestion and further degrading the level of service.

At the initial South Coast 101 HOV Project meeting between City staff and Caltrans staff in early 2008, City staff indicated that a roundabout at Olive Mill/Coast Village Road intersection would be needed as a component of the project. The Traffic Analysis completed for the HOV

project found that this intersection warrants a signal or roundabout under existing conditions and that the proposed HOV project would further degrade its operations.

During its review of the Draft EIR, the Planning Commission asked for this intersection to be improved as part of the project. County staff also asked for this intersection to be improved in the County's comment letter on the Draft EIR.

Staff recommends the Planning Commission further articulate its concern about the project traffic impacts to this intersection and the need to correct it as part of the Coastal Development Permit for the HOV Lanes Project.

IX. LEFT-SIDE RAMPS

In October 2012, a group now known as Common Sense 101 presented an alternative plan to the SBCAG Board for the Cabrillo Boulevard and Sheffield Road interchanges and the HOV stop/start locations. The SBCAG Board voted 12-1 to request that Caltrans evaluate the alternative.

Major elements of the Common Sense 101 alternative include: retaining the left-side off ramps at Cabrillo Blvd., retaining the left-side on- and off-ramps at Sheffield Rd., and shifting the HOV stop/start location from Cabrillo Blvd. to south of the Sheffield interchange. Previous Common Sense 101 alternatives have included Los Patos Way as a freeway on-ramp or off-ramp. The current version closes the Los Patos ramp and does not include a southbound on-ramp at Cabrillo Blvd.

The SBCAG Board met on May 16, 2013 to review Caltrans' evaluation of the Common Sense 101 Alternative. Caltrans' conclusion was that the alternative was not viable due to safety concerns with retention of the left-side ramps. Common Sense 101 presented an engineering evaluation showing that their alternative would reduce project costs and construction time and that Caltrans' approval of design exceptions for retention of the left-side ramps could be justified. The Caltrans Director explicitly stated that Caltrans would not approve design exceptions to retain the left-side ramps at the Cabrillo or Sheffield interchanges.

Also on May 16th, the SBCAG Board voted 7-6 to request that Caltrans include the Common Sense 101 alternative in the EIR, that Caltrans study moving the HOV stop/start location to the south, and that Caltrans recirculate a revised draft EIR, as necessary.

City staff and other members of the multijurisdictional project development team initially encouraged Caltrans to study retaining left-side off ramps with the HOV project to minimize project scope, cost, and impacts to the character of the Cabrillo and Sheffield interchanges. Caltrans has diligently studied the issue and concluded that retaining left-side ramps in the project would not be possible due to safety concerns. Since Caltrans has stated that left-side ramps would not be permissible in this project and Caltrans must ultimately approve the design, further discussion of left-side ramps is unmerited.

X. CONCLUSION/RECOMMENDATION

Staff believes the success of the South Coast 101 HOV Lanes Project will depend on a well-designed Cabrillo Boulevard interchange that includes replacement of the Union Pacific Bridge, needed improvements to the Olive Mill/Coast Village Road intersection, and proper environmental review.

Attachment 1 is a draft letter from the Planning Commission chair to Tim Gubbins, the Caltrans District 5 Director. Staff recommends that Planning Commissioners discuss and comment on the draft letter at the July 11th meeting.

Attachments:

1. Draft Letter to Caltrans District 5 Director
2. Applicable Goals, Policies, & Guidelines
3. Planning Commission hearing minutes of May 31 and June 14, 2012
4. City DEIR Comment letter dated July 9, 2012
5. Comment letters to SBCAG South Coast Subregional Planning Committee from October 2012
6. Santa Barbara Region Chamber of Commerce letter dated May 13, 2013



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July XX, 2013

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Timothy Gubbins
Caltrans District 5 Director
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RE: South Coast 101 HOV Lanes Project

Dear Mr. Gubbins-

The City of Santa Barbara Planning Commission held two hearings on the Draft EIR for the South Coast 101 HOV Project in May and June 2012 and comments from the Planning Commission were previously included in the City's Draft EIR comment letter. On April 25 and July 11, 2013, the Planning Commission held subsequent meetings to receive a status update and discuss the direction of the project. The Planning Commission directed me to convey the Commission's concerns regarding the scope of the project and your staff's reluctance to finalize the EIR without additional public review.

The Planning Commission is the City's review authority for the Coastal Development Permit needed to construct the portion of the project within the City limits. To approve the project, the Planning Commission must find the project consistent with the California Coastal Act, the City's Local Coastal Plan, its implementing guidelines, and applicable provisions of the City's Municipal Code. It is also the Planning Commission's responsibility under the California Environmental Quality Act (CEQA) to mitigate or avoid impacts that would result from approving the segment of the project within the City.

The Coastal Act, Local Coastal Plan and the Santa Barbara Highway 101 Coastal Parkway Design Guidelines include clear policies and guidance to provide appropriate pedestrian and bicycle connections across the freeway. The Coastal Commission, County of Santa Barbara, City of Carpinteria and City of Santa Barbara comment letters identified shortcomings in the Draft EIR's policy analysis and emphasized the importance of providing multimodal connections across the freeway with the HOV Project. The Highway 101 Operational Improvements Project, now complete, was approved, in part, because it included a tunnel to provide safe access for pedestrians and bicycles along Cabrillo Boulevard, under the narrow Union Pacific Bridge. Union Pacific Railroad ultimately rejected the tunnel in favor of a bridge replacement. Neither the current HOV Project proposal nor the Draft EIR addresses this critical element that fulfills the guidelines and Coastal policies, permitting cyclists and pedestrians to safely pass through the interchange. As a result, the Union Pacific Bridge remains a barrier to access across the freeway.

Unlike the Operational Improvements Project (Milpas to Hot Springs), the apparent Caltrans-preferred HOV Project alternative (F Modified) proposes major physical changes to the Cabrillo Boulevard interchange. The Planning Commission expressed a preference for F Modified (from the five alternatives evaluated in the EIR) and for replacement of the Union Pacific Bridge. Keeping the existing Union Pacific Bridge in the Cabrillo interchange design is short-sighted because it severely restricts the area in which to design a new interchange. An improved interchange with a new Union Pacific Bridge would allow for enhanced pedestrian and bicycle circulation and additional vehicle lanes and added capacity, resulting in better traffic flow through the interchange and along Cabrillo Boulevard.

SBCAG has agreed to fund City design work on a new Union Pacific Bridge and City Council hired consultant to design the bridge. However, funding to complete the project has not been identified and that

project is currently separate from the HOV Project. The bridge project must be integrated into the HOV Project to optimize the functionality of the Cabrillo interchange. It is important to include the bridge replacement during the Draft EIR stage so that the project is well-designed and impacts of the project as a whole are studied appropriately.

The Olive Mill/Coast Village Road intersection, which includes both the northbound off-ramp and the southbound on-ramp, was identified in the HOV Project's traffic study as needing a signal or roundabout under 2008 baseline conditions. This intersection is proposed to degrade further with added traffic from the proposed freeway widening. As the Planning Commission stated a year ago, the Olive Mill/Coast Village Road intersection should be improved as part of this project. Santa Barbara County's Draft EIR comment letter also called for improvements to this intersection as mitigation for project impacts. There is a clear nexus for a roundabout at that intersection with the HOV Project. We are disappointed that after almost five and a half years of project development with consistent direction from the City to include replacement of the Union Pacific Bridge and improvements to the Olive Mill/Coast Village Road interchange, that those elements have not been included in the project.

The Caltrans studies referenced in the Draft EIR identified both project-specific and cumulative traffic and aesthetic impacts for the project, but those impacts were not clearly disclosed in the Draft EIR. To approve the project, the Planning Commission must make CEQA findings for each identified significant, adverse impact. While this Commission is interested in expediting the permitting process as much as possible, project impacts must be appropriately disclosed and addressed with feasible mitigation measures identified and analyzed. Based on the adequacy of the Draft EIR, we anticipate that Caltrans' responses to comments may result in significant new information necessitating recirculation of a revised Draft EIR to allow for meaningful public review and comment. The environmental document for the project should include a revised design of the Cabrillo Boulevard interchange with a new Union Pacific Bridge, a roundabout at Olive Mill and Coast Village Road, and adequate disclosure of project impacts prior to Coastal Development Permit application submittal to the Planning Commission.

The Commission recognizes the HOV Project as an important and major community investment that must meet the needs of Caltrans and the community. The Planning Commission is committed to working with Caltrans and SBCAG to achieve a successful project consistent with state and local laws and policies, while minimizing process delays, additional costs, and risk of permit denial. We welcome further discussions with Caltrans and SBCAG to these ends.

Sincerely,

Michael Jordan
Planning Commission Chair

cc: City Council
Planning Commission
Scott Eades, Caltrans Project Manager
Jim Kemp, SBCAG Executive Director
Gregg Hart, SBCAG Public Information and Government Affairs Coordinator
Jim Armstrong, City Administrator
Steve Wiley, City Attorney

Aesthetic/Visual Resources

Coastal Act 30251. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

LCP Policy 9.1. The existing views to, from, and along the ocean and scenic coastal areas shall be protected, preserved, and enhanced. This may be accomplished by one or more of the following: (1) Acquisition of land for parks and open space; (2) Requiring view easements or corridors in new developments; (3) Specific development restrictions such as additional height limits, building orientation, and setback requirements for new development; (4) Developing a system to evaluate view impairment of new development in the review process.

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

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

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

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

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

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

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

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

LCP Policy 9.16. The use of sound barriers shall be minimized to the extent feasible. Sound barriers shall be placed in a manner which protects views of the ocean and mountains from Highway 101 and frontage streets where feasible. Where critical views may be impacted, alternatives to barriers (such as soundproofing structures or new sound control technologies) should be considered. Where sound barriers are necessary to reduce highway noise impacts to adjacent land uses, the barriers shall be attractively designed in a consistent manner that is compatible with the surrounding neighborhoods. Landscaping sufficient to fully screen the barrier shall be provided in a timely manner along both sides of the barrier where feasible.

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

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

LCP Visual Quality Narrative. Of particular importance to Santa Barbara's visual quality is how the unique appearance of Highway 101 relates to the City's overall character. In particular, the segment of Highway 101 within the Coastal Zone (which stretches from Olive Mill Road to the Castillo Street interchange) provides a distinctive visual gateway to the Community with its lush, established landscaping, unobstructed views of the mountains and ocean, and unique highway structures. The attractive appearance of the highway in this area has resulted to some degree from construction of the highway many years ago to serve the established communities of Santa Barbara and Montecito rather than the communities growing around an existing highway (which has often been the norm in many parts of Southern California). The vast amount of landscaping and the human-scale character of the highway's bridges, walls, and interchanges set Highway 101 apart from other urban highways in Southern California and convey an immediate first impression to visitors and residents alike that Santa Barbara is itself unique.

101 Design Guidelines: Objectives. Toward the goal of preserving and maintaining the character of this important gateway to the City, the following are the primary objectives of the Highway 101 Coastal Zone Design Guidelines:

- The historic aspects of the original Montecito Parkway based on the Tilton Plan should be maintained (see Appendix 1).
- Existing highway structures and mature plan material shall be preserved and maintained unless demonstrated to be infeasible.
- When changes must be made to highway structures and landscaping, it is essential that the changes reflect the historic character of the highway corridor.
- The City of Santa Barbara, Caltrans and the Santa Barbara Association of Governments (SBCAG) need to work cooperatively to evaluate any alterations to existing structures, beginning at the earliest stages of project identification and design.

101 Design Guidelines: General Grading Guidelines. In general, grading should fit the existing topography of the area. The following guidelines are intended to expand on this basic concept.

- Landforms should take into account the aesthetic objectives of a given area (e.g., preserve existing vegetation, allow access to desirable views). Grading shall be carried out in a manner that maintains or improves aesthetics of each area, softens the appearance of the highway and reduces its massiveness, and provides opportunities for new landscaping or preservation of existing landscaping.
- In general, it is expected that the profile of Highway 101 will not change greatly from its current configuration, however if changes are proposed, new segments of elevated highway should be avoided.
- Grading along the highway corridor should follow the generally level terrain of the Coastal Zone. Scars from embankment and excavation slopes shall be avoided. Slopes shall not be so steep that they preclude growth of vegetation and shall not obstruct areas where long-range views currently exist.

101 Design Guidelines: Specific Grading Guidelines. The following techniques should be employed when grading is proposed in the highway corridor.

- The use of slope rounding, undulations and contour grading is encouraged to emulate the natural topography and create variations in slope.
- Berms may be used to reduce the visual dominance of a wall or sound barrier and to provide an area for landscaping.
- The use of retaining structures is encouraged to preserve existing vegetation that would otherwise be removed (such as when highway improvements would require new cut slopes which necessitate removal of existing vegetation and/or creation of new slopes which would be too steep to revegetate). Retaining walls are also encouraged when they would provide additional planting area on embankment slopes. [See photo 1]
- In general, walls and retaining structures which have spaces that can be planted are encouraged.
- Drainage improvements, both above and below ground, should be designed to allow larger plantings.

101 Design Guidelines: General Landscaping Guidelines. The following guidelines are intended to provide general guidance on various elements to be considered when preparing a landscape plan for the Highway 101 Corridor within the Coastal Zone.

- The primary goals of landscaping are to soften the appearance of structures, to screen undesirable views and to screen and enhance the view of the highway from the City and the City from the Highway. Low landscaping is appropriate where views are important.
- Safety for drivers and maintenance workers is an important consideration for highway landscaping.
- Landscaping must reiterate and reinforce the historic nature of the area. It must be sensitively handled and be in keeping with the human scale of the area.
- If landscaping changes are made, revegetation which, where feasible fully mitigates the visual impact created by removal of the existing vegetation area shall be provided. Accomplishing this may require acquisition of land. When landscaping is removed, sufficient shoulder area should be provided to allow placement of a similar type of replacement landscaping.
- When considering new landscaping, significant existing landscaping shall be identified by the applicant in the landscape plan and if possible, preserved.
- The role of vegetation at interchanges (and particularly at Hot Springs Road/Cabrillo Boulevard) is to limit the scale of the interchange so that the driver has little awareness of the structure. With larger structures, larger landscaping is necessary to maintain the existing scale. Vegetation should be continuous along the interchange ramps from the highway corridor to the surface streets.
- An important factor in reducing the scale of structures and the roadway is to use tall trees. Caltrans should work with the City to preserve existing skyline trees and to plant new ones.
- The highway corridor in Montecito, which is outside of the City limits and under County jurisdiction, is characterized by lush, dense vegetation and an extensive tree canopy. The only place within the City with existing dense landscaping and an extensive tree canopy is the Hot Springs Road/Cabrillo Boulevard interchange. Where possible, this character should be further extended into the City limits.
- South of Milpas Street, landscaping shall not be arranged in a manner that creates a linear effect. For example, palms planted in formal straight rows tend to accentuate the corridor-like effect of the highway. Instead, landscaping should be placed in a manner that achieves an informal forested look that deemphasizes the corridor-like appearance of the highway. North of Milpas Street, a more formal landscaping approach may be used.
- The City should encourage planning of new trees in areas visible from Highway 101 but outside the Highway 101 Right-of-Way.
- Applicants should consult City Police and Fire Department staff so that their input can be obtained and their concerns addressed.
- Landscaping does not only refer to plant type and placement. It includes design features and land uses along the freeway in the Coastal Zone. Therefore, the City should discourage accumulation of junk and industrial waste along the freeway and encourage uses and structural designs that enhance the visual experience through the highway corridor.

101 Design Guidelines: Landscaping – Plant Selection. The following provides general guidance and suggestions when considering what types of vegetation to include in a plant palette.

- Emphasis should be placed on using a palette of native and adapted non-native plants, taking into consideration that variety is an important factor.
- A variety of landscape “episodes” using particular landscape palettes is encouraged.
- Eucalyptus (Lemon gums) are clearly successful in the Highway 101 corridor, as are Mexican Fan Palms.
- In general, broadleaf vegetation should be emphasized south of Milpas Street. Palms should be used with restraint in this area and should be arranged informally.
- Santa Barbara is located at the end of the Monterey Cypress Zone. Monterey Cypress does well near the coast and may be an acceptable plant choice.
- Another clearly successful plant is Pittosporum. The scent from the Pittosporum is pleasant in the spring and summer months and is a tough, attractive plant that has done well in the area and should continue to be used throughout the corridor.
- In most situations, native plants should not be used in situations where they normally do not exist. For example, Sycamore trees are appropriate in creeks and riparian areas where they grow naturally but do not perform as well at

higher elevations where groundwater is deeper and supplemental watering may be necessary. (However, Sycamores have historically been present near the Hot Springs Road/Cabrillo Boulevard interchange and should be maintained in that location).

- When making plant selections, it should be recognized that Montecito has a different microclimate than the area within the City limits. Some of the plant material which gives Montecito its character can be applied to the City, however some plant choices may not be appropriate.
- Color is an important factor which should be considered when selecting plants. One of the unique qualities of Santa Barbara is that something is always in bloom. There is the seasonal leaf color of sycamores and the bright seasonal color provided by bougainvillea, wisteria and oleanders. Other colorful plants used successfully in the highway corridor are red-flowering eucalyptus, jacarandas, day lilies, oxalis, California poppy and ivy geranium. These plants are hardy and provide episodic color.
- It is important to use both fast and slow growing plants and plants of varying sizes to achieve both immediate and long-term effects.
 - Fast-growing plants are often short-lived. In the past, certain plants were sometimes selected to achieve quick results only to find that in 10 years the plants were inappropriate and had to be replaced.
 - How the age question is addressed depends on the plants proposed. For example, replacement with large Sycamores may be appropriate because they are slow-growing, but replacement with large Eucalyptus trees would not be appropriate because they grow quickly.
 - Planting specimen-size material can be risky since larger plants sometimes die from the disturbance of having their roots cut. Also, one gallon plants often outperform plants from 24" boxes within just a few years.
- Significant trees proposed for removal should be identified on the landscape plan for consideration by the appropriate City design review board. Significant trees that are removed should be replaced in kind if possible. This could be accomplished in a manner that takes into account both the short and long term view. Plants could be assigned a value when they are removed, using a recognized valuation system, with the replacement program based on the values assigned.
- It is important to minimize pruning needs, since pruning increases maintenance costs and exposes highway workers to hazardous conditions. Therefore, maintenance requirements should be considered when deciding to use fast-growing plants or when choosing to overplant to achieve quick results. Maintenance is most important when plants are young. Trees often need early pruning when they are young in order to establish a good shape.
- Safety is also a consideration in plant selection. For example, plant species which frequently drop branches, fronds or other large debris should not be planted close to travel lanes or other areas where debris would become a hazard to drivers.

101 Design Guidelines: Landscaping and Views. The relationship between landscaping and long range views is sensitive and a subject of great discussion during development of the design guidelines. The Highway 101 corridor within the Coastal Zone is characterized by both lush landscaping and sweeping long-range views of the mountains, City and the Pacific Ocean. [see photo 13] As a result, both landscaping and views are important throughout this corridor. New and existing landscaping should be planned and maintained in a manner that allows visibility of important views; at the same time, the lush vegetation which is so critical to the character of the area must be maintained. Landscape plans should serve to strike a balance between these two important characteristics.

- Views of Montecito, the City, the Mesa, the Riviera, the Mission area, the Santa Ynez Mountains and the Pacific Ocean must be considered when developing landscape plans.
- Planting along the highway corridor in the industrial area between Milpas Street and Garden Street should be carefully planned so that the plant material used will screen views of the industrial area without obstructing long-range views of the Mesa, City, ocean, and mountains.

101 Design Guidelines: Landscaping – Median Treatments. Median treatments were identified early in the development of the guidelines are an important feature to be considered in maintaining the highway's existing character.

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

important and medians should be wide enough to accommodate it. Minimum median width should be similar to what exists near the Bird Refuge and throughout Montecito (approximately 10 feet of planting area). [see photo 14]

- It is desirable to allow median landscaping to balloon over the median planters. Since this can only occur when the shoulders are wide enough to allow cars to use the shoulder area in an emergency, the width of the median is important.
- Median landscaping substantial enough to screen opposing traffic is encouraged, however where long-range views are important, median plantings should be maintained at a height which prevents views of opposing traffic but allows distant features (such as mountains) to be seen. However, lowering median landscaping should not result in significant loss of vegetation in the area. The goal of any trimming should be to open up long-range vistas, not to create views of on-coming traffic.
- Safety and maintenance concerns surrounding the use of median planting should be taken into consideration.

101 Design Guidelines: Landscaping – Treatments for Fences and Walls. Walls and fences can create a linear, corridor-like effect, which generally should be minimized. The appropriate use of landscaping can limit this effect.

- Chain link fence are very reflective and support the linear effect. These fences should be dark in color so that the elements will blend in rather than contrast. Plant materials should be used to soften fences and walls but do not need to cover entirely. Vines which completely cover a fence or wall may create a green corridor, which may or may not be a desired effect, depending on the location and the extent of plant growth. In general, a linear effect throughout the highway corridor should be avoided.

101 Design Guidelines: General Guidelines for Structures. The following guidelines are intended to provide general guidance on the various elements to be considered when preparing plans for new or replacement structures for the Highway 101 corridor within the Coastal Zone.

- Every effort should be made to preserve existing highway structures.
- In general, new structures should reflect the historic character of the old structures in terms of materials, color, style, and the existing human scale of the area. Characteristics of human scale include breaking up the mass of structures, the selection of materials and the use of color and texture. Also important is the use of large scale landscaping, wood timber rails and creating continuity between the highway and the vegetation.
- Maintenance is important. Structures should be designed to gain patina and improve in appearance with age.
- When new structures are designed, the relationship of the highway to nearby dwellings and other adjacent land uses should be considered.
- Designs for new structures should take into consideration the aesthetic and functions needs of pedestrians, bicycles and other forms of alternative transportation. Designs should not preclude alternative forms of transportation.
- The structures at the Hot Springs/Cabrillo Boulevard interchange should be used as examples of what is visually successful.
- Where feasible, utility lines should be placed underground.
- Safety and maintenance concerns are to be considered in the design of structures.

101 Design Guidelines: Bridges, Overpasses and Underpasses. Bridges, overpasses and underpasses are the most visually significant structures within the highway corridor and, as a result require special consideration. The following guidelines provide specific direction for highway projects which would result in new bridges, overpasses or underpasses or for projects which propose changes to existing structures of this type.

- The existing variation in design should be continued in the future. For example, a variety of bridge styles is desired rather than one specific design of theme. Each of the existing bridges is unique because each was built at a different point in time. This is an important quality which should be preserved.
- New bridges in the area of Hot Springs Road and Olive Mill Road should evoke Olmstead's original designs in Montecito and not be contemporary. New structures should create a similar ambiance and, if feasible, could even be exact reproductions. The goal for this area is to maintain its historic character.
- In other areas of the design district (such as Milpas Street and Salinas Street), Santa Barbara's Hispanic tradition should be emphasized.
- New bridges should emulate the human-scale characteristics of the old bridges. Divided lanes, additional support structure and landscaping should be used to break down the scale. Spans should be the smallest scale possible even if

this means there are more of them. If possible, walkways should be separated from the roadway. For example, the existing Hot Springs Road/Cabrillo Boulevard interchange is very large, but certain design elements (such as separated bridges and dense landscaping which reduces visibility) keep the scale down. Without these elements, the existing structures would appear larger than they do.

- Proportion of bridge structures is also important, in combination with texture and materials. Generally, traditional bridge forms should be used.
- The massive wooden rails on some of the existing bridges are recurrent throughout the City and are essential elements which should be preserved.
- Concrete should be colored to match natural colors of the area and to create an appearance of warmth. Non-uniform color is acceptable and perhaps even desirable. One approach is to stain concrete to create the appearance of wood rails. Also, bridges can be colored to emulate stone by using Santa Barbara sandstone color and a dark stain to emulate the appearance of wood.
- Sandblasting can be used to obtain a patina instead of using smooth concrete, or a rough sawn texture can be used to emulate wood. If color is applied to bare concrete without texture it will not appear legitimate or true.
- Concrete is highly reflective, and it may be appropriate in some situations to use a blackish color or some other some other dark, receding color to absorb light, reduce glare, create shadows and reduce massing. The color need not be black, but a very dark strong color such as a dark brown or gray. Where visibility for drivers is a concern, reflective material may need to be incorporated into the design of darkened structures.
- An important characteristic is the use of open rails on bridges. With newer bridges, drivers are often not aware that they are on a bridge. It may be appropriate to have solid masonry on the bridge itself and an open rail on approaches. This would give drivers the sense that they are on a bridge.
- Exposed areas under structures require careful consideration to avoid large expanses of bare concrete.

101 Design Guidelines: Sound Barriers. Sound barriers have the potential to be visually dominant structures within the highway corridor that can block views of the community through which the highway passes. As a result, sound barriers require special treatment to ensure that sound barriers do not create a visually oppressive artificial canyon along the highway corridor.

- When designing new sound barriers, potential effects on important long-range views (such as Montecito, the City, the Mesa, the Riviera, the Mission area, the Santa Ynez Mountains and the Pacific Ocean) should be considered.
- The design of new sound barriers must be sensitive to nearby residences and other adjacent uses.
- Drainage should be considered when designing new sound barriers, particularly if located within areas subject to flooding.
- Sound walls should be constructed of earth where possible to deaden noise. This involves less use of concrete. Where possible, use natural landforms to reduce the height of sound barriers.
- Green walls and walls constructed of natural materials (such as wood) using natural colors are most appropriate in Santa Barbara.
- The existing wood sound walls which are found south of Milpas Street are an example of a visually successful sound barrier due to the use of natural materials, soft natural color, and landscaping.
- Both sides of the wall should be addressed. For example the sound wall south of Hope Avenue is visually successful on the freeway side but not from the community side.
- If feasible, the need for sound barrier should be minimized by using road surface types that lessen tire noise (such as rubberized asphalt). Other noise reducing technology should be applied where appropriate and effective.

101 Design Guidelines: Roundabouts. In several busy areas where highway ramps intersect City streets, roundabouts have been discussed as a potential design solution. If roundabouts are constructed in the future, their overall appearance should be considered, since these areas provide important gateways to the City.

- Pedestrian crossings in roundabouts shall be designed to provide ease of pedestrian access, with crossings located back from the intersection.
- Design of the central island of a roundabout shall be carefully considered and should include landscaping and minimal signage.

101 Design Guidelines: Fences. Fences have the potential to greatly affect the appearance and character of the highway corridor and their overall appearance needs to be considered.

- Colored metal (not bare galvanized fence) should be used. Darker colors for fences are most appropriate. Fences should be maintained in good repair.

101 Design Guidelines: Sign Structures. Signs affect the appearance of the highway corridor and should be as unobtrusive as possible while still serving their intended purpose.

- In general, most signs should be mounted on wood posts.
- The scale and design of signs, sign standards and sign lighting should be consistent with the highway and historic district. Signs shall be the smallest practical size given their function.
- The use of large cantilevered signs is discouraged.
- Commercial signs advertising specific businesses shall not be permitted; however appropriate directional signs are encouraged.
- Designs which discourage graffiti are encouraged; however use of razor wire and massive sign enclosures shall be avoided.

101 Design Guidelines: Lighting. Nighttime lighting can dramatically change the appearance of the highway corridor from its daytime character. Light fixtures should be as unobtrusive as possible while providing adequate lighting for safety and security.

- Currently, Caltrans uses the minimum of lighting required, and uses the most lighting at merges and at on-ramps will less lighting at off-ramps. Minimal sign illumination is used. One light for each freeway lane is used under bridges. This approach should continue to be encouraged in the future.
- Shields should be used if lights will shine directly into a neighborhood. Light designs which use a direct beam are preferred so that it is not necessary to shield.
- Light fixtures should be compatible with the El Pueblo Viejo Landmark District. The current fixtures are restrained in design and are acceptable.
- East of Milpas Street, lighting at ramps should be scaled to the semi-rural character of the area.

Land Use Element Goal: Character. Maintain the small town character of Santa Barbara as a unique and desirable place to live, work, and visit.

Land Use Element Goal: Design. Protect and enhance the community's character with appropriately sized and scaled buildings, a walkable town, useable and well-located open space, and abundant, sustainable landscaping.

Circulation Element Policy 9.4. The City shall promote excellent signage and aesthetics.

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

Gateway Corridors

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

- Interesting landscaping or entry structures which become the signature of the City
- Traffic control mechanisms

Environmental Resources Element Policy ER24 - Visual Resources Protection. New development or redevelopment shall preserve or enhance important public views and viewpoints for public enjoyment, where such protection would not preclude reasonable development of a property.

Environmental Resources Element Policy ER25 - Enhance Visual Quality. Not only retain, but improve visual quality of the city wherever practicable.

Conservation Element Goal – Visual Resources. Protect and enhance the scenic character of the City.

Conservation Element Goal – Visual Resources. Maintain the scenic character of the City by preventing unnecessary removal of significant trees and encouraging cultivation of new trees.

Conservation Element Goal – Visual Resources. Protect significant open space areas from the type of development which would degrade the City's visual resources.

Conservation Element Visual Resources Policy 3.0. New development shall not obstruct scenic view corridors, including those of the ocean and lower elevations of the City viewed respectively from the shoreline and upper foothills, and of the upper foothills and mountains viewed respectively from the beach and lower elevations of the City.

Conservation Element Visual Resources Policy 4.0. Trees enhance the general appearance of the City's landscape and should be preserved and protected.

Conservation Element Visual Resources Policy 5.0. Significant open space areas should be protected to preserve the City's visual resources from degradation.

Air Quality

Land Use Element Goal: Public Health. Improve public health through community design and location of resources by promoting physical activity, access to healthy foods and improved air quality.

Environmental Resources Element Policy ER7 - Highway 101 Set-back. New development of residential or other sensitive receptors (excluding minor additions or remodels of existing homes or one unit on vacant property) on lots of record within 250 feet of U.S. Hwy 101 will be prohibited in the interim period until California Air Resources Board (CARB) phased diesel emissions regulations are implemented and/or until the City determines that diesel emission risks can be satisfactorily reduced or that a project's particulate exposure level is sufficiently reduced. The City will monitor the progress of CARB efforts and progress on other potential efforts or measures to address diesel emissions risks.

Environmental Resources Element Policy ER10 - Development Mitigation. Establish ordinance requirements to apply standard air-quality mitigation measures for new development and construction projects. These include measures to minimize construction dust and vehicle emissions; provide landscaping; conserve energy and reduce vehicle trips.

Conservation Element Goal – Air Quality. Protect and Maintain air quality above Federal and State ambient air quality standards.

Conservation Element Goal – Air Quality. Reduce dependence upon the automobile.

Biology/Water Quality

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

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

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

LCP Policy 6.14. Development adjacent to the Andree Clark Bird Refuge shall be designed and constructed in such a manner as to be compatible in terms of building location, character and intensity. Furthermore, new development in this area shall

protect, and, where feasible, enhance the sensitive habitat of the Andree Clark Bird Refuge, specifically addressing issues of drainage, traffic, noise and aesthetics.

Environmental Resources Element Policy ER11 - Native and Other Trees and Landscaping. Protect and maintain native and other urban trees, and landscaped spaces, and promote the use of native or Mediterranean drought-tolerant species in landscaping to save energy and water, incorporate habitat, and provide shade.

Environmental Resources Element Policy ER15 - Creek Resources and Water Quality. Encourage development and infrastructure that is consistent with City policies and programs for comprehensive watershed planning, creeks restoration, water quality protection, open space enhancement, storm water management, and public creek and water awareness programs.

Environmental Resources Element Policy ER16 - Storm Water Management Policies. The City's Storm Water Management Program's policies, standards and other requirements for low impact development to reduce storm water run-off, volumes, rates, and water pollutants are hereby incorporated into the General Plan Environmental Resources Element.

Conservation Element Visual Resources Policy 1.0. Development adjacent to creeks shall not degrade the creeks or their riparian environments.

Circulation/Mobility

Coastal Act 30252. The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

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

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

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

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

LCP Policy 11.17. The Highway 101 pedestrian undercrossing at Butterfly Lane shall be retained and if feasible, the utility and appearance of the undercrossing enhanced by provision of clearer signage, improved accessibility, and additional landscaping.

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

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

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

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

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

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

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

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

LCP Policy 11.22. Improvements to Highway 101 shall not remove any existing bikeways or pedestrian accessways or preclude the construction of any proposed bikeways without providing comparable or better replacement facilities.

101 Design Guidelines: Pedestrian and Bicycle Access. Changes to the highway corridor to provide opportunities for better pedestrian and bicycle access are strongly encouraged. To this end, these design guidelines are proposed to create a safer, more comfortable experience for persons using these modes of travel.

- Sidewalks need to be wide enough to provide reasonable separation from traffic. Features which create a comfortable atmosphere for walking (such as trees, shade, adequate lighting and street furniture) should also be provided.
- Road widths at on- and off-ramp pedestrian crossings should be as narrow as possible.
- New pedestrian accessways and revisions to existing accessways where possible should include provisions for bicycles.
- Pedestrian accessways whether new or revised, should be designed to provide access and comfortable use by the disabled, consistent with the Americans with Disabilities Act (ADA) requirements.
- Lighting for pedestrians is important and needs to be considered in designs for pedestrian accessways. The existing underpasses are dark and need more natural light and artificial illumination. However, lighting should not flood adjacent neighborhoods.
- The State Street underpass is an example of a structure which provides good pedestrian access because pedestrians are separated from traffic rather than near traffic. There is a stronger feeling of security. Being elevated also enhances this by giving a greater sense of separation. Design elements from this undercrossing should be employed when constructing new undercrossings or renovating existing ones.
- In general, designs which allow for separation of pedestrians from traffic through elevated walkways and/or location of walkways behind bridge supports are encouraged.
- In general, pedestrian overcrossings are more successful than undercrossings. The undercrossing at State Street is an exception because it allows people to feel protected. No examples or visually successful overcrossings currently exist in Santa Barbara.
- Use of interesting materials or colors is encouraged to make pedestrian overcrossings more appealing.
- The existing undercrossings represent potential palettes for artistic expression, especially for murals, mosaics, tilework, etc. The efforts should be encouraged by the City and Caltrans.
- Pedestrian access needs to be improved at the underpasses located at Quarantina and Salsipuedes Streets to create a pleasant and safe environment and a scale that is appropriate to the pedestrian. The sloped apron-like area under the bridges could be covered with brick or stone to improve its appearance. Textured or stamped concrete may also be appropriate.

Land Use Element Policy LG11 - Healthy Urban Environment. Consider health in land use, circulation and park and recreation decisions.

Conservation Element Air Quality Policy 1.0. Reduce single occupant automobile trips and increase the utilization of public transit.

Conservation Element Air Quality Policy 2.0. Improve the attractiveness and safety of bicycle use as an alternate mode of travel for short- and medium-distance trips.

Circulation Element Goal: Integrated Multi-Modal Transportation System. Create a more integrated multi-modal transportation system to connect people, places, goods, and services. Provide a choice of transportation modes and decrease vehicle traffic congestion.

Circulation Element Goal: Street Network. Provide a comprehensive street network that safely serves all transportation modes.

Circulation Element Policy C1 - Transportation Infrastructure Enhancement and Preservation. Assess the current and potential demand for alternative transportation and where warranted increase the availability and attractiveness of alternative transportation by improving related infrastructure and facilities without reducing vehicle access.

Circulation Element Policy C6 - Circulation Improvements. Where existing or anticipated congestion occurs, improve traffic flow in conjunction with providing improved access for pedestrians, bicycles and public and private transit through measures that might include physical roadway improvements, Travel Demand Management (TDM) strategies and others.

Circulation Element Policy C8 - Emergency Routes. It shall be a high priority to keep all emergency evacuation, response and truck routes free of physical restrictions that may reduce evacuation/response times.

Circulation Element Policy C9 – Accessibility. Make universal accessibility for persons with disabilities, seniors, and other special needs populations a priority in the construction of all new development for both public and private projects.

Circulation Element Goal 1 - Provide a transportation system that supports the economic vitality of the city. Establish and maintain a transportation system that supports the economic vitality of local businesses.

Circulation Element Policy 1.1. The City shall establish, maintain, and expand a mobility system that supports the economic vitality of local businesses.

Circulation Element Goal 2 - Strive to achieve equality of convenience and choice among all modes of transportation. Emphasize alternative modes in order to provide real options and opportunities for people to choose among different forms of transportation rather than relying exclusively on the automobile.

Circulation Element Policy 2.1. Works to achieve equality of convenience and choice among all modes of transportation.

Circulation Element Policy 2.3. The development and maintenance of mobility and utility systems should include consideration of the impacts and enhancements to Santa Barbara's environmental quality.

Circulation Element Goal 4 - Increase Bicycling as a Transportation Mode. Develop a comprehensive system of bicycle routes which are integrated with other modes of transportation and which provide safe and efficient bikeways.

Circulation Element Policy 4.2. The City shall work to expand, enhance, and maintain the system of bikeways to serve current community needs and to develop increased ridership for bicycle transportation and recreation.

Circulation Element Goal 5 - Increase Walking and other Paths of Travel. Develop a comprehensive system of pedestrian routes which are integrated with other modes of transportation and which provide safe and efficient paths of travel.

Circulation Element Policy 5.1. The City shall create an integrated pedestrian system within and between City neighborhoods, schools, recreational areas, commercial areas and places of interest.

Circulation Element Policy 5.2. The City shall link pedestrian paths with other alternative modes of transportation.

Circulation Element Policy 5.5. The City shall create and foster a pedestrian friendly environment through physical and cultural improvements and amenities.

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

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

Circulation Element Goal 14 - Coordinate with Regional Systems and Goals. Increase the City's participation in regional transportation planning activities and continue to influence the development of regional plans.

Circulation Element Policy 14.1. The City shall encourage regional transportation plans and programs (such as those under the jurisdiction of the Santa Barbara County Association of Governments) that support the Circulation Element.

Circulation Element Policy 14.2. The City shall encourage coordination with the County of Santa Barbara and other agencies and jurisdictions through joint work sessions in order to pursue regional transportation goals.

Circulation Element Policy 14.5. The City shall cooperate with regional efforts that promote the use of alternative transportation.

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

Bicycle Master Plan Goal 2. To create and maintain an extensive network of bikeways, which enhances access between residential, recreational, educational, institutional and commercial areas within and outside the City.

Bicycle Master Plan Policy 2.1. The City shall expand the bikeway network to increase ridership for bicycle transportation and recreation.

Bicycle Master Plan Policy 2.3. The City shall enhance the bikeway network.

Bicycle Master Plan Policy 3.3. The City shall require all development projects to be designed to meet the needs of people who ride bicycles, as appropriate.

Pedestrian Master Plan Goal 1. Improve the pedestrian system to increase walking in Santa Barbara.

Pedestrian Master Plan Policy 1.1. The City shall expand the sidewalk network to increase walking for transportation and recreation.

Pedestrian Master Plan Policy 1.2. The City shall improve pedestrian crossing at intersections.

Pedestrian Master Plan Policy 1.3. The City shall enhance pedestrian corridors.

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

Pedestrian Master Plan Policy 1.5. The City shall assist neighborhoods that desire to improve pedestrian access to, from, and within their neighborhood.

Pedestrian Master Plan Policy 1.6. The City shall support the establishment and construction of urban trails to enhance circulation and provide recreational opportunities through parks and open spaces.

Pedestrian Master Plan Policy 1.7. The City shall maintain, protect, and improve sidewalk facilities on an on-going basis and during public and private construction projects.

Pedestrian Master Plan Policy 1.9. The City shall work to make the pedestrian environment accessible to people with disabilities, children, and the elderly.

Pedestrian Master Plan Goal 4. Create public pedestrian environments that are attractive, functional, and accessible to all people.

Economic Vitality

LCP Policy 4.7. Proposed highway improvement projects for Highway 101 shall include methods to address potential disruptions to the local economy and particularly coastal visitor-serving uses during construction, operation, and maintenance of the highway improvement. Proposed projects shall identify the timing and length of any ramp closures, the location of alternative access points, methods to protect access to local businesses, proposed signage, and any other effective methods to mitigate such impacts.

Actions

- As part of an application for a Coastal Development Permit, Caltrans shall submit a Traffic Management Plan to the City for all highway improvements involving road or ramp closures that require a Coastal Development Permit. Prior to project construction, Caltrans shall also provide the City with a Closure Plan that identifies the timing and length of ramp closures, the location of alternative access points, methods to protect access to visitor-serving businesses and visitor destinations and points of interest, proposed signage, and any other methods to mitigate the impacts of the closure.

- The City should consider relaxing sign ordinance requirements on adjacent properties during construction of major highway improvements in order to allow businesses to temporarily advertise their location and the location of alternative accessways.

Circulation Element Policy 12.3. Sustain or improve economic vitality and quality of life in business areas or corridors by working with property owners, business owners, residents, tenants, and other interested parties to mitigate the impacts of vehicular traffic in business areas. The City shall consult with commercial tenants, property owners, and residents located in close proximity to any corridor or street before implementing improvements that could result in changes to the existing characteristics of that corridor or street, its traffic patterns or infrastructure. Improvements shall be consistent with Business Area Mobility Plans.

Economy and Fiscal Health Element Goal: Tourism. Continue to support tourism and related support services for visitors to Santa Barbara.

Economy and Fiscal Health Element Goal: Interconnected Regional Economy. Recognize that commerce is intertwined with transportation, natural resources and housing, and together are key elements of a healthy economy that is regional in scope.

Economy and Fiscal Health Element Goal: Minimize Impacts and Costs. Internalize impacts to the environment of new development and redevelopment, and avoid costs to the community.

Economy and Fiscal Health Element Policy EF1 - Integral Parts of Economic Development. Promote energy efficiency, innovation, public health, and arts and culture as integral parts of economic development.

Economy and Fiscal Health Element Policy EF4 - Existing Businesses. Give priority to retaining existing enterprises as the best source of business expansion and local job growth, and encourage government, businesses and residents to patronize local businesses and contractors, by working with local businesses to initiate a "Buy Local" program, with the City setting the example.

Economy and Fiscal Health Element Policy EF7 - Eco-Tourism. Support eco-tourism, such as bicycle tours, that takes advantage of existing hotels and resources such as the beach, ocean, and foothill trails.

Economy and Fiscal Health Element Policy EF9 - Infrastructure Improvements. Identify, evaluate and prioritize capital improvements that would assist in business retention or expansion, such as increased public transit, a rail/transit transfer center, city-wide wi-fi, sidewalk improvements, or consolidated customer parking facilities.

Historic/Archaeological Resources

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

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

LCP Policy 10.2. Improvements to Highway 101 shall avoid to the greatest degree possible impacts to historic resources.

LCP Policy 10.3. Any proposed changes to the Cabrillo Blvd. /Hot Springs Road/Coast Village Road interchange shall recognize the historical significance of the Cabrillo Boulevard area and shall avoid to the greatest degree possible changes in the appearance, context, or function of Cabrillo Boulevard and the surrounding area.

LCP Policy 10.4. Any proposed changes to the Cabrillo Blvd. /Hot Springs Road/Coast Village Road interchange shall minimize changes to the location, setting or context of the C.C. Park Watering Trough and Fountain.

Land Use Element Goal: Historic Preservation. Protect, preserve and enhance the City's historic resources.

Conservation Element Cultural and Historic Resources Goal. Sites of significant archaeological, historic, or architectural resources will be preserved and protected wherever feasible in order that historic and prehistoric resources will be preserved.

Conservation Element Cultural and Historic Resources Policy 1.0 Activities and development which could damage or destroy archaeological, historic, or architectural resources are to be avoided.

Conservation Element Cultural and Historic Resources Policy 4.0 The requirements and restrictions administered by the Landmarks Committee and the Architectural Board of Review will apply to City and other public agencies as well as private projects.

Historic Resources Element Goal – Protection and Enhancement of Historic Resources. Continue to identify, designate, protect, preserve and enhance the City's historical, architectural, and archaeological resources. Ensure Santa Barbara's "sense of place" by preserving and protecting evidence of its historic past, which includes but is not limited to historic buildings, structures, and cultural landscapes such as sites, features, streetscapes, neighborhoods, and landscapes.

Historic Resources Element Goal – Governmental Cooperation. Incorporate preservation principles as a valid and necessary component in decision-making, at every phase of City government, and secure cooperation from all levels and agencies of government in these efforts.

Historic Resources Element Policy HR1 – Protect Historic and Archaeological Resources. Protect the heritage of the City by preserving, protecting and enhancing historic resources and archaeological resources. Apply available governmental

resources, devices and approaches, such as measures enumerated in the Land Use Element of this Plan, to facilitate their preservation and protection.

Historic Resources Element Policy HR2 – Ensure respectful and compatible development. Seek to ensure that all development within the City respects rather than detracts from individual historic and archaeological resources as well as the neighborhood and the overall historical character of the City. Assure compatibility of development, respect for the historical context of historical resources, and consideration of sustainable design alternatives where compatible.

Historic Resources Element Policy HR5 – Protect Neighborhood Historic Resources. Identify neighborhoods in the city that have substantially maintained historical character, and pursue measures to preserve that character. Protect such neighborhoods, especially those in close proximity to the downtown and commercial cores from development that might transform their historic character.

Historic Resources Element Policy HR6 – Protect Traditional Public Resources and Streetscapes. Identify and preserve significant public resources and streetscapes and ensure a public review process in order to protect their historical features and attributes.

Historic Resources Element HR7 – Protect Cultural Landscapes. Identify and preserve historic landscapes.

Land Development/Infrastructure

Coastal Act 30253. New development shall do all of the following:

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

Coastal Act 30254. New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

Environmental Resources Element Goal: Sustainable Resource Use. Protect and use natural resources wisely to sustain their quantity and quality, minimize hazards to people and property, and meet present and future service, health and environmental needs.

Environmental Resources Element Goal: Reduce Greenhouse Gases. Reduce where practicable greenhouse gas emissions contributions to climate change, and to air pollution and related health risks.

Environmental Resources Element Goal: Climate Change Adaptation. If applicable, incorporate adaptation to climate change in proposals for new development, redevelopment and public infrastructure.

Environmental Resources Element Policy ER1- Climate Change. As applicable, private development and public facilities and services may be required to incorporate measures to minimize contributions to climate change and to adapt to climate changes anticipated to occur within the life of each project.

Environmental Resources Element Policy ER4 - Incorporation of Adaptation in Development. New public and private development or substantial redevelopment or reuse projects shall estimate the useful life of proposed structures, and, in

conjunction with available information about established hazard potential attributable to climate change, incorporate adaptation measures in the design, siting and location of the structures.

Safety and Public Services Element - Present and Future Service Needs. Ensure that public infrastructure and services are planned, sited, upgraded and maintained to meet present and future service needs efficiently, economically and in a manner consistent with a sustainable community and climate change.

Safety and Public Services Element - Safety and Preparedness. Emphasize safety and emergency preparedness as an integral part of land use planning.

Noise

Noise Element Goal. To ensure that the City of Santa Barbara is free from excessive noise and abusive sounds such that: a) sufficient information concerning the City noise environment is provided for land use planning; b) strategies are developed for abatement of excessive noise levels; and c) existing low noise levels are maintained and protected.

In defining this goal, primary emphasis should be placed on protecting the general public from noise levels which may be hazardous to hearing. Second in importance is the minimization of noise induced stress, annoyance, and activity interference.

Noise Element Policy 3.0. Existing and potential incompatible noise levels in problem areas should be reduced through land use planning, building and subdivision code enforcement, and other administrative means.

Noise Element Policy 4.0. Existing and potential incompatible noise levels in problem areas should be reduced through operational or source controls where the City has responsibility for such controls.

Noise Element Policy 6.0. Noise control activities should be coordinated with those of other responsible jurisdictions.

Environmental Resources Element Policy ER27 – Sound Barriers. The City supports and will assist in the provision of sound barriers along the Hwy 101 transportation corridor.

Minutes from May 31, 2012

SOUTH COAST 101 HOV LANES PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT. Previously scheduled May 10, 2012.

The purpose of the environmental hearing is to receive comments from the Planning Commission on the adequacy and completeness of the Draft Environmental Impact Report (EIR) for the South Coast 101 HOV Lanes Project. Caltrans proposes to modify Highway 101 to provide a new, part-time, continuous-access High Occupancy Vehicle lane in each direction on Highway 101 extending from Carpinteria Creek in the City of Carpinteria to Cabrillo Blvd. in the City of Santa Barbara. The portion of the project within the City of Santa Barbara's jurisdiction is between Sycamore Creek and the Olive Mill Road bridge. Written comments on the Draft EIR, incorporating concerns raised by the Planning Commission will be prepared by City staff and submitted to Caltrans prior to the close of the comment period on Monday, July 9, 2012. **No action on the Draft EIR or the project will be taken at this hearing.**

Case Planner: Dan Gullett, Associate Planner
Email: DGullett@SantaBarbaraCA.gov

Phone: 805-564-5470, ext. 4550

Dan Gullett, Associate Planner; and Rob Dayton, Principal Transportation Planner, gave the Staff presentations.

Gregg Hart, Santa Barbara County Association of Governments (SBCAG); and Scott Eades, Caltrans Project Manager, gave the South Coast 101 HOV Lanes Project presentation.

Commissioner Schwartz left the dais at 2:44 P.M and returned at 2:48 P.M.

Scott Vincent, Assistant City Attorney, left Council Chambers at 2:51 P.M. and returned at 2:54 P.M.

Chair Lodge opened the public hearing at 2:59 P.M.

The following people provided public comment:

1. June Pujo, Hermosillo Save Our Village Neighborhoods, read and submitted a letter into the public record.
2. Sybil Rosen, Save Our Village, agreed with Ms. Pujo.
3. Carla Tomson, Save Our Village
4. Tom Siegel, concerned with potential traffic impact.
5. Bob Short, Montecito Association, felt document did not comply with the California Environmental Quality Act (CEQA) requirements.

With no one else wishing to speak, the public hearing was closed at 3:21 P.M.

The Commissioners made the following comments:

1. Commissioner Schwartz felt that we must not sacrifice Santa Barbara values, such as traffic circulation, safety, visual aesthetics, economic health, biological health, and safe access to recreation, all of which have not been addressed in the EIR. Prefers the parkway model over a ribbon of concrete. . The relationship between freeway users and local users is missing in analysis. Before a single configuration is considered, Staff was asked to consider subsequent opportunities to review a re-circulated and more detailed EIR that will address all that is legally, regulatory, and aesthetically required.
2. Commissioner Jordan wants incorporation of city standards in the EIR, including where Caltrans differs. Felt that the Commission would have limited input to a final decision. Would like a concept review after the certification, but before the application for the Coastal Development Permit.
3. Commissioner Larson wants to see Caltrans move forward in a collaborative manner. Wants emergency preparedness considered. Would like consideration for sandstone k-rail. Concerned with creation of unhealthy environment by exacerbating roadway, such as with a closure Los Patos.
4. Commissioner Bartlett felt aesthetics is the biggest impact. Concerned that recent improvements to roundabout would give way to Caltrans proposed changes. Would like a concept review before everything is solidified. Concerned with proximity to historic structures, such as the old railroad trestle. Loss of landscape medium is a surprise.
5. Commissioner Thompson commented that the: City's General Plan references are out of date. The local Coastal development plan needs to be included in order for the Commission to make Coastal Development Permit findings. Recent improvements to 101 have degraded local city traffic. Need more local traffic analysis to make an informed decision. Key to making the whole interchange improved is the railroad under crossing. Need Union Pacific onboard and funding to work together to fix bridge over Cabrillo so that we can get at least two lanes southbound. The EIR contains mitigation measures that focus on costs which is not appropriate in an EIR document. Several items brought up today that are missing and needed to make an informed decision on the EIR. Suggested another hearing on concepts would be appropriate to give input to the District Director before a decision is made.
6. Commissioner Campanella agrees with comments made by other commissioners. Would like to see Mr. Dayton's knowledge of the local area incorporated into EIR. Would like to see analysis, in cooperation with City Transportation Staff, of flow of traffic that impacts neighborhoods now and how improved with Caltrans design proposals.
7. Commissioner Lodge agrees with majority of comments made by the Commission and public. Data about then impact on Coast Village Road intersections is buried and does not compare with having all five alternatives in one place and should be included in the EIR. Would like EIR expanded with an analysis of replacing the railroad bridge over Cabrillo and solving the problems of pedestrian and bicycle crossing and right turn lane issues. What is proposed will not solve these problems. This solution has to work for the city, and not just highway 101.
8. If the EIR is certified and not circulated, and Caltrans comes up with selecting a preferred alternative, then the Commission would like another meeting.

9. The Commission wants the opportunity to comment on the five alternatives.

The commission took a break at 3:57 pm. And reconvened at 4:15 P.M. Commissioner Larson did not return to the dais.

Staff recommendation is to have a hearing on June 14, 2012 to get big picture input on the five configuration options. After the close of public comment period, Caltrans will respond to all the comments. Then the project development team will get together and refine all to make a recommendation to the District Director. City Staff can come back to the Commission for input on their recommendation to the District Director as an advisory role.

Minutes from June 14, 2012

SOUTH COAST 101 HOV LANES PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT. Continued from May 31, 2012.

The purpose of the environmental hearing is to receive comments from the Planning Commission on the adequacy and completeness of the Draft Environmental Impact Report (EIR) for the South Coast 101 HOV Lanes Project. Caltrans proposes to modify Highway 101 to provide a new, part-time, continuous-access High Occupancy Vehicle lane in each direction on Highway 101 extending from Carpinteria Creek in the City of Carpinteria to Cabrillo Blvd. in the City of Santa Barbara. The portion of the project within the City of Santa Barbara's jurisdiction is between Sycamore Creek and the Olive Mill Road bridge. Written comments on the Draft EIR, incorporating concerns raised by the Planning Commission will be prepared by City staff and submitted to Caltrans prior to the close of the comment period on Monday, July 9, 2012. **No action on the Draft EIR or the project will be taken at this hearing.**

Case Planner: Dan Gullett, Associate Planner
Email: DGullett@SantaBarbaraCA.gov

Phone: 805-564-5470, ext. 4550

Dan Gullett, Associate Planner, gave a Staff summary.

Scott Eades, Caltrans Project Manager, followed by Gregg Hart, Santa Barbara County Association of Governments (SBCAG); gave the South Coast 101 HOV Lanes Project presentation and remained available to answer any of the Commission's questions.

Chair Lodge opened the public hearing at 2:15 P.M.

The following people commented on the project:

6. Tom Bollay would like options considered that have least impact on Coast Village Road.
7. June Pujo, Save Our Village, prefers configuration F Modified as having the least impacts; summarized a previously submitted letter.
8. Martha Siegel, Save our Village, concurs that configuration F Modified is the best option.

9. Diane Handover, Save Our Village, also concurs with F Modified as having the least impact on Coast Village Road and its neighborhood.
10. Sybil Rosen, Save Our Village, supports configuration F Modified.
11. Bob Short, Montecito Association, gave a presentation recommending that the EIR be re-circulated, and would like J Modified with a northbound offramp feeding into a rebuilt Hot Springs roundabout to be included and thoroughly analyzed.
12. Jake Overall, Montecito Planning Commission, asked that consideration be given to economic impact to local business community with construction closures.

With no one else wishing to speak, the public hearing was closed at 2:43 P.M.

The Commissioners made the following comments:

10. Commissioner Jordan would like to see the EIR acknowledge economic impacts with construction closures.
11. Commissioner Schwartz sees a disconnect in relieving mainline congestion and adding congestion to local streets. Sees that the EIR has not sufficiently evaluated the impacts that are our legal responsibility per CEQA and NEPA. Cannot make findings of overriding considerations on the identified Class 1 impacts that have not been mitigated. Asked that the Design Review Team be reinstated, and that a wider range of people be appointed to the Team.

Scott Vincent commented that Caltrans is the lead agency and will make any overriding considerations and will certify the joint CEQA/NEPA document. The purpose of this hearing is for the Planning Commission and the public to help inform the comments that will go to Staff on behalf of the City and help form Caltrans decisions on the preparation and certification of the document.

12. Commissioner Jordan would like to see the EIR include the projected north bound Cabrillo Boulevard construction-related off ramp closure and the economic impacts of increased northbound exiting traffic routed through Hermosillo,. Believes F Modified is in the right direction. Need replacement ramps for the left hand ramps. Stated that J and M would be horrible choices. Agrees with the 2013 schedule. Supports choices in mainline widening that provide choices in flexibility.
13. Commissioner Larson likes F Modified because of concern for impacts to bird refuge and businesses along the Los Patos exit with other alternatives. Encourages Caltrans to merge great design with great engineering. Acknowledged that creating a City gateway at Cabrillo with the project will be a challenge. Wants to see aesthetic treatments to the K rail, such as a sandstone finish used on other Caltrans facilities. Wants small town feel kept in the attention to detail. Wants greatness, not adequacy.
14. Commissioner Bartlett commended community members who have participated in the process, and wants to carry forward the community spirit and enthusiasm. EIR analysis needs to look at impact caused by the temporary railroad realignment and the loss of skyline trees and landscaping on Los Patos to allow for the railroad bridge to be raised. The visual impacts on J and M need to be reevaluated with better documentation and visual

- analysis. Believes F Modified is the better option presented. Stated that the project will need to rely on good design and good landscaping.
15. Commissioner Thompson stated that the Commissioners discussion was centered around a little bit of aesthetics and a lot about traffic. Agreed with Commissioner Larson with regard to aesthetics. Agrees with Commissioner Schwartz on having a design review team put in place. Traffic is biggest issue. Most of the EIR focus is on impacts to the mainline and the off ramps and on ramps. The DEIR gives the impression that there is no traffic impact. If you factor in the impacts to local traffic, then you would find significant impacts and should be included as an impact and looked at closely. Coast Village Road and Cabrillo are impacted today because people are not following the assumptions of circulation model used in the Operational Improvements Project. Cannot support any option that exits Cabrillo Blvd. traffic through a roundabout. Any solution that does not minimize the route to the beach area is not a good solution. F Modified appears to be best solution of those presented. We need more clear and up to date reference to city policies reviewed/included in the EIR.
 16. Commissioner Schwartz agrees with colleagues in support of F Modified. Also felt that it would bring an adverse economic impact to the businesses on Coast Village Road to close Hermosillo or have traffic dumped onto a roundabout.
 17. Commissioner Larson added that relocation of utilities and undergrounding utilities through Santa Barbara would be a positive mitigation, along with decorative K-rail, enhanced landscaping, and graffiti proofing.
 18. Commissioner Lodge agrees with peer comments. J Modified seems to bring less construction, however she does not support an on and off ramp at Los Patos. The EIR should recognize our concerns with aesthetics given that this is an entry into Santa Barbara. Wants to see a new southbound on ramp as soon as possible. Would like to see widening of Cabrillo under the railroad tracks to allow for a right hand turn lane and provide adequate pedestrian and bicycle access. Would like mitigation measures for the Olive Mill Road and Coast Village Road intersection to be included in the EIR.



City of Santa Barbara

Community Development Department

www.SantaBarbaraCA.gov

July 9, 2012

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93102-1990

RE: South Coast 101 HOV Lanes Project Draft EIR/EA

Dear Mr. Fowler,

The City of Santa Barbara Planning Commission and staff have reviewed the Draft Environmental Impact Report/Environmental Assessment (DEIR) for the South Coast 101 HOV Lanes Project dated March 2012 and are providing the enclosed comments on the document, for your consideration. The comments are focused on the portion of the project that is within the City's jurisdiction. We want to thank Caltrans Project Manager, Scott Eades, and Gregg Hart from SBCAG for participating in two hearings on the DEIR before the Planning Commission on May 31st and June 14th.

As you are aware, a Coastal Development Permit is required from the City for the portion of the project within the City's jurisdiction. Because of its permitting authority, the City is a Responsible Agency under CEQA, and the Planning Commission must make required CEQA findings in addition to Coastal Development Permit policy consistency findings to approve the project. It is therefore important that Caltrans addresses the enclosed comments to the Planning Commission's satisfaction, and that the environmental document is prepared consistent with CEQA requirements and to City standards in order to present an approvable project and avoid delays at the Coastal Development Permit application stage. We understand that addressing these comments may result in "significant new information" as defined in CEQA Guidelines Section 15088.5, thereby requiring recirculation of a revised DEIR.

The City has adopted policies designed to minimize environmental impacts that are applicable to this project, including policies related to the provision of pedestrian and bicycle facilities, aesthetics of new freeway structures and landscaping, protection and enhancement of biological resources, use of soundwalls, undergrounding of utilities, and economic impacts resulting from highway construction, operation and maintenance. These policies should be carefully considered at this stage to minimize the need for additional environmental review during the City's review of the Coastal Development Permit application.

Major City comments address the transportation/circulation and aesthetics sections of the DEIR. We recognize that the primary purpose of the project is to provide additional lane capacity to reduce congestion and delay on Highway 101. According to the traffic analysis

completed for this project, adding a lane in each direction to Highway 101 results in significant adverse project-specific and cumulative traffic impacts to local intersections based on City and Caltrans impact thresholds. The DEIR does not adequately disclose this information or address the results. CEQA requires that mitigation be provided for these impacts where feasible, and that environmental impacts from mitigations also be considered in the EIR.

We understand that Caltrans will not necessarily carry forward all five Cabrillo interchange configurations into subsequent environmental documents (revised DEIR or Final EIR). The five Cabrillo interchange configurations are presented as alternatives and their impacts should be analyzed individually and compared in the document. Of the five configurations reviewed in the DEIR, the Planning Commission majority prefers configuration F-Modified. Staff and the Planning Commission prefer the circulation options provided by F- Modified with northbound exits provided at Cabrillo Blvd. and Hermosillo Rd.; however, we believe circulation from Cabrillo Blvd. to the southbound on ramp would be substantially improved with replacement of the Union Pacific Bridge. A new bridge could accommodate an additional right turn lane to access a new southbound on ramp and provide a bicycle/pedestrian connection through the intersection. We request that Union Pacific Bridge replacement be included in the project and analyzed in the DEIR.

We believe that the use of Los Patos Way as a primary on/off ramp proposed in other Cabrillo interchange alternatives would be inappropriate since the expanded facilities and added traffic would be detrimental to the character of Los Patos Way and would result in adverse environmental effects on the Andree Clark Bird Refuge. Planning Commissioners also expressed safety concerns about any alternatives that would feed a new northbound Cabrillo off ramp directly into the Hot Springs roundabout, and a desire to have the Coast Village Road/Olive Mill Road intersection improved as part of the project based on traffic impacts identified in the project's technical reports.

We agree with the DEIR that, regardless of the Cabrillo interchange alternative, the project would result in significant adverse project-specific and cumulative aesthetic impacts. Staff and the Planning Commission recognize the Cabrillo interchange as an important visual gateway into the City and understand the right of way constraints, but expect excellent design and landscaping with this project consistent with City policy direction. We have included comments on the visual impact analysis and additional suggested mitigations to reduce the severity of the impacts. We recommend that the City Design Review Team required by the City's Highway 101 Design Guidelines be convened to review this project sooner rather than later.

If you have any questions or concerns about the enclosed comments, please direct them to Daniel Gullett, Associate Planner, at (805)564-5470 or DGullett@SantaBarbaraCA.gov.

Thank you for the opportunity to comment on the DEIR. We recognize the statewide, regional, and local importance of this project and strongly encourage Caltrans' close collaboration with the City of Santa Barbara, City of Carpinteria, and the County of Santa

Barbara during additional environmental review and further development of the project. We believe this collaboration will be critical to the project's success.

Sincerely,



Paul Casey

Community Development Director
Assistant City Administrator

Enclosure

Cc: Mayor and Council
Planning Commission
Transportation and Circulation Committee
Jim Armstrong, City Administrator
Christine Andersen, Public Works Director
Browning Allen, Transportation Manager
Rob Dayton, Principal Transportation Planner
Bettie Weiss, City Planner
John Ledbetter, Principal Planner
Danny Kato, Senior Planner

City of Santa Barbara comments on March 2012 Draft EIR/EA

- 1) Page vii-x – Summary Table S.1
 - a) The impact summary table should indicate whether impacts are less than significant or potentially significant before and after mitigation.
 - b) Because multiple jurisdictions will all be using this document in their review of Coastal Development Permit applications, it would be helpful to have impacts broken out for each jurisdiction. The geographic extent of impacts is unclear in the document for some resource areas.

- 2) Page 2 – Background first paragraph
The most recently built project is the Operational Improvements project.

- 3) Page 8 – Background second paragraph
Six lanes now exist north of the Cabrillo interchange with the Operational Improvements project.

- 4) Page 17-20 and 27 – Cabrillo Interchange Variations
 - a) A discussion of project costs is inappropriate in this document. CEQA Guidelines 15126.6 state that the discussion of alternatives shall focus on alternatives to the project which are capable of avoiding or substantially lessening any significant effects of the project even if the alternatives are more costly. If an alternative is infeasible due to cost, it should be removed from the DEIR.
 - b) All variations should include the completion of the previously approved bike/pedestrian way under the Union Pacific railroad bridge, just west of the Cabrillo Blvd Interchange.
 - c) Some variations (F, F Mod, M, M Mod) include the demolition of one or both of the mainline bridges over Cabrillo Blvd, and replacement with mainline bridges that are much closer together than the existing mainlines. All variations should include descriptions of whether the mainline adds to the existing bridges over Cabrillo Blvd, or whether the mainline will be reconstructed, and if so, where.

- 5) Page 22 – Section 1.3.3
The heading is "Transportation System Management and Transportation Demand Management Alternative" but no alternative matching that description is described or discussed.

- 6) Page 22 – Section 1.3.4 Comparison of Alternatives
As currently proposed, the Cabrillo Interchange Configurations are alternatives and should be evaluated and compared as such. The visual simulations and traffic analysis evaluate each of the configurations independently, but comparative analysis is not clearly provided in other resource areas. The comparative impacts for each Configuration should be discussed in each section of the document.

- 7) Page 31 – Permits and Approvals Needed
In addition to the list of permits required by other agencies, design review approvals by the Historic Landmarks Commission and the Architectural Board of Review, and approvals of tree removals by the Parks and Recreation Commission, are required.

- 8) Page 42-51 – Section 2.1.1.2 – Consistency with State, Regional and Local Plans
- Where is the referenced Policy Consistency Matrix?
 - Please update with the adoption of City's General Plan update in December 2011 and add the City of Santa Barbara's Bicycle Master Plan (1998/2003), City of Santa Barbara's Pedestrian Master Plan (2006), and the SBCAG Regional Bicycle Plan.
 - Please be aware that if the Planning Commission and City Council cannot find that the project is consistent with the policies of the City's Local Coastal Plan and the Coastal Act, the project cannot be approved.
A more robust consistency analysis is required at this point. Describe in the document how the subject project would provide pedestrian and bicycle facilities between the Andree Clark Bird Refuge and Coast Village Road consistent with City and SBCAG plans and policies. The City's Local Coastal Plan also includes policies and implementation strategies on new pedestrian access across Highway 101 from the East Side Neighborhood to the waterfront. Please include a new crossing in the project description and analyze its impacts in the DEIR or demonstrate how a crossing is infeasible as part of this project (the Planning Commission will determine whether or not it is infeasible). Include analysis of impacts resulting from undergrounding of utilities, which is required by Local Coastal Plan Policy 9.3.
- 9) Page 47 – Environmental Consequences of Build Alternatives - last paragraph
This states that the City of Santa Barbara does not have specific policies for widening Highway 101. City of Santa Barbara's Local Coastal Plan provides multiple specific policies for improvements to Highway 101, including policies 3.14, 4.7, 9.8, 9.9, 9.10, 9.11, 9.12, 9.14, 9.15, 9.16, 9.17, 10.1, 10.2, 10.3, 10.4, 11.16, 11.18, 11.20, 11.21, and 11.22.

This paragraph states that the project would enhance access to coastal resources by improving vehicular circulation within the Highway corridor. It should note that, according to the traffic study, the project would result in degraded circulation on some local streets that provide coastal resource access.
- 10) Page 48 – Environmental Consequences of Build Alternatives - last paragraph
The City of Santa Barbara U.S. 101 Coastal Parkway Design Guidelines also identifies minimum median width.
- 11) Page 49 – Environmental Consequences of Build Alternatives - first paragraph
This should refer to the City of Santa Barbara U.S. 101 Coastal Parkway Design Guidelines (instead of County).
- 12) Page 50 – Table 2.2 Potential Policy Inconsistencies - Historical Resources
This should refer to the City of Santa Barbara LCP policy (not County).
- 13) Page 57 – Table 2.3 Park and Recreational Facilities
Include Montecito Country Club in this table.
- 14) Page 58 – Parks and Recreation Environmental Consequences - first sentence
Access to parks and recreational facilities may be more difficult at times from local streets due to increased congestion at some locations.

15) Pages 58-60 - Growth

How is the information in the Growth Related Impacts Analysis related to the data used in the Travel Forecast Model? Many assumptions in the Growth Analysis model are unclear. The model should include 2011 City of Santa Barbara General Plan for growth constraints. How was Ventura's maximum growth capacity determined? Ventura's 2008 General Plan update is for growth through 2020. Is it reasonable to assume that there would not be additional growth allowed for beyond that time horizon?

The Growth Related Impacts Analysis concludes that residential development pressure is reduced in Ventura County with the project compared to the No Build Scenario. Based on the jobs/housing imbalance in the City of Santa Barbara and existing and forecasted travel demand on Highway 101, we anticipate that there would be increased demand for residential development in Ventura and additional commuters would travel between Ventura and Santa Barbara with reductions in congestion and travel time between Ventura and Santa Barbara upon completion of the project.

16) Page 67 – Community Impacts

This section should consider the long term economic impacts to Coast Village Road and the waterfront area for Cabrillo interchange Configurations F and J (which do not include a northbound Cabrillo on ramp) and propose mitigation as necessary.

17) Section 2.1.5 -Traffic and Transportation/ Pedestrian and Bicycle Facilities

a) Overall Traffic Impact

The DEIR fails to disclose all the project-level traffic impacts discovered by the Project Development Team effort. The Forecast Operations Report, dated October 19, 2009, "is to provide requisite technical traffic support information for the PS&E and environmental phases of the Highway 101 HOV Widening Project" (Study Propose, Page 1). This report concludes that the proposed project will have significant project level traffic impacts to a total of nine intersections, and significant cumulative traffic impacts at a total of 15 intersections (Intersection Operational Results, Page 4) throughout the region from Carpinteria to Goleta. The DEIR references this study, but does not disclose these significant adverse traffic impacts or explain why the impacts were not disclosed. The DEIR, rather, concludes that there are no traffic impacts as a result of the proposed project.

We request that the conclusions of the Forecast Operations Report and the South Coast 101 HOV Traffic Study Cabrillo/Hot Spring Interchange Configuration Analysis Technical Memorandums dated March 21, 2011 and July 19, 2011 be disclosed to the public. The intention of the Project Development Team's work was to investigate the project's traffic impact on the region. Much time was spent on this effort. Please include the Report's conclusions in the DEIR and present this information to the public and decision makers to clarify the project's adverse effects before finalizing the document.

b) Olive Mill/Coast Village Road

The DEIR divides the Olive Mill/Coast Village intersection into 3 intersections for the purpose of level-of-service analysis. This methodology does not appropriately portray the poor level-of-service experienced by the intersection users, which has been measured as Level of Service F using actual average vehicle delay rather than volume counting. The DEIR does show that the proposed project will decrease the level-of-service at the intersection. We ask that the DEIR be amended to show that the

proposed project will have a significant impact to this intersection and demonstrate how that impact will be mitigated.

c) Circulation at the Cabrillo interchange

- i) The analysis at this location does not assume or analyze the existing condition, which is no southbound on ramp. Please adjust the technical studies to compare future conditions with the actual existing lane configurations and levels of service.
- ii) Configurations F and F Mod propose new ramps adjacent to the existing Union Pacific Bridge. The span of the existing bridge does not allow for more than one lane in either direction below it. How will this affect delay of eastbound Cabrillo traffic with the new southbound 101 on ramp? Replacement of the railroad bridge with a wider bridge providing a dedicated right turn lane would reduce delay. Describe and quantitatively compare the circulation through the interchange between Configurations F and F Mod.
- iii) We are concerned that F Mod has not been fully analyzed in the technical studies. The new configuration was not analyzed in the Cabrillo Boulevard I/C Screening Analysis. The distance between the north and southbound ramps is reduced to 195' according to the preliminary concept design. This is the shortest distance of all the configurations. The left-turn lanes for north and southbound directions are proposed to be shared, further reducing the each left turn's queuing capacity. Please analyze these intersections as one operation to determine the appropriate operational level of service and perform the queuing demand for each approach.

d) Traffic Diversion

The traffic diversion assumptions associated with the Cabrillo interchange analysis should be revisited now that the Operational Improvements project is complete. It appears that more traffic is entering the freeway southbound at Olive Mill Road than expected.

18) Page 99-100 - Cabrillo Interchange descriptions

Configuration F should be more clear that the southbound mainline lanes are shifted to the middle and that the existing center southbound off-ramp is removed and replaced with a new off-ramp to the outside of the shifted mainline traffic. The remaining interchange Configurations described here are also misleading. The detailed description of these changes located at the front of the document should be copied here with the diagrams to help the public understand the proposed changes.

19) Page 100 - Cabrillo Interchange - Primary and Secondary Intersections

Include the Cabrillo and Los Patos Way intersection as a primary intersection because it is directly impacted by the three project alternatives where a new southbound on-ramp is added and the southbound off-ramp traffic is more than triple. Page 101 seems to support this by saying: "It should be noted that the intersections of Coast Village and the Hermosillo Road and northbound off-ramp were considered as a primary intersection under Configurations F, J and M. Under the modified Configurations F and M, however, these intersections were redefined as secondary given that they would remain physically unchanged relative to their baseline conditions." This statement seems to imply that intersections with some level of change in intersection volume as a result of the project determine primary and secondary intersections. The Cabrillo/Los Patos intersection would have a large increase in volume as a result of Configurations J, M, and M Mod.

20) Pages 101-102 - Cabrillo Interchange

Last paragraph on Page 101 erroneously excludes Cabrillo Boulevard and Los Patos Way as an intersection that includes reconstructed ramps. The South Coast 101 HOV Traffic Study Cabrillo/Hot Spring Interchange Configuration Analysis Technical Memorandums dated March 21, 2011 and July 19, 2011 specifically identify that a traffic signal is warranted at this intersection, as a direct result of several of the project alternatives. The DEIR omits this fact and does not identify this intersection as impacted. The DEIR must document the project's impact on this City intersection and identify the appropriate mitigation measures to offset this impact.

21) Page 102-103 - Los Patos and Cabrillo Intersection Mitigation

The DEIR states that the intersection of Los Patos Way and Cabrillo Blvd. is projected to operate at LOS F during peak hours in 2020 and 2040, but does not propose mitigation because Caltrans believes that a project at that intersection is included in the City's Capital Improvement Program. Although mentioned in the six-year, unfunded Capital Improvement Program, the City does not consider the project to be reasonably foreseeable. Further, the Capital Improvement project is described for general improvement of existing pedestrian, bicycle and motorist operations at Cabrillo/Los Patos, and does not address any additional traffic volume that would result from Highway 101 HOV alternatives (see enclosed CIP project description). Even if it did, the purpose of the CEQA document is to disclose potential impacts to the public and decisionmakers, and to identify feasible mitigation. CEQA requires that the environmental effects of mitigation measures be considered.

22) Page 107 - Bicycle and Pedestrian Routes

The City supports implementation of components of the adopted SBCAG Regional Bicycle Plan as part of this project.

The 101 Operational Improvements project included provision for walking and biking through the Cabrillo Boulevard Interchange with Caltrans standard accommodations in the form of sidewalks, and class I and II bike lanes. Since that time, the team has failed to gain Union Pacific's permission to implement these proposed accommodations under its right of way via a new tunnel. Union Pacific has suggested a different accommodation that requires replacement of the Union Pacific Bridge with a wider road section under it. These bike and pedestrian accommodations were included as a part of the City's Coastal Development Permit to widen Highway 101 in the vicinity. The DEIR does not indicate that this bike/pedestrian improvement is no longer proposed. The DEIR simply concludes on page 102 that the project will maintain the continuity of existing and future bike and/or pedestrian paths as a part of all interchange Configurations. This is not true. The DEIR does not describe how the class I bike path or sidewalk will be impacted by the removal of the center traffic signal. The DEIR does not describe how bikes and pedestrians are to transition under the Union Pacific Railroad Bridge where there are no accommodations for pedestrians. This must be described and addressed appropriately, both as a change to the environment and based on the project's consistency with the City of Santa Barbara Local Coastal Plan, which requires improvement of pedestrian and bicycle access with the widening of Highway 101. Staff and the Planning Commission believe that replacement of the Union Pacific Bridge will be necessary to provide a safe and appropriate bicycle and pedestrian facility, and would enhance circulation with Configuration F and F Mod by providing space for a dedicated right turn lane for the proposed southbound on ramp.

- 23) Page 175 – Cabrillo Interchange - visual simulations
The DEIR should provide site plans and elevations of the Cabrillo interchange alternatives. Simulations with public views affected by the proposed alteration of the railroad profile for Configurations J, M and M Mod should be included.
- 24) Page 176-181 – Photo of Existing Conditions at Cabrillo Interchange
Since the Operational Improvements project is mostly completed, use a current aerial photo, instead of an old photo that's been "enhanced," to show the improvements.
For the proposed interchange alternatives, show the existing in the photo with simulated landscaping, and only show the proposed as "enhanced." It's difficult to discern differences between the existing and various alternatives, especially on the northbound side.
- 25) Page 183-185 – Visual Simulation OV-21 - Configuration F, F Mod, J, and M
- Why do these configurations result in the loss of so many large skyline trees? Figures 2-11 through 2-15 do not show this, and there is no description of the reason for the loss in the previous text.
 - The descriptions of the reduction in visual quality is inconsistent between Configurations F Mod and Configuration M, in that Configuration M states that, "...much of the vegetated character and screening would be lost, resulting in a reduction in visual quality," implying that there would be a below-average visual quality resulting. Configuration F Mod has the same lane Configuration for the northbound lanes, but the text on page 184 concludes that F Mod would maintain an above-average view quality as from OV-21. We believe that the implied below-average visual quality for Configuration M is correct, and Configuration F Mod should be changed to below-average as well, since Configuration F Mod has even more impacts (more limited median planting).
 - Both Configuration F and F Mod are described as having a moderately high reduction in visual quality. However, since there is very limited opportunity for median planting in F Mod, the visual quality is much poorer than Configuration F. We don't believe that Configuration F Mod would have above-average view quality for this reason and the reason described above in 25 b).
 - Configuration M would also lose the skyline trees, but that is not mentioned in the text.
- 26) Page 187 – Visual Simulation OV-22 - Configuration F Mod, M, and M Mod.
- Why can't trees be planted in the vegetation strip between the proposed offramp and the road (Cabrillo/Coast Village) to reduce visual impacts?
 - This simulation does not accurately depict the retaining wall necessary for the new northbound off ramp.
- 27) Page 189 – Visual Simulation OV23 - Configuration J, M, M Mod
To characterize the decrease in visual quality as "slight" is an understatement. We believe the decrease to be substantial.
- 28) Page 190 – Visual Simulation OV24 - Configuration F.
- Why is there a reduction in skyline trees in this and other Configurations?
 - To characterize the decrease in visual quality as "moderately substantial" an understatement. We believe the decrease to be substantial.

- 29) Page 191-192 – Visual Simulation OV24 - Configuration F Mod
- a) This photo does not adequately show the reduction in visual quality for Configuration F Mod, as it does not show the northbound traffic that will be exposed to view because of the lack of median landscaping (See page 183 OV21 Configuration F Mod).
 - b) Paragraph two (under the photo), line 5 states that the reconfiguration of the lanes would result in a "...somewhat narrower median..." The median would be minimal, and a substantial decrease in width from the existing median width.
 - c) The last paragraph characterizes the resulting visual quality as, "...moderately substantial reduction in visual quality..." We believe that the resulting visual quality is substantially reduced.
- 30) Page 192 – Visual Simulation OV24 - Configuration J
Why does this Configuration have a reduction in skyline trees?
- 31) Page 193 – Visual Simulation OV24 - Configuration M
Why does this Configuration have a reduction in skyline trees?
- 32) Page 195 – Visual Simulation OV24A - Configuration F
- a) The loss of skyline trees still has not been adequately described, and does not match with Figure 2-11 on page 177. According to Figure 2-11, the offramp would be built in the location of the existing SB mainline, which is being moved to the north, so removal of the skyline trees should not be necessary.
 - b) The reduction in visual quality at this location would be substantial, not "moderately substantial," and the resulting degree of intactness and unity would be below-average, not "somewhat above average."
- 33) Page 196 – Visual Simulation OV24A - Configuration F Mod
- a) The loss of skyline trees still has not been adequately described, and does not match with Figure 2-11 on page 177. According to Figure 2-11, the offramp would be built in the location of the existing SB mainline, which is being moved to the north, so removal of the skyline trees should not be necessary.
 - b) This photo understates the visual impact because it does not show the northbound traffic that will be visible because of the minimal median, and lack of opportunity for landscape screening.
 - c) We agree that the reduction in visual quality at this location would be substantial, but we believe that the resulting degree of intactness and unity would be inadequate, not "moderate."
- 34) Pages 197-199 - Visual Simulation OV24A - Configuration J, M and M Mod
- a) The visibility of the retaining wall for the Union Pacific railroad tracks does not appear to be able to be screened with landscaping. This retaining wall is not mentioned as a factor in the visual characteristics of the area, even though it is a major factor in the reduction in visual quality. We believe that the resulting Visual Quality is substantially reduced, and the resulting intactness and unity is below-average.
 - b) The width of the median is unknown in Configuration M and M Mod, so we cannot know what type of median landscaping can be planted. If the median width in these Configurations is not wide enough to support tall landscaping, the visual impact of these Configurations could be more substantial.

35) Page 200 – Visual/Aesthetics Impacts - Configuration F Summary

We agree that the visual quality from Highway 101 would be substantially reduced; however, we don't agree that the resulting scenic quality would be "somewhat above average." We believe the resulting scenic quality would be below average.

36) Page 201-202 – Visual/Aesthetics Impacts - Configuration F Mod Summary

- a) We agree that the visual quality from Highway 101 would be substantially reduced; however, we don't agree that the resulting scenic quality would be "slightly above average," in terms of intactness and unity. They would be below average.
- b) Paragraph 4: We believe that the view from Coast Village Road and Old Coast Highway would be substantially reduced.
- c) Last paragraph, last line mentions Configuration M. Should this be Configuration F Mod?
- d) Page 202 first paragraph last line. We believe that the decrease in visual quality would be substantial:

37) Page 202-203 - Visual/Aesthetics Impacts - Configuration J Summary

- a) Paragraph 2: We believe that the degree of intactness and unity as a result of the reduced median landscaping (compared to existing) would be average at best, not "above average."
- b) Paragraph 4: We believe that the believe that the reduction in visual quality that would result from the new Los Patos onramp and associated vegetation removal and retaining wall construction would be substantial.

38) Page 203-204 - Visual/Aesthetics Impacts - Configuration M Summary

- a) Paragraph 3: We believe that the view from Coast Village Road and Old Coast Highway would be substantially reduced.
- b) Paragraph 4: We believe that the believe that the reduction in visual quality that would result from the new Los Patos onramp and associated vegetation removal and retaining wall construction would be substantial.

39) Page 204 - Visual Simulation OV-25 Existing Condition

Paragraph 1: Line 2: Since construction is complete, please update to show the existing view with simulated landscaping.

40) Page 210 - Table 2.22 – Visual Impact Ratings

This table does not explain the rating scale. What is the threshold used by this DEIR to determine the level of visual impact. The DEIR does not make a determination of whether the visual impacts are substantial or merely adverse. We believe that all of the visual impacts are substantial, except for Observer Viewpoint 23, for Configurations F and F Mod. Substantial impacts must be mitigated, and the proposed mitigation measures for the loss of vegetation and reduction in view quality is too vague to analyze.

41) Page 211 – Visual/Aesthetics Impacts - Avoidance, Minimization, and/or Mitigation Measures

- a) Paragraph 2, Last line. This is the first time that this DEIR uses the key phrase, "substantial adverse visual impacts." We believe that this language should be used in the previous sections, wherein the visual impacts caused by the various Configurations are described.

- b) Although paragraph 2 identifies substantial adverse visual impacts, it does not state the locations of the impacts. We believe that most of the Cabrillo interchange configurations have substantial visual impacts, and that those impacts need to be mitigated, or described in detail, so that a statement of overriding considerations can be requested.
- c) The following Mitigation Measures should be considered to reduce impacts:
 - New K-rail shall include aesthetic treatment with color and/or texture, such as a sandstone appearance, appropriate to the location.
 - Anti graffiti materials and coatings shall be used on new signs and structures expected to be graffiti targets.
 - Replace plants that are removed with similar species unless replacement plants are provided with increased air quality benefits, subject to review and approval by the appropriate design review board.
 - New bridge structures would be designed to maintain the historic character of the Cabrillo interchange, and should create a similar ambiance to the existing bridges, emulating human-scale characteristics using methods including divided lanes, additional support structures and landscaping to break down the scale.
 - Replace degraded highway landscaping with improved landscaping north of the highway segment improved with the Operational Improvements Project.

42) Page 214 – Cultural Resources – Regulatory Setting

The City's Master Environmental Assessment includes standards for historic structures and archaeological reports, and requires that the Historic Landmarks Commission (HLC) review and approve of those reports.

43) Page 215 – Cultural Resources – Area of Potential Effects

The Areas of Potential Effect for cultural resources excludes the Los Patos/Cabrillo Blvd intersection. If mitigation for traffic impacts is necessary at that intersection, include analysis of impacts to the state-designated East Cabrillo Boulevard Parkway Historic District, the City Landmark Charles Caldwell Park Memorial Watering Trough and Fountain, and the known archaeological site in the vicinity.

44) Page 233-237 - Water Quality and Storm Water Runoff and Water Quality Assessment

- a) The City of Santa Barbara's NPDES Phase II regulations are not addressed in the project's Draft DEIR/Water Quality Assessment (WQA) Report. The WQA only recognizes state and federal requirements, which are less protective for water quality than the City's storm water management requirements.
- b) Section 3 of the WQA (page 9) is titled "Federal, State, and Local Regulations," and yet local regulations are not addressed in this section. The City's Storm Water Management Program (SWMP) requirements and Local Coastal Plan must be included.
- c) Coastal Act Section 30231 and Policies 6.11-B and 6.12 - 6.14 of the City's Local Coastal Plan, in order to comply with the CA Coastal Act, address the sensitivity and necessary preservation of the City's drainages, creeks, marine environment, and the Andree Clark Bird Refuge. Highway structures and development adjacent to the refuge are specifically identified as projects having to protect and enhance the bird refuge by addressing runoff and drainage.
- d) On pages 22 and 32 of the WQA, the statement that "channelized watersheds within the project limits include Sycamore..." is incorrect. Sycamore creek has a largely natural bottom and many areas with natural creek banks (i.e., not channelized).

- e) If Caltrans intends to claim technical infeasibility for the project to meet the City's storm water management requirements; please submit a drainage/hydrology report that explains why meeting the requirements is infeasible by demonstrating the infeasibility of the storm water runoff BMPs presented in the City's Storm Water BMP Guidance Manual and demonstrate to what extent the currently proposed BMPs (bio-filtration swales and vegetated drainages) capture and treat storm water (i.e. their combined capacity) in relation to the total increase in runoff volume and rates that will occur from the proposed project.

As stated in the City's Storm Water BMP Guidance Manual on page 6-4; "The City may allow for one or more of the storm water runoff requirements to be waived for a Tier 3 project if technical or legal infeasibility can be established by the project applicant. The City shall only grant a waiver of infeasibility when all available storm water runoff BMPs have been considered and rejected as infeasible. The burden of proof is on the project applicant to demonstrate that all available measures are infeasible. Where strict compliance with the City's storm water runoff requirements is found to be infeasible, the project applicant must utilize all feasible measures to achieve the greatest compliance possible."

- f) By not adhering to the City's NPDES Phase II regulations, the project could result in potentially significant impacts to water quality. The DEIR should identify this potentially significant impact and provide mitigation.

45) Page 275 - Air Quality - Paragraph 3

- a) The Air Quality section assumes that some traffic will divert or reroute from elsewhere in the road network but no additional traffic will result from the proposed project. Please provide justification for this assumption here and in the traffic/circulation section.
- b) According to the traffic study, the project will cause more congestion on some local streets rather than less. Some of the increased local congestion and idling may be offset by the reduction in congestion on the freeway itself, but this should be analyzed quantitatively, rather than qualitatively as written in the DEIR.

46) Page 277 - Air Quality

- a) Paragraph 1, line 3. Similar to the comment above, based on the traffic study, it is not clear that the project would improve low-speed and idling emissions with increased congestion on local streets.
- b) Paragraph 2. This states that the project would improve local circulation in the immediate area, which, according to the traffic study is not the case for some local intersections.
- c) Paragraph 2. How does this project quantitatively affect the development potential of parcels within 250 feet of Highway 101 based on General Plan Policy ER7? Please provide a map showing the affected parcels.

47) Page 278 - Air Quality - Paragraph 1

According to the traffic study, the project will increase vehicle backups and idling time at interchanges and on nearby local streets. A more robust impact analysis is required.

48) Page 282-283 - Air Quality - Mitigation

Consider mitigation that would increase opportunities for use of alternative transportation to improve air quality, including new bicycle and pedestrian connections and improvements of existing bicycle and pedestrian paths.

The mitigations involving trees and vegetation should also be placed in the Visual Quality section.

- 49) Page 286 - Noise - Regulatory Setting
Use the City of Santa Barbara's noise impact thresholds from the City's General Plan Environmental Resources Element to determine project effects for areas affected by portions of the project within the City.
- 50) Page 350 – Biology - Natural Communities
The DEIR makes no mention of the skyline trees to be removed in most of the Cabrillo interchange options. The document should inform the reader as to the numbers and locations of trees to be removed, the reason for their removal, and mitigation to replace the trees that must be removed for each of the proposed configurations.
- 51) Page 379 - Biological Study Area
Why is the Andree Clark Bird Refuge excluded from the Biological Study Area? Three alternatives include construction of a temporary railroad bridge toward the Bird Refuge and conversion of Los Patos to a major access to Highway 101. Impacts to this coastal wetland should be analyzed in the DEIR.
- 52) Page 397 - Construction Impacts
The DEIR should assess temporary and permanent economic impacts on the community resulting from the duration and extent of project construction, and proposed mitigations as necessary.
- 53) Page 400 - Traffic and Transportation/Pedestrian and Bicycle Facilities - Paragraph 1
The traffic study indicated that there will be increased delay at some local intersections. How will decreasing local intersection delay lead to enhanced pedestrian and bicycle circulation at other locations? This is a long term issue, which is misplaced in this construction impacts section.
- 54) Page 406 - Noise Impacts Resulting from Temporary Relocation of Railroad Tracks
Paragraph 1, line 5: A doubling of the distance should reduce the noise impacts by 6dB (see page 405, last two lines), not increase them by 3dB.
- 55) Page 408 - Construction Impacts – Avoidance, Minimization and/or Mitigation Measures
Recommended additional mitigations:
- Caltrans should work closely with City Public Works regarding the construction traffic management plan for all improvements involving road or ramp closures.
 - Prior to project construction, Caltrans shall provide a closure plan that identifies methods to protect access to visitor-serving businesses and visitor destinations and points of interest, proposed signage and any other methods to mitigate the impacts of the closure.
 - Upon completion of construction, Caltrans should repair and repave the surrounding local streets to mitigate for construction impacts caused by large trucks, heavy equipment, and detours.

56) Page 430 - Discussion of Significant Impacts

It would be helpful at the Coastal Development Permit stage to specify which jurisdictions have impacts and where. Impacts on Traffic and Transportation/Pedestrian and Bicycle Facilities are not included in this section.

57) Page 432 - Biological Resources, line 4

Delete the word, "County," so that the phrase reads, "City of Santa Barbara Local Coastal Plan."

58) Page 448 - Greenhouse Gas Reduction Strategies, 3rd bullet

Will the overall biomass of the replacement vegetation equal that removed by the project? If not, the planting will only partially offset the removal of mature vegetation.

59) Page 450 - Sea Level Rise Paragraph 1, line 6.

Has the report been released? Update either way.

60) Page 461 - Design Life of the Proposed Project

Why do the bridges have a design life of 50 years? Considering the planning time and expense of the project, a longer design life may be more appropriate.

30 September 2012



South Coast Sub-regional Planning Committee
Santa Barbara County Association of Governments
260 North San Antonio Road
Santa Barbara, CA 93110

Replace UP Railroad bridge as part of 101 HOV lane project

To the Committee Members,

As an Eastside Santa Barbara resident and bicyclist, I frequently ride on Cabrillo Boulevard under Highway 101 and the adjacent old railroad bridge. I understand that replacing the railroad span with an updated bridge has not been included in the Draft EIR for the 101 HOV project, nor added subsequently. It should have been.

Without a new railroad bridge, the City plans to remove the southbound bike lane and replace it with an elevated multipurpose bicyclist-pedestrian path. Most bicyclists will not choose such a narrow, problematic way of travel. Instead they will take the traffic lane and not only risk being hit in the shadow of the bridge, but also slow motorists.

The City's Local Coastal Plan has called for cross corridor situations to be fixed when major 101 projects are considered — this is certainly such a circumstance, and this is the most promising opportunity to fix this choke point.

I work with bicycle tour companies that are bringing increased revenue to our area. The number of tours has expanded dramatically from 9 in 2007 to 104 this year, bringing more bicyclists here. Also, the US Census Bureau reports that bike commute mode share in Santa Barbara county has increased by 14% from 2007 to last year.

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For everybody's safety, we need a new railroad bridge as part of the 101 HOV project. Thank you for your consideration.

OCT 01 2012

Santa Barbara County
Association of Governments

Ralph Fertig
Bike Santa Barbara County

AGENDA NUMBER 4

Bike Santa Barbara County

1569 Sycamore Canyon Road, Santa Barbara, CA 93108
805.962.1479 · www.bike-santabarbara.org · bikesbcounty@gmail.com

COAST

COALITION FOR SUSTAINABLE TRANSPORTATION

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Santa Barbara, CA 93120
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October 1st, 2012

Chair and Committee Members
South Coast Sub-regional Planning Committee
Santa Barbara County Association of Governments (SBCAG)

Re: South Coast 101 HOV Lanes project.
Replacement of Railroad Bridge at Cabrillo/Hot Springs interchange.

Dear Chair and Committee Members,

The planned improvements at the Cabrillo/Hot Springs/101 interchange call for new southbound off and on ramps between the freeway and railroad bridge. Due to the existing railroad bridge abutments, there is currently not enough room on Cabrillo Boulevard under the old narrow bridge for more than the existing two vehicular lanes. As you are keenly aware, Cabrillo Boulevard is the only connection between East beach and Coast Village Road.

The proposed improvements for the Cabrillo/Hot Springs interchange do not provide adequate room for queuing for the future turning movements that the proposed interchange configuration will generate because they do not address the bottleneck created by the existing railroad bridge. As a consequence, traffic will back up on Cabrillo as it routinely happened before the southbound on-ramp was removed a few years ago as part of the operational improvements for the interchange.

Currently people using the multi-purpose path must walk in the street to get across this pinch point. The beautiful newly constructed well-lit multi-purpose path now dead ends on both sides of the bridge, forcing people to still use the car lane to get under the railroad. This narrow access at the railroad bridge is cited in the City of Santa Barbara's Local Coastal Plan that calls for this deficiency to be fixed whenever a future major freeway construction project would be considered.

It has been long understood that the 101 HOV project would include the replacement of the railroad bridge. COAST and several civic groups and agencies stressed this point clear during the EIR process. In summary, the replacement of the Union Pacific Railroad bridge over Cabrillo Blvd. must be part of the South Coast 101 HOV Lanes Project.

Sincerely,



Mark Bradley, President

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OCT 01 2012

Santa Barbara County
Association of Governments

Terry L. Contreras

From: DANNY COPUS <dannycopus@me.com>
Sent: Monday, October 01, 2012 11:37 AM
To: Terry L. Contreras
Subject: Meeting today

Ms. Contreras,

Over the weekend, I was made aware of the meeting today that will hear input regarding the proposed 101 project. Specifically, I'm emailing you regarding the Union Pacific bridge and possible improvements to that underpass/offramp/onramp.

Disappointingly, Coast Village Business Association has not been approached by SBCAG anytime recently for its input on the details of this project as they have developed. It is now our understanding that a queue line for the proposed 101 Southbound onramp is not proposed to be part of this project. It is also our understanding that the pedestrian tunnels that were originally part of the last 101 project, but were left out, are again bring left out this time around. It is the opinion of Coast Village Business Association that both of these exclusions are to the detriment of the community and the project. A queue line would certainly seem to help usher people through that intersection on their way to Montecito where they might reside, or be wishing to dine or shop. Delaying people from spending money at local businesses seems to be exactly what our local economy does not need. Pedestrian access that is off of the road is clearly much safer for everyone, pedestrians and drivers. The past project put so much emphasis on making the area more walkable, only to force pedestrians back onto the road at that particular bridge. It seemed unfortunate enough to have had this been deleted from the last project, but even more unfortunate to have it not be included this time around.

Should either of these inclusions be a detriment to the project as a whole, or to the timeline of the project, then we might reconsider our position. From what we understand as of now, though, it is our opinion that a queue lane and pedestrian tunnels should indeed be reintroduced into this project.

Respectfully,

Danny Copus
President
Coast Village Business Association
General Manager
Montecito Inn
1295 Coast Village Road
Santa Barbara, CA 93108
dannycopus@me.com
805-729-1669

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OCT 01 2012

AGENDA NUMBER 4



**SANTA BARBARA
DOWNTOWN
ORGANIZATION**

October 1, 2012

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OCT 01 2012

Santa Barbara County
Association of Governments

Santa Barbara County Association of Governments
260 North San Antonio Road, Suite B
Santa Barbara CA 93110

RE: **Replacement of Union Pacific Bridge Over Cabrillo Blvd**
REQUEST FOR RECONSIDERATION

SBCAG South Coast Sub-regional Planning Committee,

The Downtown Organization of Santa Barbara strongly urges your reconsideration of the replacement of the Union Pacific Bridge over Cabrillo Boulevard, specifically at the 101/Hot Springs interchange—currently part of the 101 HOV project now undergoing environmental review.

The negative impacts of neglecting to replace the 100-year old bridge have long been acknowledged in formal City policies dating back to the 1993 Local Coastal Plan Amendment. As you are aware, this Amendment requires any future major highway project to address this problematic point and other cross freeway access issues, e.g. the newly completed Cacique undercrossing. Until recently, this Amendment was upheld in the current proposal with the inclusion of a multipurpose path that would have provided pedestrians a safe crossing channel. However, its removal results in an existing beautiful, heavily used, well-lit pathway that dead ends on both sides of the interchange, unsafely forcing people into the street.

From the standpoint of our local community, we must question the value of a new interchange that is not appropriately connected to the major boulevard it serves. The historical back-up at this interchange will continue without widening under the Union Pacific Bridge.

This project represents the last potential funding of this kind for decades to come. If the interchange is not designed correctly, our visitors, employees and local residents will have to live with the consequences even after nearly twenty years of disruptive construction in the corridor. Considering this, we must insist that the replacement of the Union Pacific Bridge be part of the 101/Cabrillo interchange project even if it means re-circulating the project environmental impact report.

Sincerely,

Dave Lombardi, President
Santa Barbara Downtown Organization

AGENDA NUMBER 4

Post Office Box 240 Santa Barbara, California 93101
Phone: 805-962-2098 Email: info@sbdo.org Fax: 805-962-3286
Web site: www.santabarbaradowntown.com

Terry L. Contreras

From: Kathy Janega-Dykes <kathy@santabarbaraca.com>
Sent: Friday, September 28, 2012 3:51 PM
To: Terry L. Contreras
Subject: Union Pacific Bridge

RECEIVED

SEP 28 2012



September 28, 2012

Santa Barbara County
Association of Governments

To Whom It May Concern:

On behalf of Santa Barbara's valued hospitality partners, the Santa Barbara Conference & Visitors Bureau and Film Commission Board of Directors strongly urge your reconsideration of the replacement of the Union Pacific Bridge over Cabrillo Boulevard, specifically at the 101/Hot Springs interchange—currently part of the 101 HOV project now undergoing environmental review. As it stands, SBCAG has removed this from the project and the EIR process, a decision this Board feels will have long-lasting negative implications and hinder access to Santa Barbara's coveted waterfront. Reinstating this aspect of the project will help ensure the interchange improvements do not make a historically bad traffic problem at a major Santa Barbara coastal gateway worse. Additionally, we feel it will provide a mutually beneficial solution that contributes to Santa Barbara's reputation as a pedestrian-friendly coastal destination as well as allow for ample north and southbound freeway access to the waterfront.

The negative impacts of neglecting to replace the 100-year old bridge have long been acknowledged in formal City policies dating back to the 1993 Local Coastal Plan Amendment. As you are aware, this Amendment requires any future major highway project to address this problematic point and other cross freeway access issues, e.g. the newly completed Cacique undercrossing. Until recently, this Amendment was upheld in the current proposal with the inclusion of a multipurpose path that would have provided pedestrians a safe crossing channel. However, its removal results in an existing beautiful, heavily used, well-lit pathway that dead ends on both sides of the interchange, unsafely forcing people into the street. This Board is of the opinion that, with adequate funding, a new bridge will make things better for all users.

From the standpoint of our local community, we must question the value of a new interchange that is not appropriately connected to the major boulevard it serves. The historical back-up at this interchange will continue without widening under the Union Pacific Bridge. For both locals and visitors, the Board believes that replacing the bridge will permit better access to heavily sought after waterfront, Harbor and Stearns Wharf landmarks.

This project represents the last potential funding of this kind for decades to come. If the interchange is not designed correctly, our visitors, employees and local residents will have to live with the consequences even after nearly twenty years of disruptive construction in the corridor. Considering this, we must insist that the replacement of the Union Pacific Bridge be part of the 101/Cabrillo interchange project even if it means recirculating the project environmental impact report.

We are confident that the result will provide value and benefit to locals, visitors and waterfront proprietors as well as be a safer, more practical and widely used access point to Santa Barbara's most important asset - the waterfront.

SANTA BARBARA REGION CHAMBER OF COMMERCE

May 13, 2013

Santa Barbara County Association of Governments
260 North San Antonio Road, Suite B
Santa Barbara, CA 93110

BY EMAIL (info@sbcag.org)

To the SBCAG Board of Directors:

The Santa Barbara Region Chamber of Commerce has studied the portion of the proposed Highway 101 widening project between Milpas Street and Summerland, and closely examined the proposal offered by the "101 Coalition" which suggested certain revisions to the project. The Chamber's review is motivated by a commitment to protect the interests of local businesses, including those closest to the project site (on Coast Village Road and Los Patos Way) and businesses in other areas of the region that would benefit from a reduction in freeway congestion resulting from the widening project.

The Chamber commissioned an independent study of the widening project and the 101 Coalition alternatives. It was prepared on a volunteer basis by Scott Schell, a highly respected and experienced local transportation engineer. Mr. Schell's "White Paper" was presented to the Chamber's Government Relations Council on May 8, 2013, and the Council's recommendations were presented to the Chamber Board of Directors on May 13, 2013.

Enclosed is a copy of Mr. Schell's "White Paper" for your consideration.

After considering the recommendations made by the Government Relations Council and reviewing Mr. Schell's "White Paper," the Board of Directors of the Santa Barbara Region Chamber of Commerce approved the following:

1. The Chamber strongly urges SBCAG and CalTrans to take all feasible steps to ensure that the project proceeds without delay, whether or not any aspects of the Coalition 101 alternative are incorporated into the project. Completion of a six lane freeway is essential to the community's future economic health. SBCAG should express its support for the freeway widening project in the clearest and strongest terms.

The Chamber Board strongly emphasizes its desire that the SBCAG and CalTrans take all necessary steps to minimize delay in the planning, permitting and construction of the project, including delays associated with environmental review that goes beyond legal requirements.

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Mailing Address
Visitor Center: One
c-mail: info@sbcag.org

7299
65-3021

ATTACHMENT 6

2. The Chamber encourages SBCAG and CalTrans to develop context sensitive design solutions for the freeway corridor and freeway interchanges to reduce construction, environmental and visual impacts.
3. The Chamber requests that CalTrans and SBCAG review and refine the construction sequencing for the selected improvement plan in order to reduce, to the extent feasible, the overall construction schedule and the number and duration of required ramp closures that would add to local congestion and impact local businesses.

At its May 8 meeting, the Government Review Council was informed by a SBCAG representative that CalTrans had developed a new construction plan which ensured that the freeway off-ramps at Cabrillo Boulevard would continue to be available for public use throughout the construction period. This report was welcomed as very good news by the Chamber, which believes that keeping the off-ramps open will help mitigate the adverse impacts of the freeway construction on local businesses.

4. The Chamber supports closing the Los Patos Way off-ramp and opposes any plan that creates a southbound on-ramp from Los Patos Way.
5. The Chamber strongly supports the City of Santa Barbara and the 101 Coalition's suggestion that the Cabrillo Boulevard railroad bridge be widened to provide additional vehicular travel lanes, bike lanes and pedestrian sidewalks, and urges CalTrans to work with SBCAG, the railroad and the City to identify the necessary funds for that essential improvement.
6. The Chamber supports the inclusion of a new southbound on-ramp at Cabrillo Boulevard. This on-ramp is needed to reduce the PM peak hour trip congestion along Coast Village Road caused by vehicles travelling along this commercial street to reach the Olive Mill Road on-ramp. It is also necessary as a guaranty that there will be no use of Los Patos Way as a freeway on-ramp in the future.

Thank you for considering these comments.

Sincerely,



Joanne Funari
Chair-elect

Enclosures: White Paper

cc. Santa Barbara City Council
Santa Barbara City Planning Commission
James Armstrong, Santa Barbara City Administrator

WHITE PAPER

SOUTH COAST HIGHWAY 101 HOV LANE PROJECT

WHICH ROAD TO TAKE?

Prepared By:

Scott Schell, AICP, PTP

Associated Transportation Engineers

Prepared For:

Santa Barbara Region Chamber of Commerce

Government Relations Council Public Policy Group

May 2013

Introduction

This white paper reviews the South Coast Highway 101 HOV Lane Project proposed by Caltrans and SBCAG for U.S. 101 between Carpinteria and Santa Barbara. The focus of this paper is on the segment of U.S. 101 between the Sheffield Drive interchange in Montecito and the Cabrillo Boulevard-Hot Springs Road interchange in the City of Santa Barbara. The paper reviews the design alternatives developed by Caltrans, the design alternatives proposed by the Montecito Association's "101 Community Coalition", and the design changes requested by the City of Santa Barbara. A comparison and evaluation of the design alternatives is provided for consideration.

Project Overview

Caltrans District 5 is currently proposing to widen U.S. 101 to provide one part-time high occupancy vehicle (HOV) lane in each direction from Bailard Avenue in the City of Carpinteria to Cabrillo Boulevard-Hot Springs Road in the City of Santa Barbara. The project would result in a six-lane freeway within the 11-mile segment. The HOV lane designation would be in force during weekday peak commute periods. The new lanes would operate as general-purpose lanes (with no restrictions) during off-peak periods and on weekends. The project also includes reconstruction of the freeway interchanges at Sheffield Drive and Cabrillo Boulevard-Hot Springs Road.

Caltrans is the lead agency for the project and SBCAG is the primary project sponsor. Project partners include the City of Santa Barbara, the County of Santa Barbara, and the City of Carpinteria. The current cost estimate for the project ranges from \$355 to \$455 million. The project will be funded using \$140 million from the Measure A regional sales tax as well as other State and Federal funding sources. The stated purpose of the project is to:

- Reduce congestion, decrease vehicle travel and facilitate the flow of goods and services.
- Facilitate a modal shift to carpool, vanpool and bus travel in the corridor.
- Provide capacity for future travel demand.
- Provide for HOV lane continuity on Highway 101 in southern Santa Barbara County.

Key Issues for the Region

The widening of U.S. 101 to 6 lanes is critical to the future economic health of the South Coast and Santa Barbara County. There are both short-term and long-term issues for the community associated with this regional highway project. Short term issues include:

- Construction costs and availability of funds.
- Effects of construction congestion on both regional traffic and local access and circulation.
- Duration of construction (and associated traffic disruptions).
- Economic impacts of construction on South Coast and County businesses.

Long term issues related to the project include:

- Changes to the aesthetic and visual characteristics of the U.S. 101 corridor.
- Traffic operations on U.S. 101 and at freeway interchanges.

Project Background and Current Status

Caltrans released a Draft Environmental Impact Report (DEIR) reviewing the South Coast Highway 101 HOV Lane Project in March of 2012. Local agency and public comments were submitted to Caltrans on the DEIR through July of 2012. The Montecito Association 101 Community Coalition (101 Coalition) submitted a letter which proposed new alternatives for the section of U.S. 101 from Summerland to Santa Barbara, including design options for the interchanges at Cabrillo Boulevard and Sheffield Drive that retained the existing left-side on-and-off-ramps. The 101 Coalition has continued to study and refine its design alternatives since they were submitted to Caltrans.

On October 5, 2012 the SBCAG Board chair sent a letter to the Director of Caltrans requesting further clarification on the viability of maintaining the left-side ramps as proposed by the 101 Coalition (attached). The Caltrans Director responded with a letter on October 16, 2012 stating that the left-side ramps would not be considered due to safety and driver expectation issues (attached). The SBCAG board discussed the issue at the October 18, 2012 hearing and voted to request that Caltrans consider granting a design exception for the left-side ramps and to study this option further in the DEIR. A follow-up letter was sent by SBCAG to the Director of Caltrans formalizing that request (attached).

Since that time, Caltrans has been developing responses to the comments submitted on the DEIR. Caltrans has indicated that an evaluation of the 101 Coalition alternative will be provided. The Caltrans Director will present the results of the evaluation and Caltrans position on the issue at the May 16, 2013 SBCAG Board hearing. The formal response to comments and Final EIR are scheduled to be released towards the end of 2013.

The City of Santa Barbara held a Planning Commission hearing on June 14, 2012 to review the Caltrans plan and develop comments on the various design alternatives. The City submitted a comment letter requesting that the Caltrans project include widening of the narrow two-lane Southern Pacific Railroad bridge at Cabrillo Boulevard to accommodate vehicular, bicycle and pedestrian flows; and that improvements be provided at the Olive Mill Road/Coast Village Road-U.S. 101 intersection to address existing and future congestion. The City of Santa Barbara City Council recently addressed the issue of widening the Southern Pacific Railroad bridge at Cabrillo Boulevard during the April 23, 2013 hearing. At that hearing, the City Council authorized a contract to develop conceptual design plans and cost estimates for the bridge replacement and widening. The City's desire is to incorporate improvements to the railroad bridge as well as the Olive Mill Road/Coast Village Road-U.S. 101 intersection in the Caltrans project.

The Caltrans Plan

The DEIR studied 3 primary design alternatives for the freeway widening. One design was identified for the U.S. 101/Sheffield Drive interchange and five alternatives were identified for the U.S. 101/Cabrillo Blvd interchange. While no preferred alternative has been selected for the Cabrillo Blvd interchange at this time, the general consensus is that Configuration F Modified is the most likely candidate for future implementation based on input provided by the City of Santa Barbara. The key elements of the Caltrans plan include:

- U.S. 101 - Implement the HOV lane designation through the entire 11-mile segment of freeway, including Montecito.
- Sheffield Drive Interchange - Remove the left-side southbound on- and off-ramps; construct new right-side southbound on- and off-ramps in a "Tight Diamond" configuration; and construct new interchange bridges for both northbound and southbound U.S. 101 (see attached Figure A).
- Cabrillo Boulevard Interchange (F Modified) - Remove the left-side northbound off-ramp and southbound off-ramp; close Los Patos off-ramp; provide new southbound on- and off-ramps in a "Tight Diamond" configuration between the freeway and railroad bridges; construct a new northbound off-ramp aligned with the existing northbound on-ramp; install traffic signals at both ramp intersections; and construct new bridges for both northbound and southbound U.S. 101 (see attached Figure B).
- Olive Mill Road and San Ysidro Road Interchanges - No improvements are proposed for these interchanges.

The 101 Community Coalition Alternative

The 101 Coalition has continued to study and refine their design alternative since it was submitted to Caltrans in July of 2012. The key elements of the 101 Coalition's current plan (as shown on their website) include:

- U.S. 101 - The HOV lane designation for the new third lane would start (southbound) and end (northbound) in Summerland just south of the Sheffield Drive interchange. The new lanes would be unrestricted general-purpose lanes through Montecito.
- Sheffield Drive Interchange - Obtain Caltrans design exception and maintain the left-side southbound on- and off-ramps; widen the existing northbound freeway bridge to provide the third lane; and widen the shoulder of U.S. 101 to provide the third southbound lane (see attached Figures C and D).
- Cabrillo Boulevard Interchange - Obtain Caltrans design exception and maintain the left-side northbound off-ramp and southbound off-ramp (no new southbound on-ramp provided); close Las Patos off-ramp, maintain recently completed 3-lane bridge and freeway section for southbound U.S. 101, and widen existing northbound freeway bridge to accommodate the third lane (see attached Figure E and F).

- Olive Mill Road and San Ysidro Road Interchanges - Construct southbound auxiliary lane between Olive Mill Road and San Ysidro Road; implement roundabout at Olive Mill Road/Coast Village Road-U.S. 101 intersection (see Figure G); implement roundabouts (or other improvements) at San Ysidro Road interchange; and relocate substandard San Ysidro-Posilipo Lane southbound on-ramp to reconfigured San Ysidro Road interchange.

City of Santa Barbara Design Issues

The City of Santa Barbara has provided the following comments on the Caltrans plan:

- Cabrillo Boulevard Interchange - The City has requested that the Caltrans project include the replacement and widening of the existing Southern Pacific Railroad bridge at Cabrillo Blvd to accommodate pedestrian, bicycle and vehicular travel. The span of the existing bridge provides for only two travel lanes and no sidewalks. The City is concerned that the existing bridge width will not accommodate the traffic flows to the new southbound on-ramp (located directly north of the bridge) and that significant queuing will occur on Cabrillo Blvd which will impact operations at the Cabrillo Blvd/Los Patos Way intersection. The City also supports the closure of the Los Patos off-ramp and is not supportive of alternatives that keep the ramp open.
- Olive Mill Road Interchange - The City comment letter stated that the Caltrans project will impact the operation of the Olive Mill Road/Coast Village Road-U.S. 101 intersection. The City has requested that the Caltrans project include mitigation measures (such as a roundabout) at the to reduce future impacts and congestion at this location.

Alternatives Comparison

A comparison of the design alternatives is provided below.

Freeway Ramp Design. One of the key issues to be considered in comparing the design alternatives is the left-side freeway ramps. The Caltrans plan relocates the left-side on- and off-ramps at the Cabrillo Blvd and Sheffield Drive interchanges. Caltrans has maintained that this is a key element of the freeway widening project and that there are no feasible alternatives for maintaining the left-side ramps due to safety and driver expectation issues.

The 101 Coalition alternative maintains the left-side ramps at the Cabrillo Blvd and Sheffield Drive interchanges. The 101 Coalition has stated that Caltrans design exceptions could be supported for the left-side ramps based on cost, right-of-way, environmental, social and economic impacts. The 101 Coalition provided data showing that the existing left-side ramps do not exhibit higher accident rates than other right-side ramps located in the Santa Barbara area. The 101 Coalition has also stated that the ramps are used primarily by local residents and thus meet driver expectations, and that additional improvements could be implemented to make the left-side ramps safer (expanded acceleration and deceleration lanes).

It is anticipated that the Director of Caltrans will provide a summary of the analysis completed for the 101 Coalition alternative (including the left-side ramps) at SBCAG's Board hearing on May 16, 2013.

HOV Lane Operations. The Caltrans plan provides the HOV lane designation through the 11-mile segment of the freeway, thus meeting the project objectives and the goals outlined in the *101 in Motion* plan adopted by SBCAG in 2006. The southbound HOV lane would start just south of the Cabrillo Blvd interchange. In order to start the HOV lane at this location, the Caltrans plan includes a four-lane freeway section (three general-purpose freeway lanes and the HOV entry lane) plus the southbound on-ramp in this constrained area. This section would merge to three-lanes in a short reach south of the Cabrillo Blvd bridge.

The 101 Coalition alternative proposes that the HOV lane designation for the new third lane start in Summerland before the Sheffield Drive interchange. The new lanes would be unrestricted general-purpose lanes through Montecito. This alternative would be inconsistent with the adopted *101 in Motion* plan, which called for the HOV lanes to start south of Milpas Street. The 101 Coalition's position is that the HOV lane designation is not appropriate for the Montecito area due to the number and spacing of the on- and off-ramps in the Montecito area, and that starting the southbound HOV lane at Cabrillo Blvd will cause congestion and require unnecessary construction due to the number of lanes required to begin the HOV lane at this location (see discussion above) and the merge/weave that would occur .

Cabrillo Blvd Interchange Operations. The Caltrans F Modified plan provides for a "Tight-Diamond" configuration between the northbound and southbound ramp intersections. The two ramp intersections would be controlled by traffic signals. The northbound ramps intersection would be located in close proximity to the Coast Village Road/Hot Springs Road roundabout. The 101 Coalition has raised concerns about the proximity of the signalized northbound ramps intersection to the roundabout, as queues forming at the traffic signal could extend into the roundabout. The northbound and southbound ramp signals would also be closely spaced, which limits the amount of storage that can be provided for left-turns turning onto the on-ramps. The City of Santa Barbara provided comments requesting additional analyses of intersection spacing and left-turn storage issues for this alternative. The southbound ramps intersection would be located adjacent to the existing Southern Pacific railroad bridge which accommodates one-lane in each direction and no sidewalks. As noted previously, the City of Santa Barbara has requested that the railroad bridge be replaced and widened in order to provide an additional travel lane, sidewalks and bike lanes. The 101 Coalition has also raised concerns regarding the width of the railroad bridge and the lack of sidewalks.

The 101 Coalition alternative retains the existing configuration of the interchange with the left-side northbound off-ramp and southbound off-ramp forming a signalized intersection at Cabrillo Blvd. This alternative does not provide a new southbound on-ramp at Cabrillo Blvd to replace the ramp that was removed during the U.S. 101 Milpas to Hot Springs improvements. This design is not consistent with Caltrans standards related to isolated off-ramps. The Caltrans Highway Design manual states that isolated off-ramps shall not be used because of the potential for wrong-way movements. The 101 Coalition has stated that the southbound on-ramp does not need to be replaced from a traffic capacity standpoint, as traffic that previously used the ramp has diverted to the improved Milpas Street interchange, and that volumes on Cabrillo Blvd have been reduced since the U.S. 101 improvements were completed. However, concerns have been raised that not having a southbound on-ramp at Cabrillo Blvd will cause more traffic to use the Coast Village Road corridor to access U.S. 101 in the future. The 101 Coalition alternative proposes to replace and widen the Southern Pacific railroad bridge to accommodate sidewalks using the money saved on construction costs.

Olive Mill Road and San Ysidro Road Interchanges. The Caltrans project objective is the provision of a third lane in each direction on U.S. 101, and the project does not include improvements for these two interchanges. Existing and future operational issues experienced at these two interchanges are therefore not resolved with the Caltrans project (substandard ramp spacing, short on-ramp length, intersection congestion, etc.).

The 101 Coalition proposes to use the money saved on construction costs for their alternative to construct a southbound auxiliary lane between Olive Mill Road and San Ysidro Road, implement a roundabout at the Olive Mill Road/Coast Village Road-U.S. 101 intersection; implement roundabouts (or other improvements) at San Ysidro Road interchange; and relocate substandard San Ysidro-Posilipo Lane southbound on-ramp to reconfigured San Ysidro Road interchange.

Aesthetics. The Caltrans project designs for the Sheffield Drive and Cabrillo Blvd interchanges removes the existing mature landscaping within the median areas of these two interchanges. The 101 Coalition alternative retains the existing mature median landscaping at the Sheffield Drive and Cabrillo Blvd interchanges. The Caltrans project also requires a significant amount of retaining walls that would not be required under the 101 Coalitions alternative.

Construction Costs. The estimated costs of the Caltrans alternatives range from \$355 million to \$455 million. The 101 Coalition has indicated that their revised plans with limited bridge widening could save up to \$60 million, and that these funds could be used for additional improvements at the Olive Mill Road and San Ysidro Road interchanges.

Construction Duration. The estimated construction period for the Caltrans project, as reported by the 101 Coalition, is 51 months (not confirmed with Caltrans). The 101 Coalition has indicated that the construction duration for their alternative could be shortened to approximately 19 months given the reduced bridge construction required.

Construction Impacts. The Caltrans project could require closure of the on- and off-ramps at the Cabrillo Blvd and Sheffield Drive interchanges for extended periods of time when the new freeway bridges are constructed. The ramp closures will result in the diversion of traffic to other ramps and surface streets in the project area during the construction phase, and could impact businesses in the Coast Village Road area. The ramp closures will require implementation of construction management and detour mitigation plans to accommodate the diverted traffic.

The construction plan contained in the 101 Coalition report indicates that the freeway ramps at the Cabrillo Blvd and Sheffield Drive interchanges could remain open during the majority of the construction period. This would reduce potential impacts to the surface streets in the project area.

Evaluation

The 101 Coalition's alternative would provide potential project benefits in terms of reducing the costs and duration of construction, reducing construction and environmental impacts, maintaining important visual resources, and creating less disruption in the community. Retaining all or some of the existing left-side ramps and ending the HOV lane designation in Summerland would provide more flexibility in the design of the freeway widening and interchange alternatives. The 101 Coalition's alternative does not, however, meet Caltrans design standards and would require several design exceptions. Caltrans has not been willing to consider the design exceptions required to construct the 101 Coalition's alternative, thus the plan may not be feasible without Caltrans support.

The City of Santa Barbara's recommendations for design changes to the Caltrans project at the Cabrillo Blvd interchange (widen railroad bridge, review queuing and storage requirements, etc.) appear to be warranted based on the information currently available. The City recommendations would enhance operations for vehicles, pedestrians and bicycles at the new interchange.

Recommendations

Urge SBCAG and Caltrans that the project proceed without delay, whichever design is selected. Completion of a six lane freeway is essential to the community's future economic health. SBCAG should express its support for the freeway widening project in the clearest and strongest terms.

Encourage SBCAG and Caltrans to develop context sensitive design solutions for the freeway corridor and freeway interchanges to reduce construction, environmental and visual impacts.

Request that Caltrans and SBCAG review and refine the construction sequencing for the selected improvement plan in order to reduce, to the extent feasible, the overall construction schedule and the number and duration of required ramp closures that would add to local congestion and impact local businesses.

Support closing the Los Patos Way off-ramp and oppose any plan that creates a southbound on-ramp from Los Patos Way.

Support the City of Santa Barbara and the 101 Coalition's suggestion that the Cabrillo railroad bridge be widened to provide additional vehicular travel lanes, bike lanes and pedestrian sidewalks; and urge Caltrans to work with SBCAG, the railroad, and the City to identify the necessary funds for that improvement.

The Chamber extends its thanks to the 101 Community Coalition, the City of Santa Barbara and SBCAG for their assistance and cooperation in the preparation of this White Paper.



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October 5, 2012

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District Director
Caltrans District 5

William Dillon
Agency Counselor
County Counselor

Mr. Malcolm Dougherty, Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814-5680

Subject: Highway 101 HOV Widening Project in Santa Barbara County

Dear Mr. Dougherty

SBCAG has received information on a proposal by members of the Montecito Association Transportation Subcommittee for the reconstruction of the 101 Hot Springs/Cabrillo interchange in the City of Santa Barbara and the 101/Sheffield Drive interchange in Montecito. The proposal includes retention of the existing left-hand freeway ramps as shown in the attachment. We have been told by Caltrans District 5 that any proposal which retains left side ramps cannot be approved by Caltrans.

On behalf of the SBCAG board, I would like to inquire further about the proposal for these two interchanges and am seeking your written response to the following questions:

- Are there any feasible design alternatives that could allow the left side ramps to remain?
- If Caltrans has concluded that there are no feasible alternatives retaining left side ramps, please explain why the Department has reached this conclusion.

Thank you in advance for responding to this inquiry. If you have any questions, please contact SBCAG's executive director, Jim Kemp at 805-961-8908.

Sincerely,

Joni Gray
Chair, Santa Barbara County Association of Governments

Cc: SBCAG Board members
Tim Gubbins, Caltrans District 5

Attachment

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
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October 16, 2012

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OCT 16 2012

Santa Barbara County
Association of Governments

Ms. Joni Gray, Chair
Santa Barbara County Association of Governments
260 North San Antonio Road, Suite B
Santa Barbara, CA 93110

Dear Ms. Gray:

Thank you for your letter of October 5, 2012, inquiring about the viability of the proposal from members of the Montecito community. I have recently met with community representatives to listen and consider their interests.

First and foremost, I appreciate the strong support and partnership of the Santa Barbara County Association of Governments in fulfilling the need to make long-term capacity improvements on the vital US 101 corridor. Currently along the South Coast area of Santa Barbara County, travelers experience over four hours of congestion each day and without improvements, this is expected to increase to 11 hours a day in 2040. The purpose of the South Coast 101 HOV Lanes Project is to reduce congestion and improve travel time on US 101, while providing HOV lane continuity to encourage a modal shift to transit and carpooling. This project would reduce travel delay by at least 7,000 person-hours daily by 2040. The US 101 corridor is also an important route for truck traffic, transporting valuable goods between Santa Barbara County and other parts of the state and nation.

Members of the Montecito community are proposing a "Community Coalition Alternative" for the interchanges at Hot Springs/Cabrillo and Sheffield Drive. This proposal was also submitted during public comment to the project's draft environmental document and we will respond formally within the final document. The stated goal of this proposal is to further reduce the cost and construction impacts beyond what has been proposed with the five configurations under consideration. However, the Community Coalition proposal is not viable because it retains existing features that contradict engineering principles for highway safety over the long-term.

Ms. Joni Gray
October 16, 2012
Page 2

It is widely known that left-side ramps for general use have a poor safety record and cause operational problems. With higher speed traffic flowing in the left lanes and slower moving traffic in the right lanes, drivers have learned to expect freeway exits and entrances on the right side. Exiting or entering from the left side creates conflicts when slower moving traffic has to merge with higher speed traffic. This conflict is exacerbated for trucks. With an increase in the number of freeway lanes and traffic volumes, the problems with left-side ramps become worse. Therefore, left-side ramps are not acceptable in current highway design practice and are systematically being removed throughout California and the United States.

There are no viable design alternatives that would allow the left-side ramps to remain. The project's environmental document studied more than 20 different interchange configurations, and eight of them were rejected because they would perpetuate the use of left-side ramps.

Notwithstanding my position on left-side ramps, I understand the community's interest in reducing the project's impacts. There are many opportunities to exercise flexibility to ensure the project serves the travelers and fits well into the community context. The project team will work toward these goals in cooperation with the community, and will seek appropriate elements and features within the parameters that promote safety and livability over the long-term.

Sincerely,



MALCOLM DOUGHERTY
Director

c: Tim Gubbins, Director, Caltrans District 05
Jim Kemp, Executive Director, Santa Barbara County Association of Governments
Richard Nordlund, President, Montecito Association



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3rd District

Steve Lavagnino
Santa Barbara
County
5th District

Holly Sierra
City of Buellton

Al Clark
City of Carpinteria

Lupe Alvarez
City of Guadalupe

John Linn
City of Lompoc

Helene Schneider
City of Santa
Barbara

Larry Lavagnino
City of Santa Maria

Jim Richardson
City of Solvang

Ex-Officio Members

Tim Gubbins
District Director
Caltrans District 5

William Dillon
Agency Counsel
County Counsel

October 29, 2012

Mr. Malcolm Dougherty, Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814-5680

Subject: Highway 101 HOV Widening Project in Santa Barbara County

Dear Mr. Dougherty:

Thank you for your letter of October 16, 2012 responding to the SBCAG chair's inquiry regarding the feasibility of retaining left-side ramps at the 101 Hot Springs/Cabrillo and 101/Sheffield interchanges. At its October 18 meeting, the SBCAG board voted to request that you grant a design exception that would allow the left-side ramps to remain and make the Montecito Association proposal feasible.

Thank you for your consideration of the SBCAG board's request. If you have any questions regarding this request, please contact me at 805-961-8908.

Sincerely,

Jim Kemp,
Executive Director
Santa Barbara County Association of Governments

cc: SBCAG Boardmembers
Tim Gubbins, Caltrans District 5

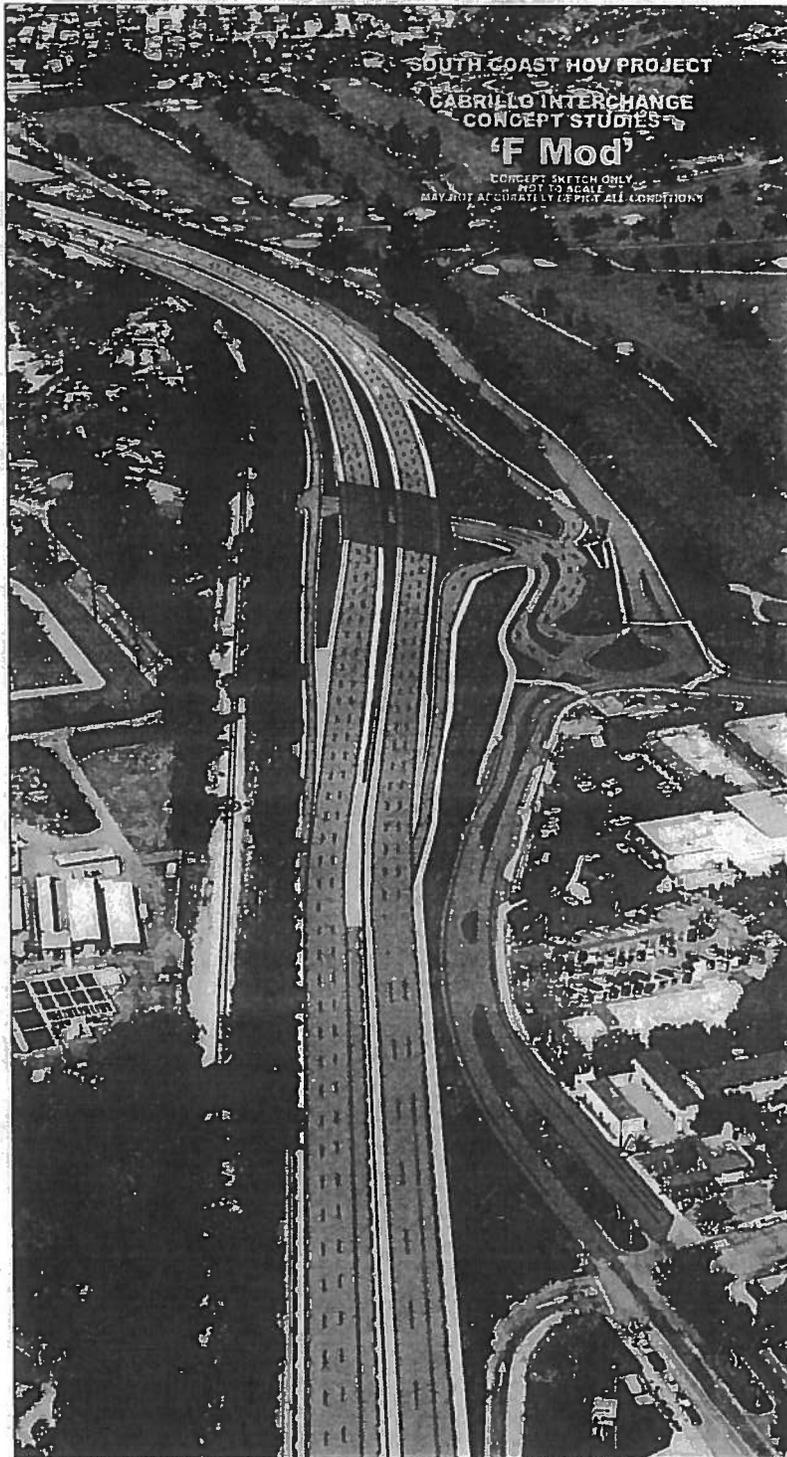


Figure 2-12 Conceptual Image of Interchange Configuration F Modified

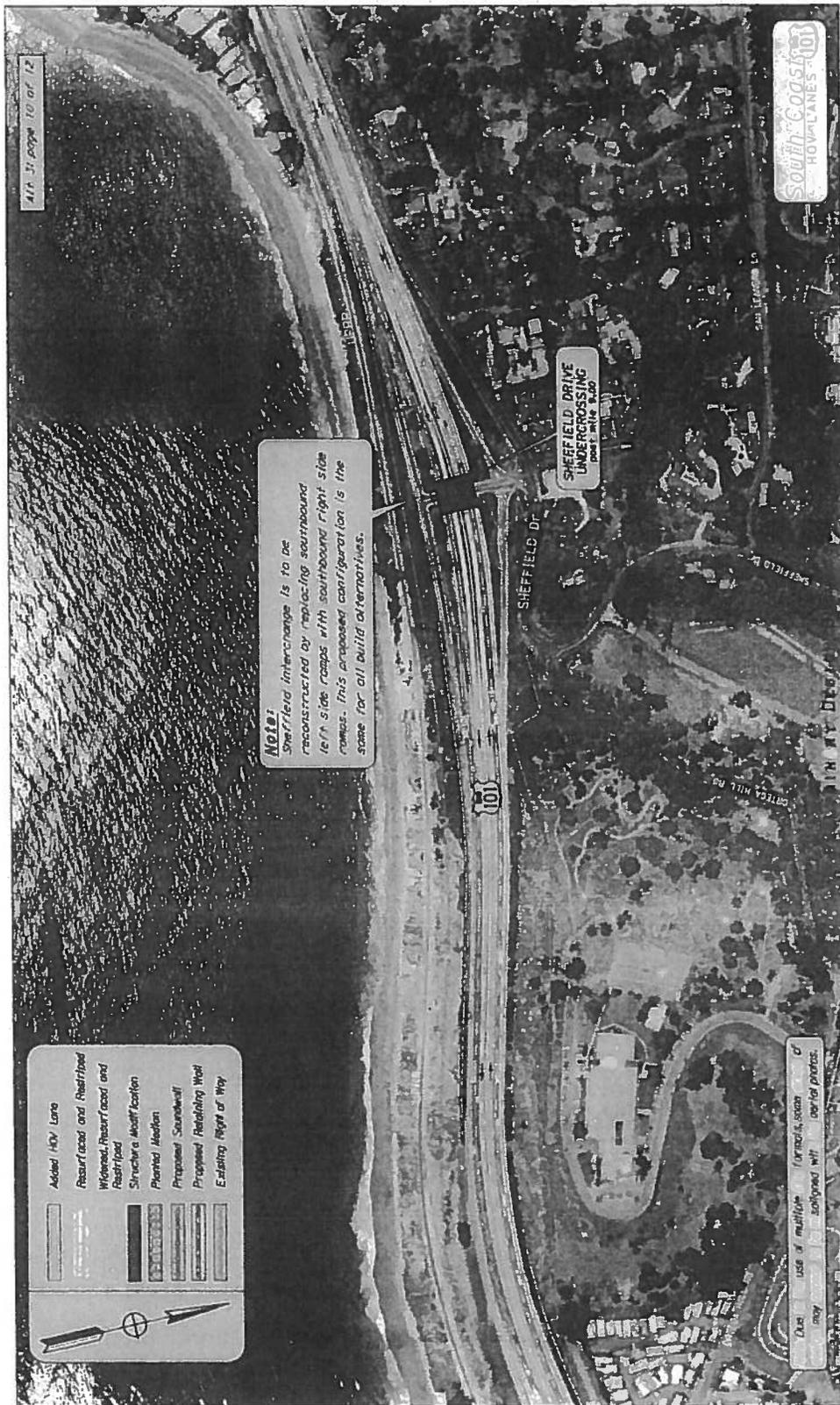


FIGURE B

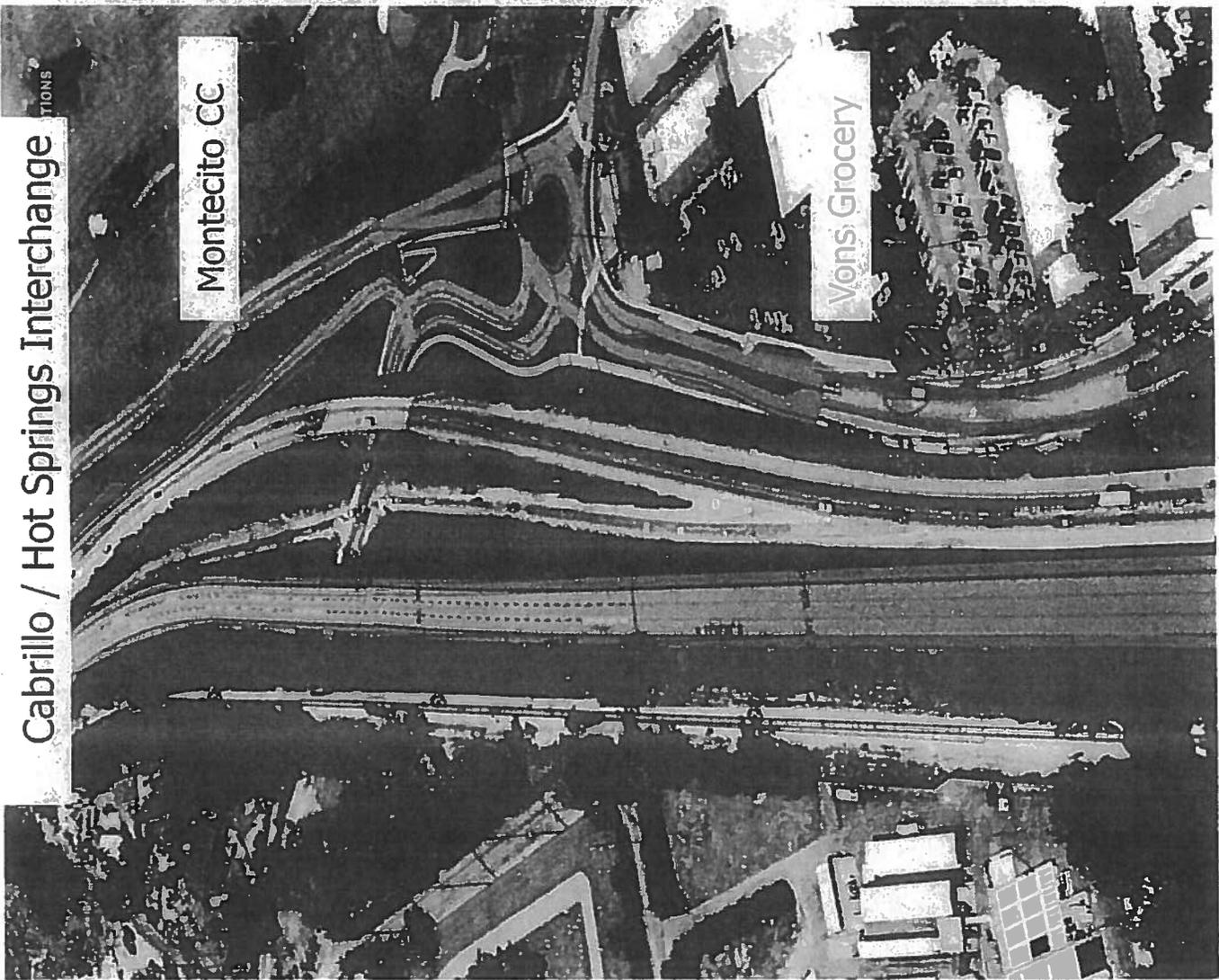


FIGURE C

The Cabrillo/Hot Springs Interchange

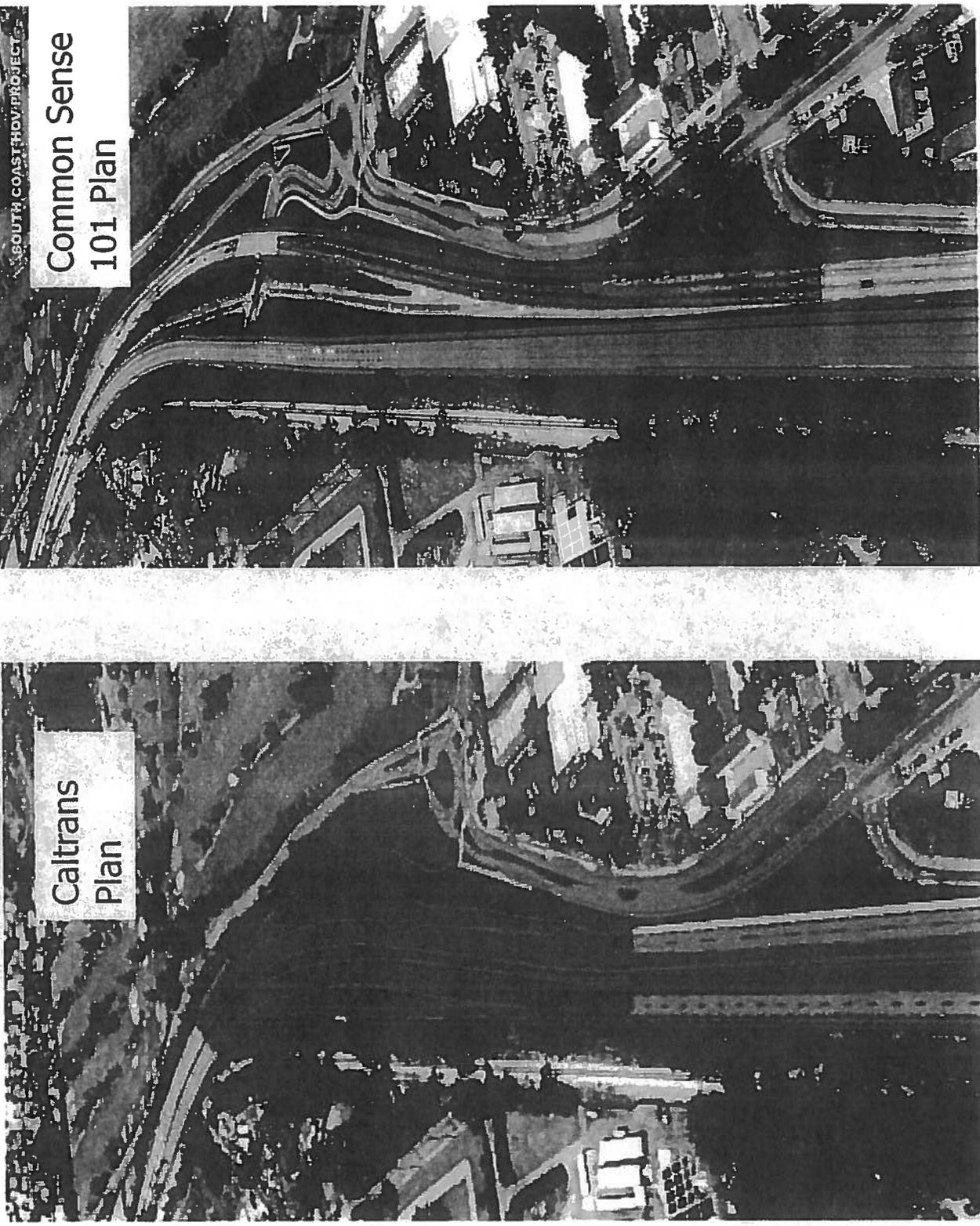
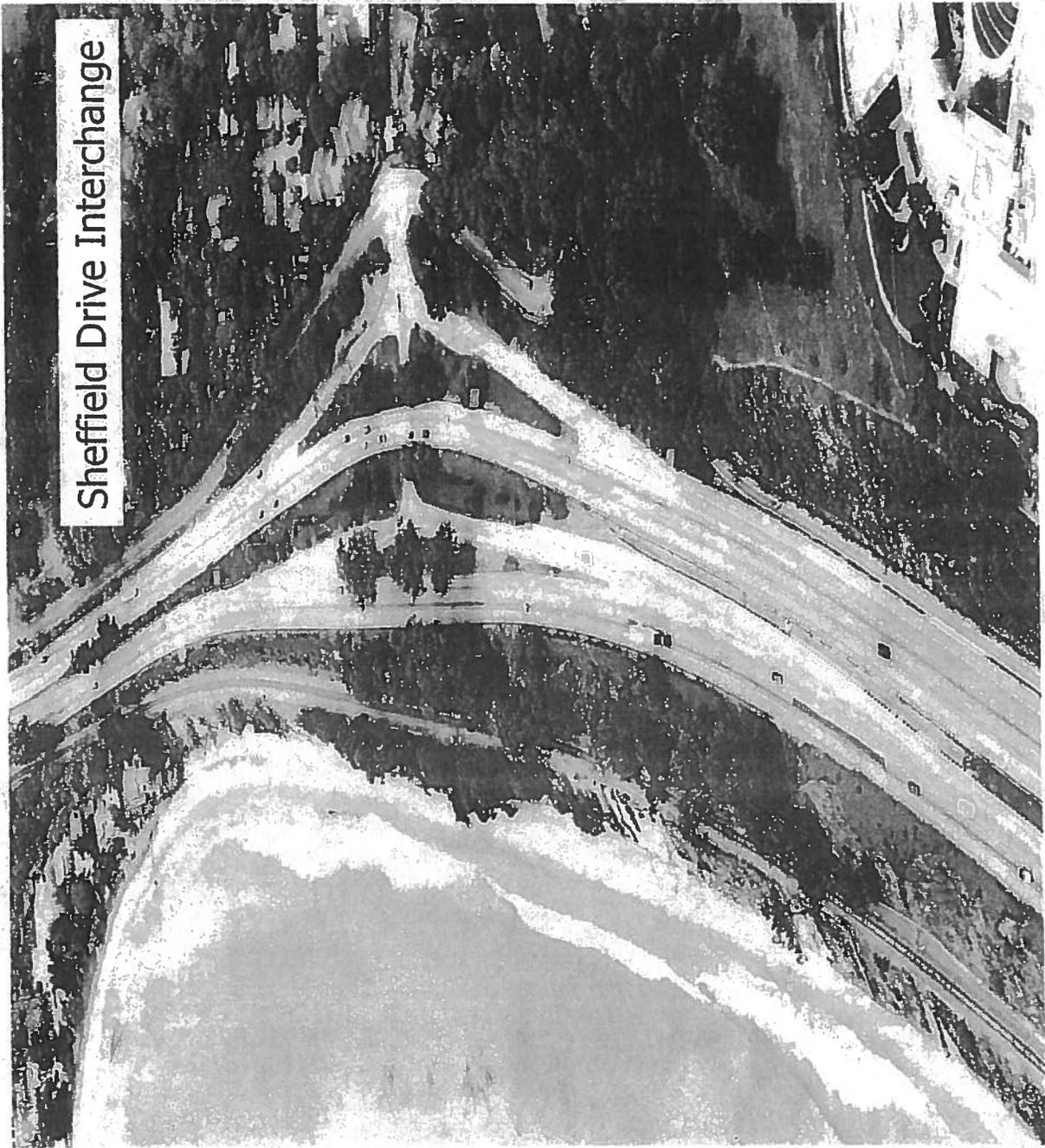


FIGURE D



Sheffield Drive Interchange

FIGURE E

The Sheffield Drive Interchange

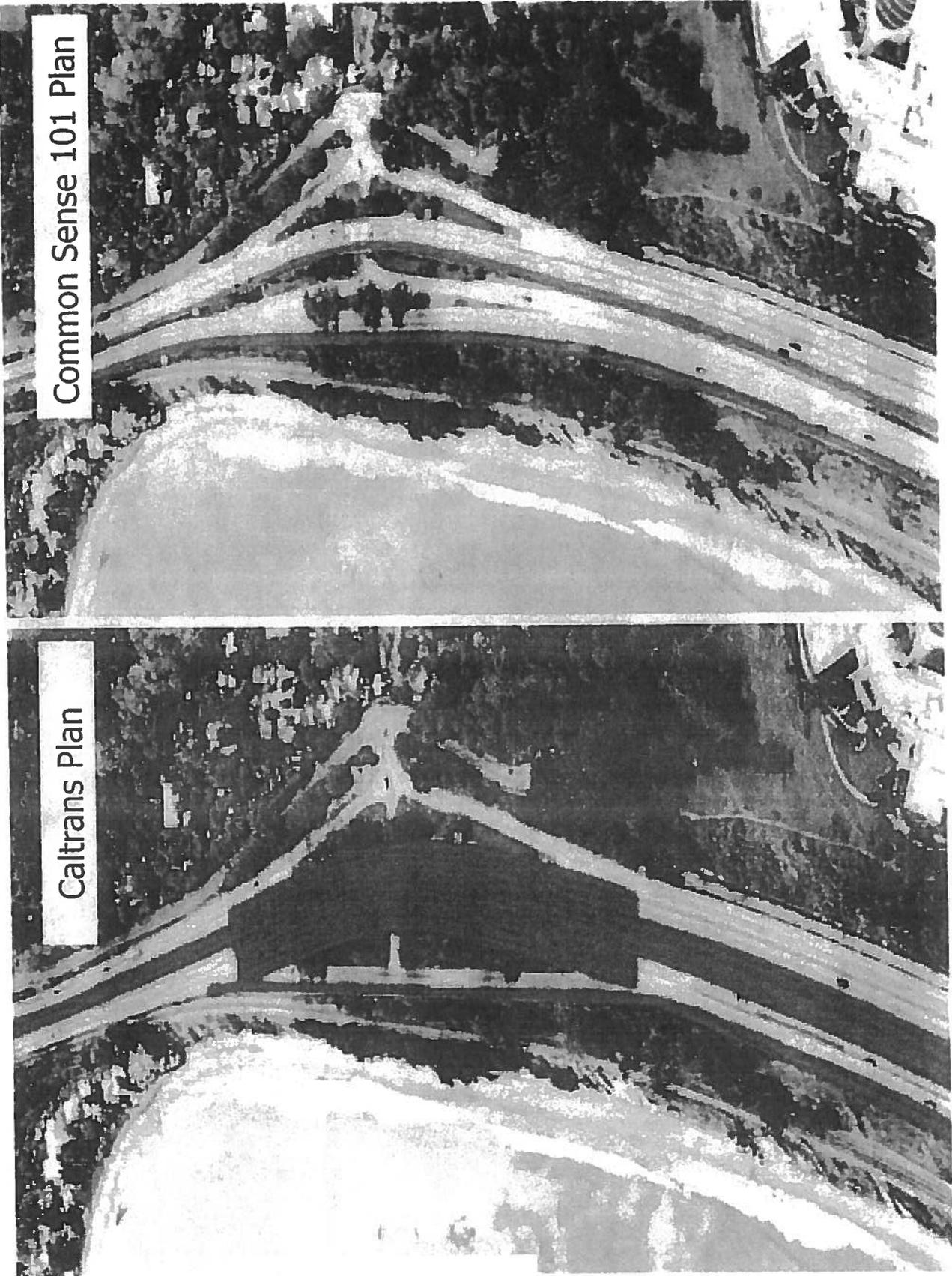
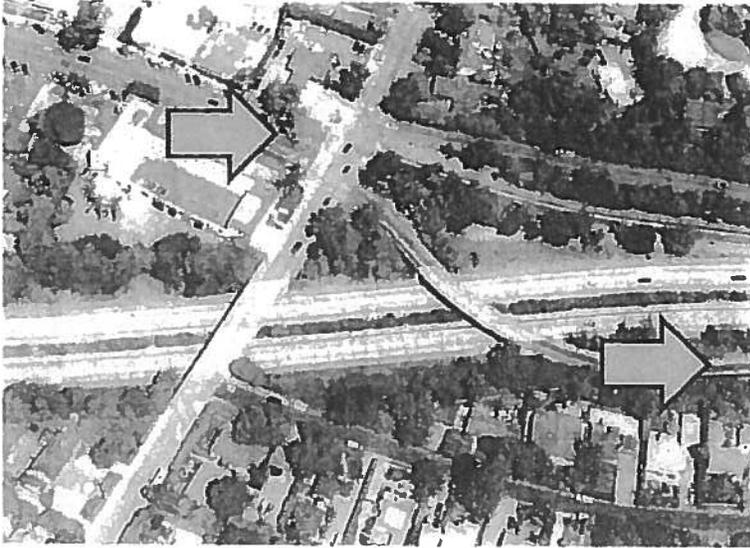


FIGURE F

Olive Mill Road Interchange



The seven-way intersection at Coast Village/Olive Mill/North Jameson Roads is a major source of congestion. The northbound off-ramp entering the intersection is frequently backed up as cars are unable to traverse the intersection. The roundabout design shown below is one of several prepared by the City of Santa Barbara. The savings from acceptance of the Common Sense 101 would cover the cost of completing

this roundabout.

The on-ramp, in the lower right-hand corner of the picture is short and enters on a curve too close to the off-ramp for San Ysidro that is also too short and backs up in the morning. Both conditions would be corrected by an auxiliary lane that connects the two ramps, and is included in the Common Sense 101 plan.

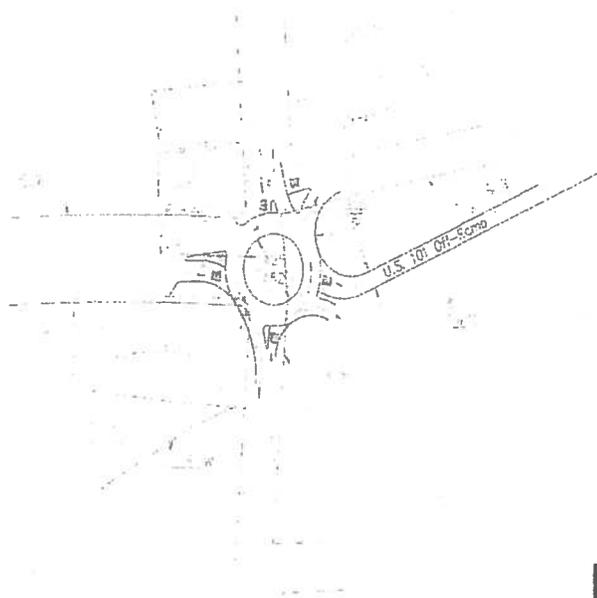


FIGURE G

