



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: December 3, 2014
AGENDA DATE: December 10, 2014
PROJECT: Mission Park to Mission Canyon Multimodal Improvements Plan
TO: Planning Commission
FROM: Transportation Planning Division, (805) 564-5385
 Robert Dayton, Principal Transportation Planner 

I. PROJECT DESCRIPTION

The Mission Park to Mission Canyon Multimodal Improvements Plan (Plan) is a grant-funded community process and joint effort of the County of Santa Barbara (County) and the City of Santa Barbara (City) to prepare concept level plans for pedestrian, bicycle, and vehicle circulation improvements in the historic and highly scenic Mission Canyon corridor. The Plan area extends from the intersection of Laguna Street and East Los Olivos Street (in the City) to the intersection of Mission Canyon Road and Foothill Road (in the County).

No continuous pedestrian or bicycle paths, lanes, or routes exist through this narrow corridor. Although a few facilities exist at various points, they are not continuous nor do they comply with the American with Disabilities Act (ADA). The lack of continuous facilities makes walking and biking in the area difficult and hazardous for residents and visitors.

An organized group of citizens known as Mission Heritage Trail Association (formally Safe Passage) formed several years ago to discuss the challenges of the corridor and the need for improvements. Similar community concerns have arisen from time to time in the past, but solutions have been too controversial to implement. Mission Heritage Trail Association (Association) members have attempted to develop consensus solutions by including a diverse range of interests in their group. While the Association has been successful in this effort, broad community input was needed.

In 2012, California Department of Transportation (Caltrans) awarded a Community-Based Transportation Planning grant in the amount of \$88,911 to the Santa Barbara County Planning and Development Department and the City of Santa Barbara Public Works Department for the Plan. One goal of this grant was to provide the needed community process and input following the initial work of the Association.

The community process included two well-attended public workshops to discover what improvements could possibly garner community support. The result of the process is concept level plans that could be developed into a capital project. Detailed engineering and environmental review were not included in the scope of work of the Caltrans grant. These tasks would need to be undertaken as part of a subsequent implementation phase and capital improvement. Because it only provides concept plans for possible future action, the City

Council is not required to adopt or fund the Plan at this time. The Plan does not commit the City to any final course of action, nor does it commit any funds to implement the concept plans. Thus, the Plan is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15262 of the CEQA Guidelines. City staff will conduct environmental review, as necessary, as proposed improvements are funded and implemented.

II. PURPOSE OF THE HEARING

The purpose of this joint hearing of the County and City Planning Commissions is to receive a report from City and County staff regarding the community process and consider recommending that the City Council and Board of Supervisors refer the Draft Mission Park to Mission Canyon Multimodal Improvements Plan to the respective Public Works Departments for inclusion in the City and County Capital Improvement Programs.

The Santa Barbara County Planning Commission staff report, attached as Exhibit C, provides additional project information, the Draft Plan itself, relevant City and County policies, and meeting minutes for applicable City and County advisory bodies.

III. RECOMMENDATION

Staff recommends that the Planning Commission take the following actions:

1. Recommend that the City Council determine the Mission Park to Mission Canyon Multimodal Improvements Plan is exempt from CEQA pursuant to CEQA Guidelines Section 15262.
2. Recommend that the City Council refer to the Public Works Department the Draft Mission Park to Mission Canyon Multimodal Improvements Plan for inclusion in the City Capital Improvement Program.
3. Recommend that the City Council adopt a resolution directing City staff to work collaboratively with County of Santa Barbara staff to pursue funding to complete the design, engineering, and construction of the proposed improvements.

Exhibits:

- A. Draft City Council Resolution
- B. Santa Barbara County Planning Commission Staff Report, dated November 20, 2014

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE
CITY OF SANTA BARBARA REGARDING THE
MISSION PARK TO MISSION CANYON
MULTIMODAL IMPROVEMENT PLAN

WHEREAS, for decades, community concerns have been expressed regarding safety for all modes of travel from the intersection of Laguna Street and East Los Olivos Street at Mission Santa Barbara to the intersection of Mission Canyon Road and Foothill Road (Mission Canyon corridor), but little has been done because of the sensitive nature of the historic and environmental resources of the corridor.

WHEREAS, in 2011, community members formed the "Safe Passage Working Group," a volunteer citizens organization of diverse interests now known as Mission Heritage Trail Foundation, and worked to build community stakeholder consensus regarding issues of concern along the Mission Canyon Corridor between Laguna Street and Foothill Road.

WHEREAS, on August 15, 2012, Caltrans awarded the County of Santa Barbara, hereinafter referred to as "County," and the City of Santa Barbara, hereinafter referred to as "City," a Community-Based Transportation Planning Grant for the Mission Park to Mission Canyon Multimodal Improvements Plan, hereinafter referred to as the "plan."

WHEREAS, the County and City used the Caltrans grant funds to work in partnership on public outreach and to listen to public concerns and desires in an attempt to discover and prepare concept plans for circulation improvements to Mission Canyon corridor. Through two well-attended workshops, staff was able to identify minimum-level improvements with overwhelming community acceptance, while addressing the community-identified safety concerns.

WHEREAS, based on public input, the County and City prepared the concept level designs of a feasible approach for continuous pedestrian access on the west side of the corridor and improved circulation for bicyclist passage and vehicle safety. The plan includes the following key components:

1. Continuous pedestrian path on the west side of the corridor (surface material to be determined). The path must comply with the ADA and be consistent with the historical setting.
2. Landscape buffers between path and roadway, where feasible.
3. New detached pedestrian bridge parallel and west of the existing stone bridge over Mission Creek (material and structure design to be determined).
4. Bike lanes extending north to Puesta del Sol transitioning into bike routes in the County's jurisdiction where the road narrows.
5. Several crosswalks would be relocated.
6. Left-turn pocket from Mission Canyon Road to Las Encinas Lane.

EXHIBIT A

WHEREAS, the plan is a community consensus concept level design for multimodal improvements consistent with County and City policy direction for the project area (County Mission Canyon Community Plan, City Circulation Element, and Pedestrian Master Plan).

WHEREAS, from July 2014 to October 2014, the concept plans were reviewed by five County and City Boards and Commissions (County South Board of Architectural Review, County Historic Landmarks Advisory Commission, County Park Commission, City Historic Landmarks Commission, and Circulation and Transportation Committee).

WHEREAS, on December 10, 2014, the County and City Planning Commissions jointly held a duly noticed public hearing on the plan, at which hearing the concept plans were explained and public comment received.

WHEREAS, on _____, 2015, Santa Barbara City Council received Planning Commission's recommendations at a duly noticed public hearing with an explanation of the plan.

WHEREAS, the grant scope of work states one outcome of the County and City could be to prepare an agreement for future phase of improvements to the Mission Canyon corridor, leading to engineered designs and construction.

WHEREAS, it is in the beneficial interest of all parties to collaborate in future phases of improvements to the Mission Canyon corridor in order to share staff expertise and information already existing, to promote intergovernmental coordination, and to serve the public interest by producing a more efficient project in both jurisdictions.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SANTA BARBARA THAT:

SECTION 1. Direct Staff to update the Capital Improvement Program to include the Mission Park to Mission Canyon Multimodal Improvements Plan.

SECTION 2. Direct staff to continue collaborating with Santa Barbara County Public Works Department staff to seek grants and other available funding sources for the design, permitting, and construction of the concept plans identified in the Mission Park to Mission Canyon Multimodal Improvements Plan.

SANTA BARBARA COUNTY PLANNING COMMISSION

Staff Report for the

Mission Park to Mission Canyon Multimodal Improvements Plan

Hearing Date: December 10, 2014

Staff Report Date: November 20, 2014

Case No.: Not applicable

Environmental Document: CEQA Exemption
§15262 and 15061(b)(3)

Deputy Director: Matt Schneider

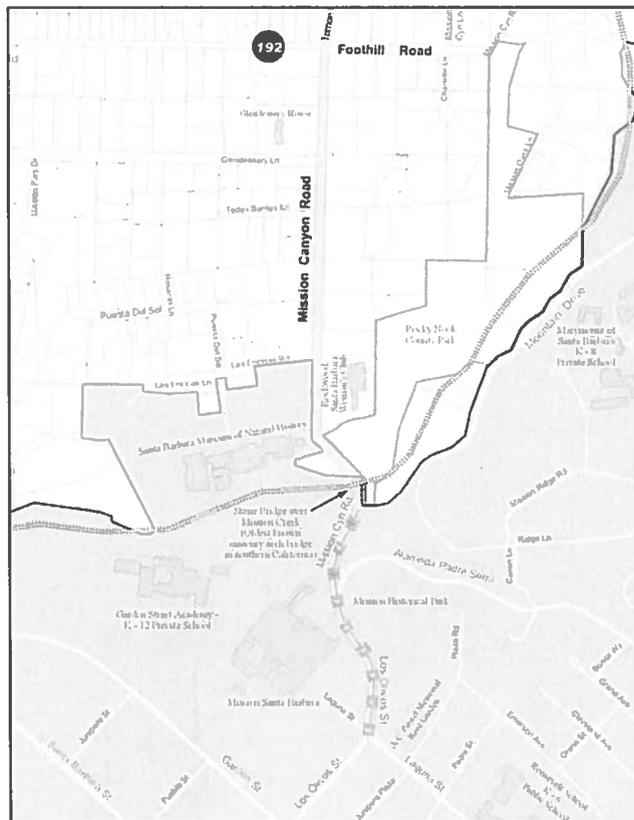
Division: Long Range Planning

Supervising Planner: Allen Bell

Supervising Planner Phone #: 568-2056

Staff Contact: Julie Harris

Planner's Phone #: 568-3518



1.0 REQUEST

Hearing of the County Planning Commission on the request of the County Planning and Development Department to consider recommending that the Board of Supervisors receive and refer the Mission Park to Mission Canyon Multimodal Improvements Plan to County Public Works to include those improvements located within the County's jurisdiction in the County 2015-2020 Capital Improvement Program; adopt resolution directing County staff to work collaboratively with City of Santa Barbara staff to pursue funding opportunities and to implement the plan; and determine the project is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Sections 15262 and 15061(b)(3). The improvements involve the public road between the intersection of Laguna Street and East Los Olivos Street, northward to the intersection of Mission

EXHIBIT B

Canyon Road and Foothill Road, located in the City of Santa Barbara and the unincorporated area of Santa Barbara County (Mission Canyon Plan Area), First and Second Supervisorial Districts. Therefore, the plan includes concepts for improvements in both the City's jurisdiction and the County's jurisdiction.

2.0 RECOMMENDATION AND PROCEDURES

Your Commission's motion should include the following:

1. Recommend that the Board of Supervisors receive and refer the Mission Park to Mission Canyon Multimodal Improvements Plan, included as Attachment A, to County Public Works to include those improvements located within the County's jurisdiction in the County 2015-2020 Capital Improvement Program.
2. Recommend that the Board of Supervisors adopt a resolution, included as Attachment I, directing County staff to work collaboratively with City of Santa Barbara staff to pursue funding opportunities to implement the Mission Park to Mission Canyon Multimodal Improvements Plan.
3. Recommend that the Board of Supervisors determine both actions to be exempt from CEQA pursuant to CEQA Guidelines Sections 15262 and 15061(b)(3), included as Attachment B.

3.0 JURISDICTION

The Mission Park to Mission Canyon Multimodal Improvements Plan (plan) is being considered by the County Planning Commission for review, comment, and recommendation prior to consideration by the Board of Supervisors because the plan pertains to transportation planning issues. Specifically, Section 2-25.2(b)(3) of the Santa Barbara County Code states:

... the following shall remain within the jurisdiction of the county planning commission ... consideration and recommendations or decisions on ... matters involving countywide transportation ...

Neither the California State Government Code nor the County Code requires that the Planning Commission or the Board of Supervisors take action on this matter. However, referral of the Mission Park to Mission Canyon Multimodal Improvements Plan to the Public Works Department for inclusion in the County's Capital Improvement Program would strengthen funding options for future implementation of the plan.

4.0 PROJECT INFORMATION

4.1 Introduction

This project is a grant-funded partnership between the County of Santa Barbara (County) and the City of Santa Barbara (City) to prepare concept level plans for pedestrian, bicycle, and vehicle circulation improvements in this historic and highly scenic corridor. The plan area extends from

the intersection of Laguna Street and East Los Olivos Street at Mission Santa Barbara (in the City) to the intersection of Mission Canyon Road and Foothill Road (in the County). Thus, the hearing on December 10, 2014, will be a joint hearing of the County and City Planning Commissions.

No continuous pedestrian or bicycle paths, lanes, or routes exist through this busy corridor. Although a few facilities exist at various points, they do not comply with the American with Disabilities Act (ADA). The lack of continuous facilities makes walking and biking in the area difficult and hazardous for residents and visitors.

In 2012, the California Department of Transportation (Caltrans) awarded a Community-Based Transportation Planning grant (\$88,911) for the Mission Park to Mission Canyon Multimodal Improvements Plan to the Santa Barbara County Planning and Development Department and the City of Santa Barbara Public Works. Additional funds included a local cash match (\$6,669; County) and local in-kind match (\$3,000; Santa Barbara Woman's Club and Santa Barbara Museum of Natural History).

The project is limited to concept level plans. Detailed engineering, traffic studies, and environmental review were not included in the scope of work of the Caltrans grant. These tasks will be undertaken as part of a subsequent implementation phase. Because the project only provides concept plans for possible future action, the Board of Supervisors is not required to adopt or fund it at this time. The plan does not commit the County to any final course of action, nor does it commit any funds to implement the concept plans. Thus, the plan is exempt from CEQA pursuant to Section 15262 of the CEQA Guidelines (Attachment B). The resolution simply directs County staff to continue working collaboratively with City staff to pursue funding to implement the plan. As a result, the resolution is exempt from CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines because it would not have a significant effect on the environment. Public works departments will conduct environmental review when necessary as proposed improvements are funded and implemented.

4.2 Policy Direction

The plan is the first step to implement policies and action items of the County's recently adopted Mission Canyon Community Plan (April 2014), in particular Action CIRC-MC-2.2, Policy CIRC-MC-3, Action CIRC-MC-3.1, and Policy VIS-MC-3.2. Numerous policies and implementation strategies from the City Circulation Element also support making and/or improving walking connections such as those proposed by the plan. Most relevant is Policy 5.1.2, which includes, "[i]mproving pedestrian access in and around the Mission ..." In addition, the plan area is specifically identified in the City's Pedestrian Master Plan as a sidewalk infill project, Policy 1.1, Policy 1.2, and Policy 1.3. Attachment C lists the complete text of the relevant County and City policies and actions.

4.3 Public Outreach and Participation

Public participation and support were crucial objectives of this planning effort. Public outreach included creating a webpage on the County's website, developing a self-guided tour booklet to the corridor, and producing a video for airing on the City TV channel and the City's website. Public

outreach also included two public workshops. At the first workshop, participants provided feedback on what works well in the corridor and what needs to be fixed. County and City staff used the public feedback to identify community preferences and draft concept plans. The concept plans were presented at a second workshop. The results of the workshop confirmed overwhelming community support (89% in favor) for the concept plans included in the plan, which focused on a continuous west side pedestrian pathway.

In addition, the City of Santa Barbara Public Works Department, working with County Public Works, conducted a study of portions of the corridor within the City's jurisdiction. The study focused on the physical constraints within the corridor and design concepts that could overcome given constraints. The design concepts arising from this study influenced the development of the continuous west side pedestrian pathway. The City prepared a report that provides the technical background of this work effort (Attachment J).

Although the concept plans were derived from the community outreach process and County/City public workshops, special recognition should be given to the *Mission Heritage Trail Association* (previously *Concerned Citizens for Safe Passage Working Group, Safe Passage*), which is a diverse local group consisting of institutional, civic, and neighborhood associations, and private property stakeholders who are interested in improving pedestrian, bicyclist, and vehicle circulation in the area. Volunteers with this group conducted their own community presentations, assisted at County/City workshops, and, working with County and City engineers, provided artistic design renderings that illustrate the concept plans included in the plan.

Following the public workshops, staff presented the concept plans to the County South Board of Architectural Review (SBAR), County Historic Landmarks Advisory Commission (HLAC), County Park Commission, City Historic Landmarks Commission (HLC), and City Transportation and Circulation Committee (TCC). Minutes for each meeting are attached to this staff report (Attachments D through H).

4.4 Mission Park to Mission Canyon Multimodal Improvements Plan

The plan describes the existing setting and public outreach process, and presents the concept plans for multimodal improvements and a west side pedestrian path along the plan corridor (Attachment A). The plan also includes a brief overview of basic cost estimates, funding options, and phasing recommendations. Although the plan also presents several "long term concepts," these were not included in the final selection of concept plans because they would not be achievable in the short term, and involve complex planning issues and divergent public opinions.

Based on community input and consensus, the County and City developed concept plans that include the following key components.

- Continuous pedestrian path on the west side of the corridor. The path must comply with the ADA and be consistent with the historical setting.
- Landscape buffers between path and roadway, where feasible.
- New detached pedestrian bridge parallel and west of the existing stone bridge over Mission Creek.

- Bike lanes extending north to Puesta del Sol transitioning into bike routes in the County's jurisdiction where the road narrows.
- Relocation of several crosswalks.
- Left-turn pocket from Mission Canyon Road to Las Encinas Lane.

To accomplish these improvements, two stone walls would need to be relocated near the bridge (City), portions of the roadway would be realigned to the east between the bridge and Las Encinas Road (City and County), the road would be restriped in some areas (City and County), and the existing asphalt crown, built up over years of roadway repaving, would be ground down (County). A concern has been raised regarding the historic stone walls that would need to be relocated. The City is currently preparing an historic resources assessment to address this concern.

4.5 Implementation

Additional steps will be required to implement the concept plans. Following the Planning Commissions' recommendations, County and City staffs will request that the Board of Supervisors and City Council, respectively, receive and refer the plan to the public works departments for incorporation into their respective capital improvement programs. Implementation of specific improvements will occur balanced with other transportation planning priorities. Staff will also recommend that the Board of Supervisors and the City Council adopt separate resolutions directing their staffs to pursue funding opportunities to implement the plan (Attachment I). County staff will take the lead on improvements within the County jurisdiction and City staff will take the lead on improvements within the City jurisdiction. Both staffs will continue to collaborate pursuant to the direction in the resolutions.

Implementation will require several steps to move the concept plans forward to the point of construction. These steps include, but are not limited to:

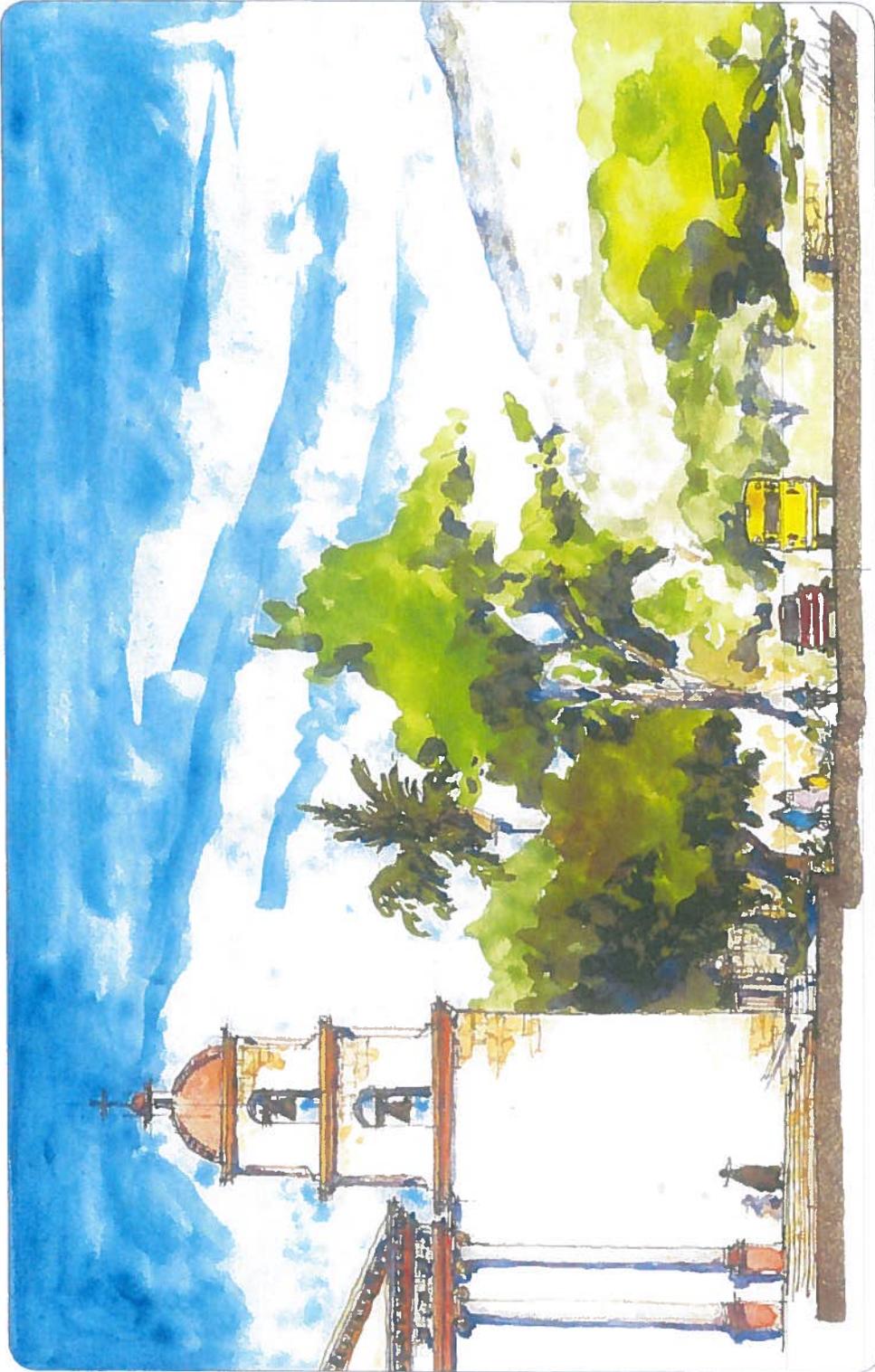
- Formal survey of the road right-of-way, where required.
- Preliminary design engineering.
- Environmental review pursuant to CEQA.
- Review by County and City committees, where needed.
- Permits and/or rights-of-way, where needed.
- Final design engineering.

Implementation of the continuous west side pedestrian path and bicycle and vehicle circulation improvements would occur as funds become available. However, certain components of the plan that would be easier and less expensive to construct could potentially move forward sooner than those that require complex design engineering. For example, in the County, roadway pavement work, restriping, and the addition of a left-turn pocket at Las Encinas Road would improve circulation and increase site distance and safety for vehicles entering Mission Canyon Road. These elements would not require significant additional engineering and would not affect existing structures. Implementation of other components, such as the new pedestrian bridge, would take longer to complete as they would require bridge design work, environmental review, and other tasks listed above.

ATTACHMENTS

- A. Mission Park to Mission Canyon Multimodal Improvements Plan, dated December 2014
(copy available at
http://longrange.sbcountyplanning.org/planareas/mission_canyon/mc_multimodal.php)
- B. Notice of Exemption
- C. County and City Policies and Actions
- D. SBAR Minutes
- E. County Historic Landmarks Advisory Commission Minutes
- F. County Park Commission Minutes
- G. City Historic Landmarks Commission Minutes
- H. City Transportation and Circulation Committee Minutes
- I. Draft Board of Supervisors Resolution
- J. City Conceptual Design Study, dated December 2014 (copy available at
http://longrange.sbcountyplanning.org/planareas/mission_canyon/mc_multimodal.php)

ATTACHMENT A



**MISSION PARK TO MISSION CANYON
MULTIMODAL IMPROVEMENTS PLAN**

DRAFT | DECEMBER 2014



COUNTY OF SANTA BARBARA
CITY OF SANTA BARBARA

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1

Introduction



1.1 Background

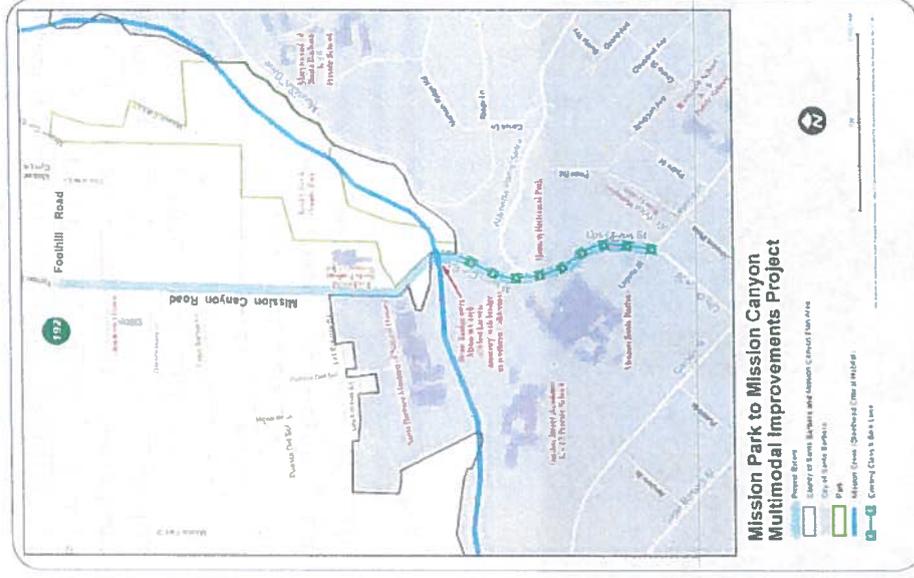
In 2012, Santa Barbara County teamed with the City of Santa Barbara to apply for a Community-Based Transportation Planning Grant from Caltrans for the Mission Park to Mission Canyon Multimodal Improvements Project (project). The project area is where the urban City of Santa Barbara (City) transitions to the unincorporated, semi-rural Mission Canyon area (County) in the foothills of the Santa Ynez Mountains. The project is proposed along an approximately 3/4 mile long, two-lane road starting at the intersection of East Los Olivos Street/Laguna Street in the City to the intersection of Mission Canyon Road/Foothill Road (State Route 192) in the County. East Los Olivos Street becomes Mission Canyon Road at West Mountain Drive. The corridor is the “gateway” into Mission Canyon and is a key emergency evacuation route for adjacent high fire hazard areas. It is also a popular destination for tourists and local residents.

The project is supported by the Mission Heritage Trail Association (MHTA, formerly known as Concerned Citizens for Safe Passage), a citizens group consisting of institutional, civic, and neighborhood associations, and private property stakeholders. MHTA was formed to address concerns about safety and accessibility along this historical and scenic corridor in the interest of public safety and enjoyment of this historic neighborhood. MHTA identified safety issues, formed goals for improvements, and developed potential improvement ideas for further study. The Safe Passage – Mission Historical Park to Mission Canyon Information Packet (June 2012) contains a wealth of

information about the corridor and can be viewed on the following website: <http://www.missionheritagetrailassociation.com>.

In response to strong community sentiment and involvement, the County, in partnership with the City, pursued the Caltrans grant to fund the development of concept plans for improvements to the corridor. Caltrans awarded the grant in August 2012. The Caltrans grant is matched by a significant contribution of in-kind services from members of MHTA. In addition, the Santa Barbara Museum of Natural History and the Santa Barbara Woman’s Club provided refreshments and meeting spaces for the public workshops. The project team is comprised of County Long Range Planning and Public Works staff and City Public Works staff.

The concept plans were created through a collaborative government/community process and resulted in plans for an improved circulation system that would be accessible and safe for walkers, bikers, and drivers. The concept plans resulting from this project create a concrete and feasible vision for this corridor. Based on the community input, the concept plans provide a continuous west-side pedestrian pathway linking Old Mission Santa Barbara (Mission), Santa Barbara Museum of Natural History, and Foothill Road (State Route 192). Bicyclist passage is improved up Mission Canyon Road to Foothill Road via designated bike lanes and/or bike areas, depending on the available road width.



1.3 Policy Context

The proposed improvements for the Mission Canyon corridor implement federal, state, and local policies ensuring all users of streets, roads, and highways are taken into consideration when developing new or retrofitting existing transportation systems.

The *United States Department of Transportation Policy Statement on Bicycle and Pedestrian Transportation Regulations and Recommendations* supports “fully integrated active transportation networks” that include accommodations for bicyclists and pedestrians. *The California Complete Streets Act* (Assembly Bill 1358) requires cities and counties, upon the next update of their circulation element, to plan for the development of multimodal transportation networks. This network should consist of complete streets designed and constructed to serve all users, regardless of their age or ability, or whether they are driving, walking, biking, or taking transit. Finally, the project directly implements City and County long range goals and policies for the project area as detailed below.

CITY OF SANTA BARBARA

The City of Santa Barbara’s General Plan (2011) provides a policy basis for this project. Several policies from the Circulation Element and the City’s Pedestrian Master Plan (2006) support the development of multimodal improvements in the corridor. The most relevant policies are as follows:

CITY OF SANTA BARBARA CIRCULATION ELEMENT (2011)

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.

Policy 5.1.2 (in part): Identify and link major activity centers and destinations with walkways. This will consist of the following:

- Improving pedestrian access in and around the Mission by providing safe and attractive walking connections between the Mission, Rose Garden, Rocky Nook Park, Natural History Museum, and Alameda Padre Serra.

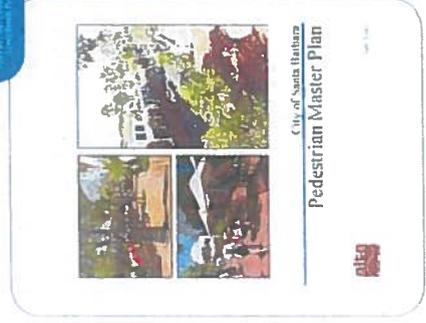
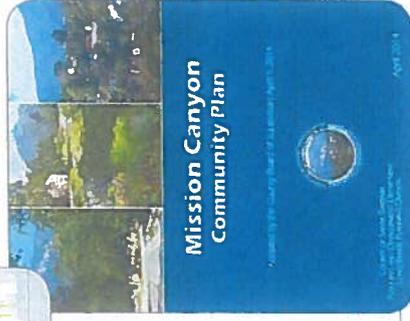
CITY OF SANTA BARBARA PEDESTRIAN MASTER PLAN (2006)

Goal 1: Improve the pedestrian system to increase walking in Santa Barbara.

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

Policy 1.2: The City shall improve pedestrian safety and comfort at intersections.

Policy 1.3: The City shall enhance pedestrian corridors.



Workshop participants were also asked to vote on the potential long term projects, described as issues that participants at the first public workshop stated needed fixing but did not meet the City and County's criteria as an achievable plan. The results are presented in the table to the right.

The votes provided the impetus for the project team to consider the concept plans for the corridor described in Chapter 3 as the "community consensus" proposal. The long term concepts are included in Chapter 3 as potential future projects for the corridor.

WORKSHOP #2: LONG TERM PROJECTS VOTE RESULTS				
PROJECT	SUPPORT	UNDECIDED	NO SUPPORT	TOTAL
Add Left Turn Lane Las Encinas Road	7	11	11	29
Reconfigure Laguna and Los Olivos Intersection	13	10	11	34
Improve APS Intersection	30	7	5	42
Reconstruct Mountain Drive Intersection	19	11	2	32
Increase visibility at private drives and driveways	6	6	16	28
Continuous east side pathway	5	2	17	24
Underground utilities	33	0	1	34
Rapid flashing beacons	14	6	12	32
Widen bridge over Mission Creek	0	1	29	30
Increase lighting	5	2	20	27

WORKSHOP #2: CONCEPT PLANS FOR CONTINUOUS WEST-SIDE PATHWAY



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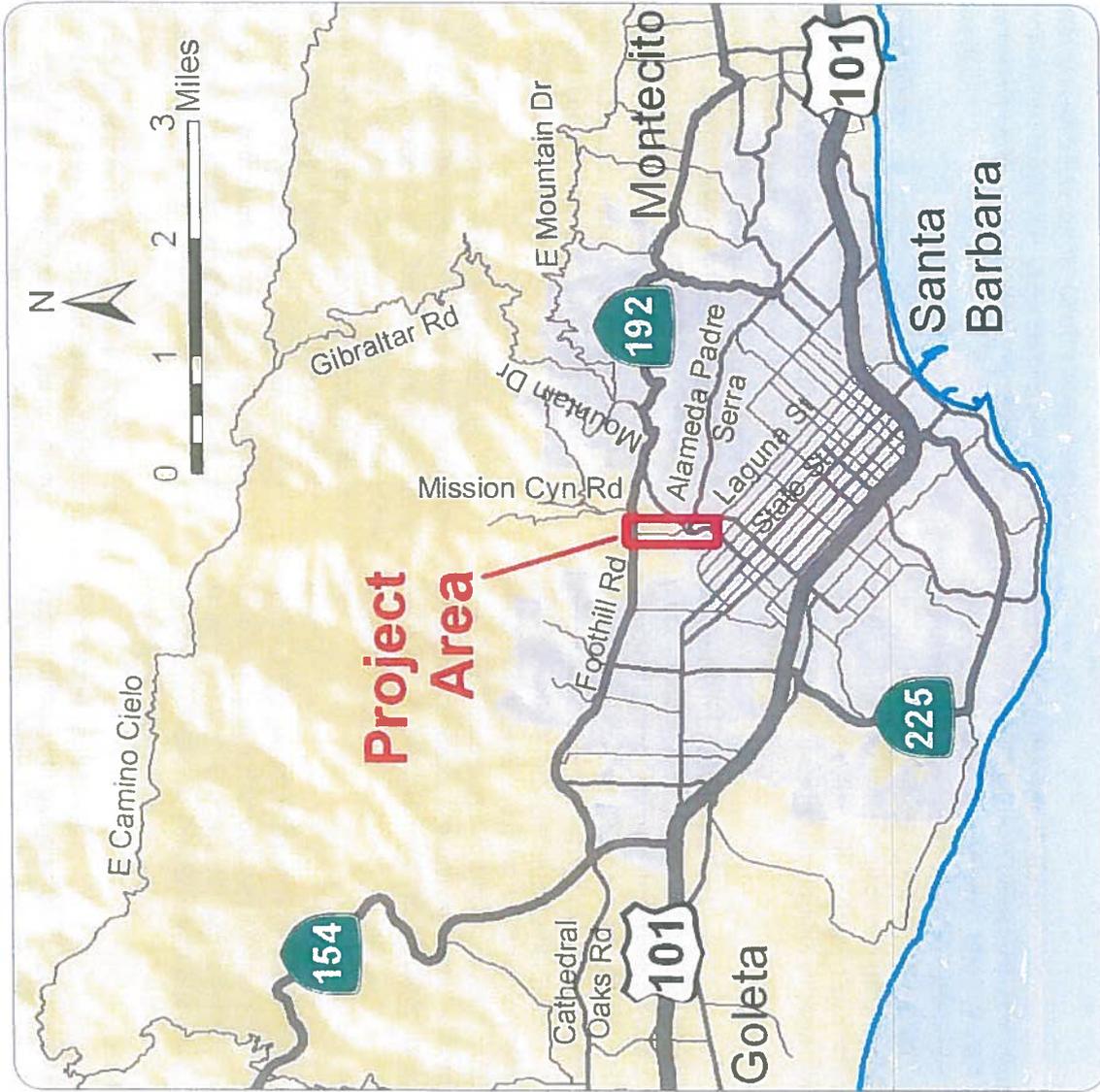
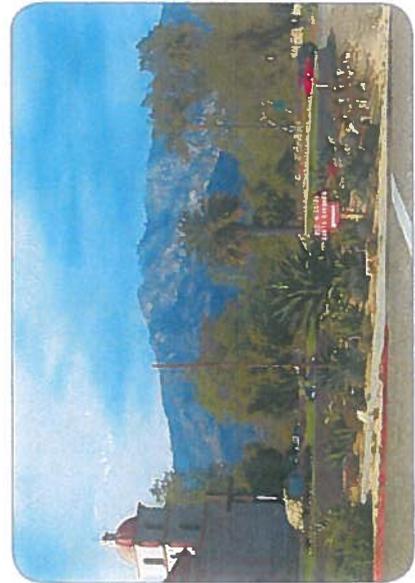
Existing Settings and Conditions



2.1 Project Location

The project area is about three miles from the coastline, at the foothills of the Santa Ynez Mountains. This unique area is one of the key attractions of the South Coast and is characterized by a blend of historic landmarks, institutional uses, single-family homes, and great natural beauty. The project area is an asset to the local community and to the greater Santa Barbara region.

The corridor is located in a transition area between the City and the County. The southern half of the corridor includes Old Mission Santa Barbara (Mission), Mission Historical Park, A.C. Postel Rose Garden, and the Santa Barbara Museum of Natural History (museum). Where the City's jurisdiction ends and the County jurisdiction begins is the unincorporated Mission Canyon Community Plan Area. The Mission Canyon Plan Area portion of the corridor consists of single-family homes, Rocky Nook County Park, and the Santa Barbara Woman's Club.

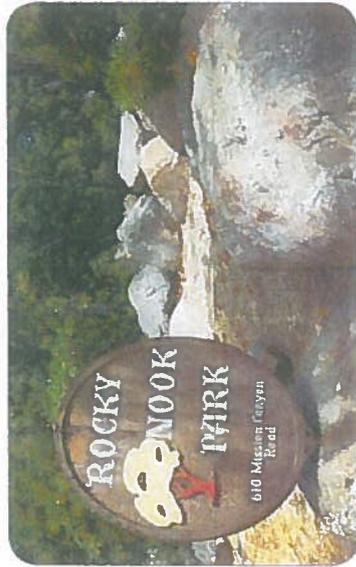


PROJECT LOCATION
EXISTING SETTING AND CONDITIONS

PARKS

ROCKY NOOK PARK

This 19-acre County-owned park has a tree cover of oaks and sycamores, with interspersed sandstone boulders. Approximately 450 feet of the parkland, including the park entrance, fronts the corridor. Park amenities include a playground, trails, picnic tables, and barbeque grills.



MISSION HISTORICAL PARK

This 10-acre City-owned park contains a variety of ruins that date to the Mission period and is landscaped with a historic olive grove, a rose garden, and an expanse of lawn that has views of the Pacific ocean. Approximately 960 feet of parkland fronts the corridor.



The northern 2-acre portion of the park is separated from the southern portion by Alameda Padre Serra, a major access road. This upper portion has scattered oaks and sycamores and is the site of a pottery building, mill, and two reservoirs that were built during the Mission period and were formerly functioning pieces of the Mission Santa Barbara infrastructure. A historic olive grove dedicated to World War I veterans is located in the lower corner of this 2-acre portion, fronting both East Los Olivos Street and Alameda Padre Serra.



2.4 Historical Resources

Many of the South Coast region's key historical resources are within or adjacent to the corridor. Some of these resources have been given official landmark or historical merit designations at the local, state, or national level. Others do not have official designations but are considered key aspects in the character of the corridor. Officially designated resources are listed in Table 2 on page 2-8.

The official designations each have different definitions, which are as follows:

NATIONAL HISTORIC LANDMARK

"Nationally significant historic places are designated by the Secretary of the Interior because they possess exceptional value or quality in illustrating or interpreting the heritage of the United States." There are just over 2,500 places with this designation (National Park Service 2014).

NATIONAL REGISTER OF HISTORIC PLACES

"The official list of the Nation's historic places worthy of preservation," and a part of a national program to "identify, evaluate, and protect America's historic and archeological resources." National Historic Landmarks are added to the National Register of Historic Places when they are officially designated (National Park Service 2013).

CALIFORNIA HISTORICAL LANDMARK

A building, structure, site, or place that has been designated by the Director of California State Parks due to its statewide historical significance. The

resource must meet one of three criteria: it is the first, last, or only example of its type; it is associated with a historically influential person or group; or it is an exemplar of an influential architect's work, an architectural movement, a period, or a style (California State Parks Office of Historic Preservation 2013).

COUNTY OF SANTA BARBARA LANDMARK

A building, structure, site, place, or object that has historical, aesthetic, or other special character or interest and designated as a Landmark under the provision of County Code Chapter 18A (County of Santa Barbara 1996).

CITY OF SANTA BARBARA LANDMARK

A structure, natural feature, site or area having historic, architectural, archaeological, cultural or aesthetic significance and designated as a landmark under the provision of Municipal Code Chapter 22.22 (City of Santa Barbara Historic Resources Element 2012).

CITY OF SANTA BARBARA STRUCTURE OF MERIT

Although not a City Landmark, these structures have cultural, architectural, archaeological, or aesthetic significance and are designated by the City Council, subsequent to a recommendation by the City's Historic Landmarks Commission (City of Santa Barbara 2008).

OTHER RESOURCES

Other resources that are potentially historic but not officially designated are as follows:

ST. MARY'S RETREAT HOUSE PROPERTY

Contains two houses, one built in 1885 and the other in 1917. The family who commissioned these houses played a role in the beginnings of the Museum.

SANDSTONE WALLS

Sandstone walls dating to the late 19th century border or front the Mission property, the Saint Mary's Retreat House property, the museum, and the property at 609 Mission Canyon Road, located between Saint Mary's and the museum.

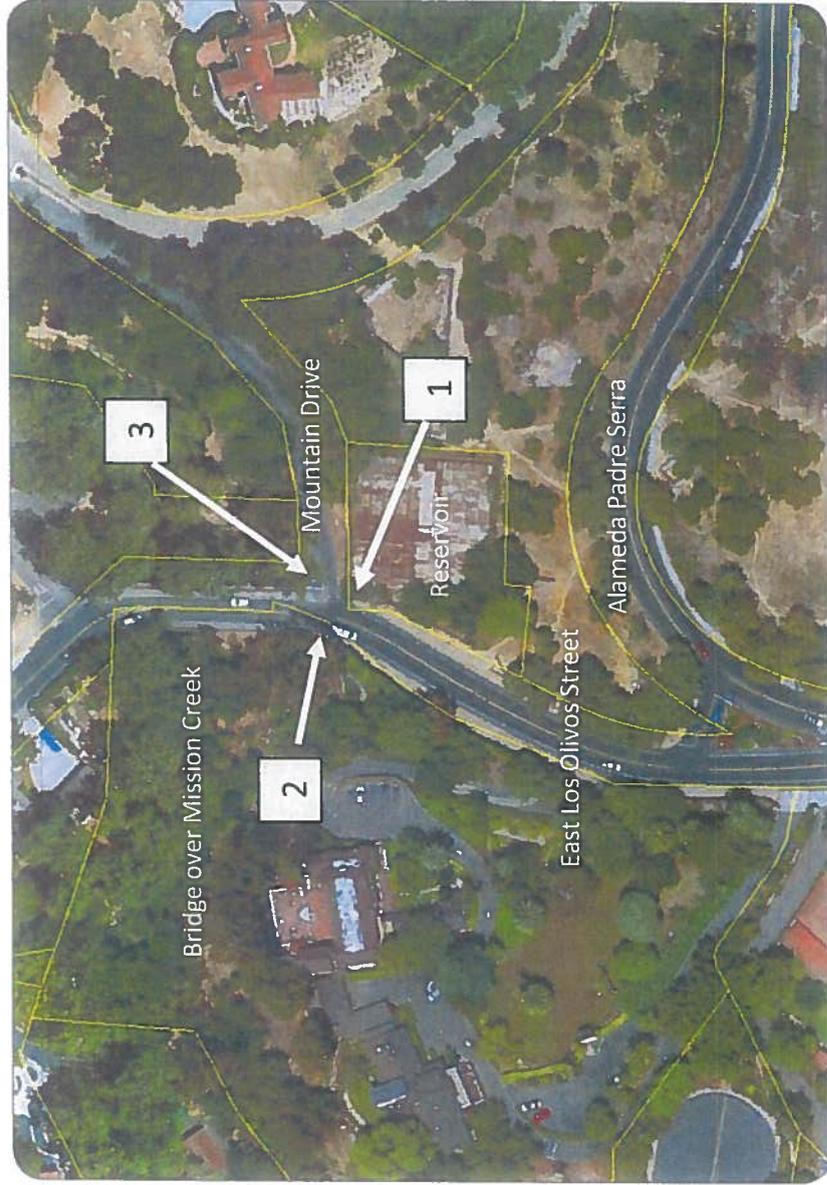
ROCKWOOD

This is a Spanish Revival building, constructed in 1928, and the home of the Santa Barbara Woman's Club.

2.5 Physical Constraints

The corridor has a high concentration of historic resources, including, but not limited to, the 1891 stone bridge over Mission Creek and traces of the Mission aqueduct, including the “pillar” or wall section on both sides of the corridor near Mountain Drive.

These resources limit potential solutions for pedestrian safety because they form “pinch” points along the corridor between the historic City reservoir to the bridge over Mission Creek. The map below depicts the location of the three pinch points that constrain access. They are described in detail on the following pages.



PHYSICAL CONSTRAINTS
EXISTING SETTING AND CONDITIONS

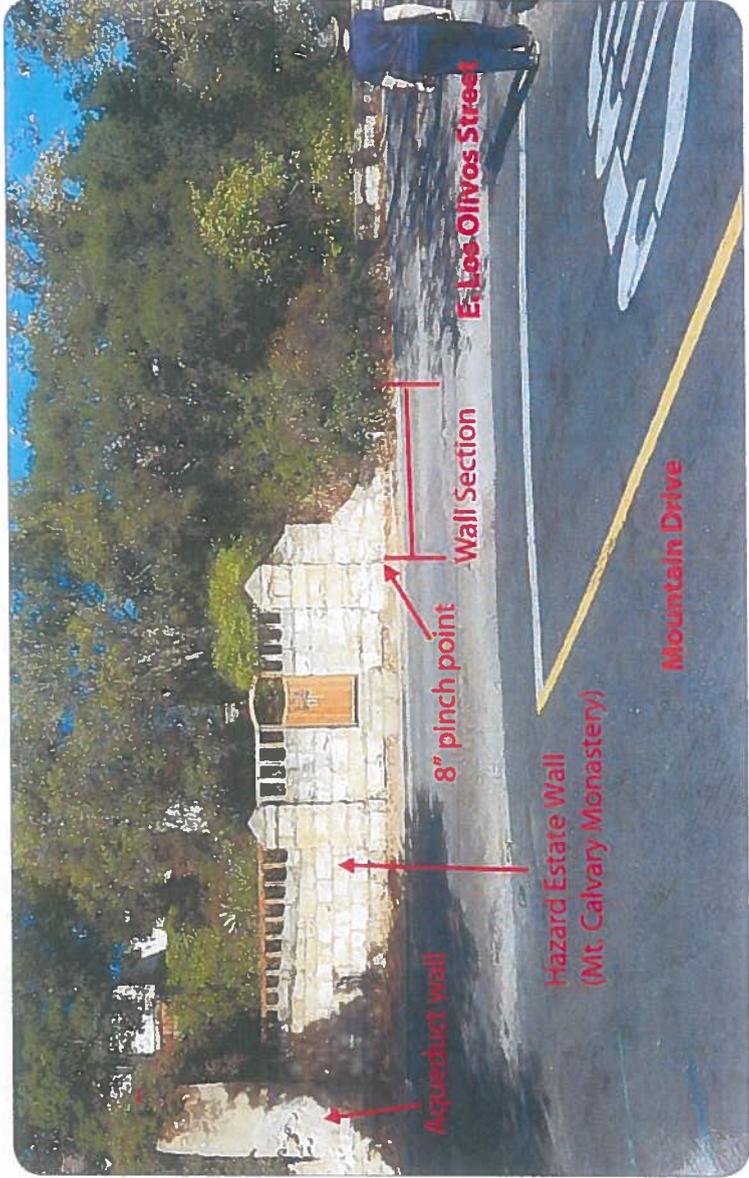
PRIMARY CONSTRAINTS (PINCH POINTS) TO PEDESTRIAN ACCESS

PINCH POINT #2

The second pinch point occurs approximately 30 feet to the north of the Mission Aqueduct "pillar"/wall on the west side of Mission Canyon Road. Because of this pinch point, pedestrians are currently prohibited from walking on this side of the road.

Parallel to the corridor at this location is a stone wall on the property line of the Mt. Calvary Monastery. At the northerly portion of this wall section, the wall ends at a junction with the street curb just before the historic stone bridge abutment. There is approximately 8 inches of clearance between the end of the wall's stone column and the street curb.

The pathway width in this section goes from 4 feet at the Mission aqueduct "pillar" to 8 inches at the end of the Monastery wall as it converges with the Mission Creek bridge. Pedestrians cannot cross the bridge on the west side without walking in the travel lane.



2.6 Circulation

East Los Olivos Street and Mission Canyon Road are two-lane, north-south trending roadways that serve residences, institutions, recreational amenities, and through traffic. The corridor of East Los Olivos Street and Mission Canyon Road is the primary entrance into Mission Canyon. The speed limit of East Los Olivos Street is 25 miles per hour (mph), slowing to 20 mph at the “s” curve where the road crosses Mission Creek, and then increases to 35 mph on Mission Canyon Road. The corridor is designated by the City and County as a “No Parking Zone.” The most recent traffic counts taken by the City and County in 2011 and 2012 respectively show 10,600 average daily trips (ADT) near the bridge over Mission Creek, 9,260 ADT south of Puesta del Sol, and 7,958 ADT south of Foothill Road.

INTERSECTIONS

There are eight intersections along the corridor and, except for the intersection with Foothill Road, each intersecting road terminates on the corridor. Reducing the number of pedestrian crossings at intersections is a key focus of this project. Poor visibility, road curvature, and lack of designated sidewalks/walkways create intersections that are difficult and often hazardous for pedestrians, bicyclists, and vehicles to cross. The following list describes the intersections, beginning from the south end of the corridor.

- 1. EAST LOS OLIVOS STREET / LAGUNA STREET**
This intersection is located just south of the Mission and is controlled by a four-way stop. Pedestrians

can cross each of the four streets that feed into this intersection using painted crosswalks. Laguna Street ends at the Mission.



2. EAST LOS OLIVOS STREET / ALAMEDA PADRE SERRA (APS)

The intersection of APS and East Los Olivos Street is known as the APS triangle. At the triangle, the APS is divided into two roadways just before it intersects with East Los Olivos Street. Much of the APS triangle is difficult for pedestrians, bicycles, and vehicles to navigate due to its unique configuration. There are no crosswalks. In the past, the City proposed a roundabout at this intersection but did not pursue it further due to lack of community support.

3. EAST LOS OLIVOS STREET / MISSION CANYON ROAD / WEST MOUNTAIN DRIVE

West Mountain Drive approaches the corridor steeply from the east and ends at a stop sign where East Los Olivos Street becomes Mission Canyon Road. The intersection can be difficult for

pedestrians, bicyclists, and drivers to navigate. The curvature of East Los Olivos Street/Mission Canyon Road obstructs visibility and the steep incline can make it difficult for drivers to see oncoming traffic and pedestrians crossing West Mountain Drive.



4. PUESTA DEL SOL/MISSION CANYON ROAD

Puesta Del Sol is a two-lane, one-way street that approaches Mission Canyon Road from the east and ends at this intersection. Both lanes of Puesta Del Sol have stop signs at this intersection.

OTHER FEATURES

MID-ROAD CROSSWALK ON EAST LOS OLIVOS STREET

This mid-road crosswalk is about 550 feet north of the East Los Olivos Street/Laguna Street intersection and connects the Mission with Mission Historical Park. There was a bus stop on both sides of the crosswalk but the line was terminated in August 2014 due to lack of ridership.

ENTRANCE TO ROCKY NOOK PARK

The entrance to Rocky Nook Park is located on the east side of Mission Canyon Road, just north of the bridge over Mission Creek.



ENTRANCE TO ROCKY NOOK PARK

MISSION CREEK BRIDGE

The bridge over Mission Creek demarcates the boundary between the City and County. The east side of the bridge has an attached wooden pedestrian walkway separated from vehicle traffic by a stone wall. There is no pedestrian crossing on the west side.

TRAFFIC ACCIDENTS

Improved safety for pedestrians, bicyclists, and motorists is one of the key reasons for pursuing multimodal improvements along this corridor. Ten-year accident histories are available for the segments within the City and County, shown below.

CITY OF SANTA BARBARA

Within the City's jurisdiction, there were 26 recorded accidents along the corridor between 2002 and 2012, discussed below by intersection or proximity to intersection.

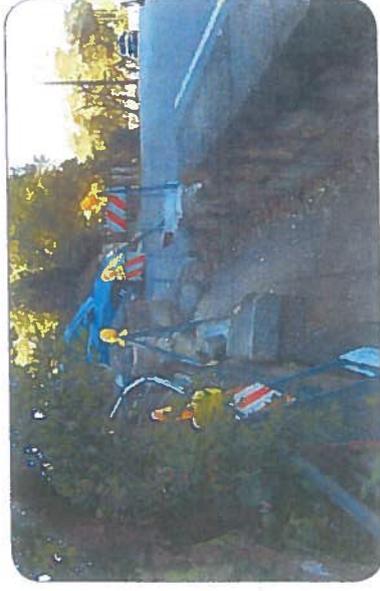
- **East Los Olivos Street and Laguna**
Five accidents occurred in this area during the above time frame. Two involved collisions between a vehicle and a pedestrian or bicyclist, resulting in injuries. The others involved property damage due to rear end and head on collisions and one car over-turned and hit a fixed object.

East Los Olivos Street and Alameda Padre Serra

Twenty one accidents occurred in this area during the above time frame, mostly involving property damage between vehicles due to moving traffic violations and several resulting in injuries. One involved a broadside collision with a bicycle, resulting in an injury.

SANTA BARBARA COUNTY

There were 30 recorded accidents along the corridor between September 2001 and March 2011.



ACCIDENT DAMAGE TO MISSION CREEK BRIDGE

- **Mission Canyon Road Near West Mountain Drive**
Four accidents occurred in this area during the above time frame. Each accident involved a driver losing control of his or her vehicle and striking a fixed object. The objects that were hit include a fence, rock wall, concrete retaining wall, and power pole.
- **Mission Canyon Road Near Puesta Del Sol**
Three accidents occurred in this area during the above time frame. Two accidents involved a vehicle striking a fixed object (a telephone pole, signs, and a tree). The third accident involved a vehicle striking a bicyclist when the bicyclist lost control of his or her bicycle.

3

Community Recommended Concept Plans



3.1 Five Segments of the Corridor

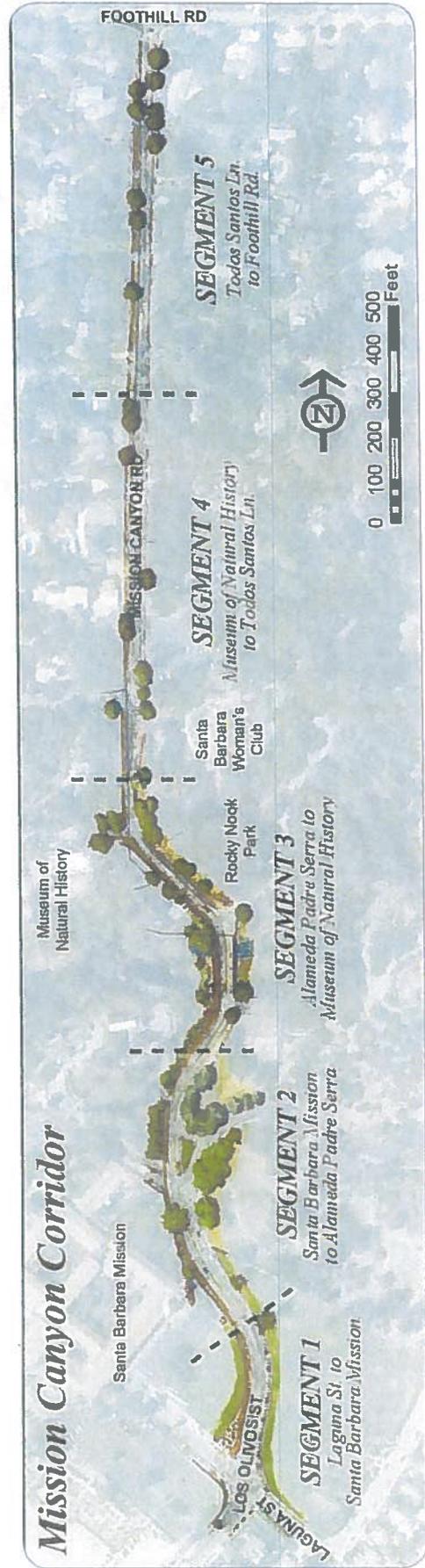
INTRODUCTION

This chapter discusses the proposed concept plans for improved pedestrian, bicycle, and vehicle circulation. The concept plans were prepared based on public feedback from the first community workshop. The feedback directed an overarching goal for a continuous pathway on the west side of the corridor to eliminate multiple road and intersection crossings, while improving safety for bicyclists and vehicles. While the concept plans primarily improve access between the Mission and the Santa Barbara Museum of Natural History, pedestrians can also use a crosswalk at Puerta del Sol to access Rocky Nook Park (on the east side of the corridor) or continue on the west side of the corridor to the intersection with Foothill Road/State Route 192.

To determine if a continuous west side pedestrian pathway was physically feasible, City and County Public Works engineers reviewed surveys and developed concepts based on physical constraints within the corridor, engineering specifications, and standards for Americans with Disabilities Act (ADA) accessibility. Based on this preliminary assessment, the primary goal of a continuous pathway can be met on the west side of the corridor, subject to further review, assessment of potential impacts to historic and biological resources, and agreement from affected property owners. The City prepared a report that provides the technical background of this work effort, which can be found on the project's website, http://longrange.sbcountyplanning.org/planares/mission_canyon/mc_multimodal.php.

To illustrate the concepts, the corridor was separated into five segments. Plan view concept plans and cross sections were prepared by the Mission Heritage Trail Association volunteers. These concepts were shared with the public at the second community workshop and received overwhelming support from workshop participants.

FIVE SEGMENTS OF THE CORRIDOR
COMMUNITY RECOMMENDED CONCEPT PLANS



3.3 Segment #2: East Los Olivos Street to North of APS

SEGMENT #2

East Los Olivos Street from the Mission to Alameda Padre Serra (APS)

This second segment of the corridor is entirely within the City's jurisdiction. There are existing Class II bike lanes and unimproved pedestrian pathways on both sides of the road. The concept for this segment would continue the pedestrian pathway on the west side of the corridor. Landscaped buffers would be included where they can fit within the existing ROW. Private driveway slopes on the west side would be reduced for ADA accessibility. No road realignment or easements would be required to complete the pathway within the existing ROW.

Currently, pedestrians are prohibited from using the west side of the corridor in this segment just past the intersection with APS because the road narrows at the bridge over Mission Creek and there is no pedestrian access on the west side of the bridge. This concept would eliminate two required pedestrian crossings for those who want to walk between the Mission and the Museum of Natural History. Pedestrians could still use the existing crosswalk just north of the Mission Plaza to access the Rose Garden and Mission Historical Park on the east side of the corridor.





CROSS-SECTION AT BRIDGE OVER MISSION CREEK



CROSS-SECTION AT MOUNTAIN DRIVE

approximately 15 feet of a perpendicular stone wall would be removed to allow access to a new pedestrian bridge on the west side of the existing stone bridge. This proposal requires an easement from the private property owner.

The new pedestrian bridge would be adjacent to but separate from the existing historically significant stone bridge. Preliminary investigations indicate it may be possible to design a pedestrian bridge at this site so that large trees would not need to be removed. On the north side of the new pedestrian bridge, approximately 4 feet of the existing “stegosaurus” stone wall (on private property) would be shifted west to allow pedestrians to continue on the west side pathway. This proposal requires an easement from the private property owner. The west side pathway would continue parallel to the stegosaurus wall and turn west onto Puesta del Sol where pedestrians would have direct access to the Santa Barbara Museum of Natural History. A landscaped buffer would be included where there is enough room available.

3.5 Segments #4 and 5: Todos Santos Lane to Foothill Road

SEGMENTS #4 and 5

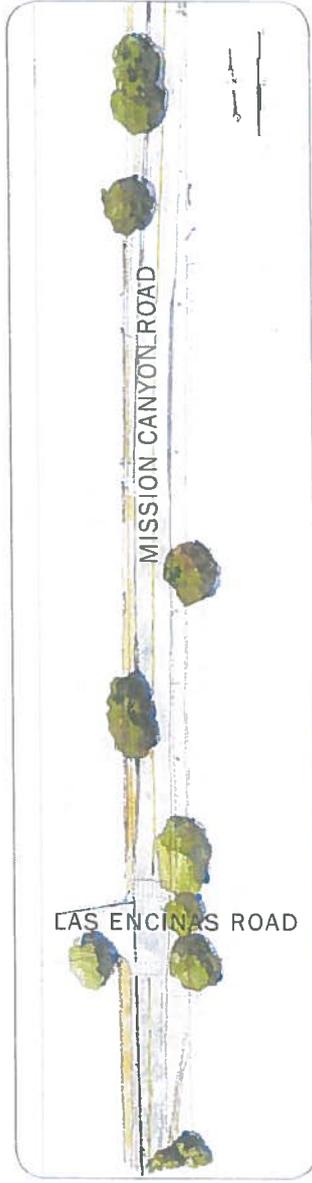
Mission Canyon Road north of Puesta del Sol to Todos Santos Lane and Todos Santos Lane to Foothill Road.

These segments on Mission Canyon Road are primarily within the County's jurisdiction (a 300-foot stretch on the west side of Mission Canyon Road between Puesta del Sol and Las Encinas Road is in the City). The concept for these segments continues the west side pathway north to Foothill Road. Mission Canyon Road is straight and slopes uphill in these segments, with variable width and a semi-rural aesthetic of large trees, stone walls, hedges, and single family homes with large setbacks lining the road.

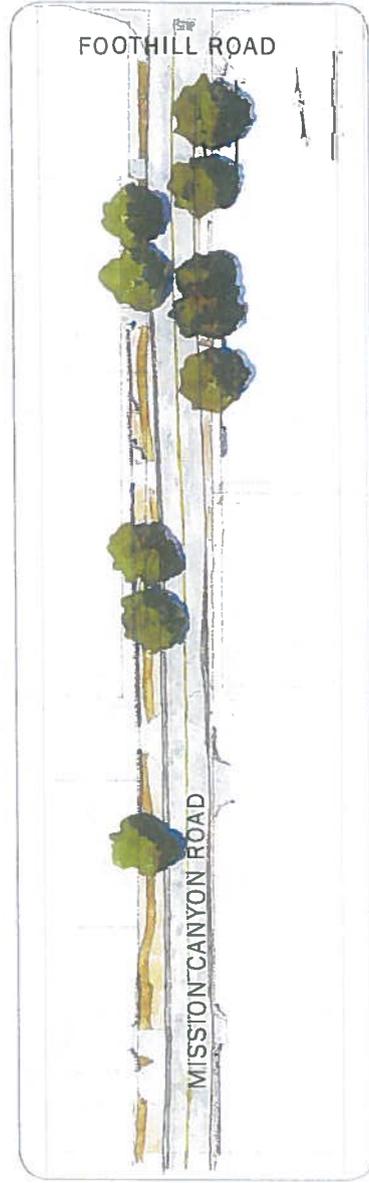
There is an existing unimproved west side pedestrian pathway that starts at Las Encinas Road and ends at Foothill Road. The enhancement for these segments is not extensive and includes road restriping and improvements in the existing ROW on the west side. Because the road width varies, there is not enough room for Class II bikelanes (4-foot width required) without making significant changes to the semi-rural character. Therefore, the concept restripes the road to create a wider bike area on the east side of the road where there is a significant uphill grade. The bike area would allow room for cars to pass the slower uphill cyclists. The downhill lane would be narrower because downhill cyclists are often traveling at or faster than the speed of cars. Although not yet depicted on the plan

illustrations, the roadway striping improvements also allow the concept plan to include a short left-turn pocket for northbound vehicles turning into Las Encinas Road. In addition, the two existing crosswalks across Mission Canyon Road would be consolidated into one at the south side of Las Encinas Road. The north crosswalk would be eliminated.

Other improvements for bicyclists and vehicles are proposed, such as grinding down the asphalt crown that has built up over many years of pavement laying and filling in the eroded road shoulder with pavement material to reduce the shoulder drop off that currently exists. The existing pathway would be improved for ADA accessibility and consistency with the rest of the corridor and sight distances from private roads and driveways improved where necessary.



SEGMENT #4 - NORTH OF PUESTA DEL SOL TO TODOS SANTOS LANE



SEGMENT #5 - TODOS SANTOS LANE TO FOOTHILL ROAD

IMPROVE ALAMEDA PADRE SERRA (APS) INTERSECTION

COMMUNITY COMMENTS

- Difficult left-hand turn from APS onto Los Olivos Street.
- The east side sidewalk ends at APS and is unsafe.
- Need continuous safe walking from East Los Olivos Street to Puerta del Sol Road.
- Landscape blocks visibility at APS triangle.
- Drainage down APS causes erosion in Mission Historical Park.
- Reconsider the location of the crosswalk from the east side of the Mission to the Mission Historical Park.

CONCEPT PLAN PROPOSAL

No changes are planned to the APS intersection

LONG TERM PLAN

Reconstruction of the intersection into a roundabout or "T"-intersection could be considered to provide improved vehicle turning movements, pedestrian crossing, drainage, and landscape enhancements.

These improvements were not included in the concept plans because they involved complex planning issues and divergent public opinions. Addressing these improvements would require time and resources beyond those available under the

current grant and scope of work. The proposal would be within the City's jurisdiction and subject to City Council funding and approval.



RECONFIGURE INTERSECTION AT LAGUNA AND LOS OLIVOS

COMMUNITY COMMENTS

- It takes too long for pedestrians to cross the intersection and visibility is challenging. The intersection should be squared and the crosswalk configuration improved at Laguna Street and Los Olivos Street.

CONCEPT PLAN PROPOSAL

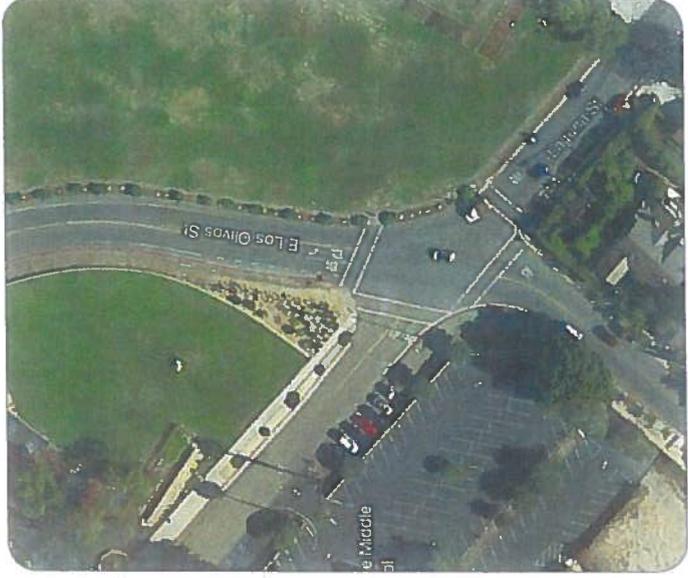
No changes are proposed to the intersection of Laguna Street and East Los Olivos Street.

LONG TERM PLAN

Consider reconfiguring the intersection of Laguna Street and East Los Olivos Street to shorten pedestrian crossings and improve vehicle movement. This proposal was not included in the concept plans because it involved potential conflicts with historic resources and divergent public opinions. Addressing this proposal would require time and resources beyond those available under the current grant and scope of work. This proposal would be within the City's jurisdiction and subject to City Council funding and approval.



INTERSECTION AT EAST LOS OLIVOS STREET AND LAGUNA STREET



**CREATE CONTINUOUS EASTSIDE PATHWAY
COMMUNITY COMMENTS**

- Improve walkability on both sides of Mission Canyon Road and allow safe walking across the stone bridge.
- There is a lack of pedestrian access on the upper east side of the corridor.
- The existing east side pathway is unsafe and unwelcoming with mixed pathway materials such as gravel and concrete.
- Physical impediments need to be removed from existing east side pathway.

CONCEPT PLAN PROPOSAL

The concept plans promote a continuous west side pathway from Laguna Street to Foothill Road. No changes are proposed to the existing east side pathways or the east side pedestrian walkway attached to the bridge crossing Mission Creek. Access from the west side of the corridor to Rocky Nook Park (on the east side) is important and improved by moving the existing crosswalk at Mission Canyon Road and Puerta del Sol from the northwest corner of the intersection to the southwest corner. This change will improve sight recognition between vehicles and pedestrians.



MOUNTAIN DRIVE CONSTRAINED BY HISTORIC RESERVOIR



NO PATH ON EAST SIDE OF MISSION CANYON ROAD

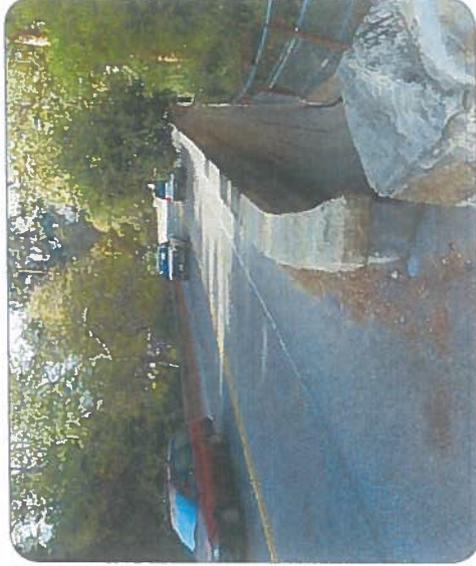
LONG TERM PLAN

Due to limited space in the ROW, improving walkability on both sides of Mission Canyon Road would require new ROW, significant vegetation removal, and potential significant impacts to historic resources. Pursuit of a continuous east side pathway would likely negate the ability to provide a continuous west side pathway.

The long term plan could consider other ways to improve access on the east side in concert with improvements to the APS and Mountain Drive intersections. In the long term, the existing east side pedestrian walkway attached to the bridge over Mission Creek could be replaced with a new pedestrian bridge created on the existing sewer pipe to the east of the bridge. The existing deteriorating east side pathway from Laguna Street to APS could be replaced with better materials and better access could be created from Mission Historical Park to the APS sidewalk. The Mission Heritage Trail Association is working on other visionary concepts to improve the east side of the corridor in the long term.

**WIDEN BRIDGE OVER MISSION CREEK
COMMUNITY COMMENTS**

- Widen the stone bridge.
- Add a bike lane to the stone bridge.
- Retrofit the stone bridge for seismicity but maintain its character.
- Eliminate graffiti on the historic stone bridge.
- Address sewer line in relation to the historic bridge.



CONCEPT PLAN PROPOSAL

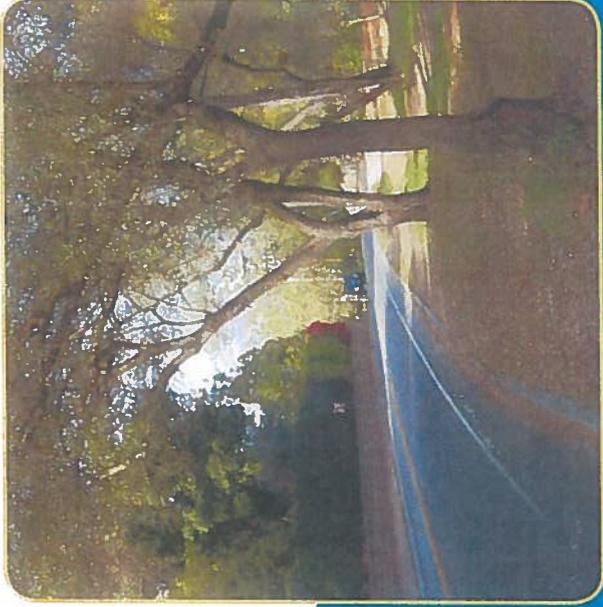
The concept plans do not include any changes to the stone bridge. The existing east side pedestrian walkway would remain in place. Future bridge rehabilitation is programmed by the City of Santa Barbara. The existing width already accommodates bike lanes and there is a program for ongoing graffiti removal.



LONG TERM PLAN

There is little or no community support for widening the bridge. For improved aesthetics and access to Rocky Nook Park, the long term plan could consider relocating the sewer line and the existing pedestrian walkway attached to the bridge, perhaps combining the pedestrian walkway with the sewer pipe crossing.

4



Costs and Potential Funding Sources

4.1 Costs and Potential Funding Sources

COST ESTIMATES

City and County engineers have prepared preliminary estimates for the concept plans proposed in this report, i.e., the continuous west side pedestrian pathway, and improvements for pedestrian, bicyclist, and vehicle safety. Segments #1 and #2 and most of segment #3 are located within the City of Santa Barbara and segments #4 and #5 are located within the County. All of segment #3 and a portion of segment #4, as far north as Las Encinas Road, may be annexed into the City in the near future as part of a separate project that will to go before City decision makers.

City engineers preliminarily estimate the cost to fully construct the concept plans from East Los Olivos Street to Las Encinas Road to be approximately \$2.74 million. The estimate includes 30% for administration, environmental review, special studies, design services and construction management, along with a 35% construction cost contingency to accommodate time necessary to secure construction funding and uncertainties in the final scope of construction work. County engineers estimate the cost to fully construct the concept plans from Las Encinas Road to Foothill Road to be approximately \$600,000. No estimates have been made for the long-term concepts presented in Chapter 3.6 because they are not included in the concept plans.

POTENTIAL FUNDING SOURCES

This section identifies and summarizes potential funding sources to implement the concept plans.

Federal, state, and local government agencies invest billions of dollars every year in the nation's transportation system. Only a fraction of that funding is reserved to plan and improve conditions for pedestrians and bicyclists. Even though funds are limited, they are available. The list below contains current funding sources. In the future it is expected that new federal and/or state legislation may be passed modifying or eliminating certain sources of funding. County and City staff will work closely with their colleagues at local, state, and federal agencies to monitor these changes and obtain funding to implement the concept plan.

FEDERAL SOURCES

TRANSPORTATION ALTERNATIVES PROGRAM

Transportation Alternatives Program (TAP) is a new funding source under MAP-21 that consolidates three formerly separate programs under SAFETEA-LU: Transportation Enhancements, Safe Routes to School, and the Recreational Trails Program. These funds may be used for a variety of pedestrian, bicycle, and streetscape projects, including sidewalks, bikeways, and multi-use paths. Eligible activities under the TAP include:

1. Transportation Alternatives as defined by Section 1103(a)(29). This category includes the construction, planning, and design of a range of bicycle and pedestrian infrastructure including, "on-road and off-road trail facilities for pedestrians, bicyclists, and other active forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting

and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act (ADA) of 1990." Infrastructure projects and systems that provide "Safe Routes for Non-Drivers" are new eligible activities.

2. Safe Routes to School (SR2S). SR2S programs are intended to increase the number of children walking and bicycling to school by making it safer for them to do so. SR2S-funded projects must be "in the vicinity" of a school (K-12). Eligible projects may include:

- Engineering improvements. These physical improvements are designed to reduce potential bicycle and pedestrian conflicts with motor vehicles. Physical improvements may also reduce motor vehicle traffic volumes around schools, establish safer and more accessible crossings, or construct walkways, trails, or bikeways.
- Education and Encouragement Efforts. These programs are designed to teach children safe bicycling and walking skills while educating them about the associated health benefits and environmental impacts.
- Enforcement Efforts. These programs aim to ensure that traffic laws near schools are obeyed. Law enforcement activities apply to cyclists, pedestrians, and motor vehicles alike.

REGIONAL AND LOCAL SOURCES

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS (SBCAG)

The following programs, available through SBCAG, provide potential funding sources for parking and transportation projects.

1. Surface Transportation Program (STP). STP-eligible projects in Mission Canyon Corridor include the repair or rehabilitation of roadways in the form of paved shoulders, bike lanes, and repaving to include crosswalks. SBCAG's annual budget for STP is \$4 million.
2. Measure A Program Local Street and Transportation Improvement (LSTI) Funding. Measure A funds can be used to repair local roads. SBCAG distributes approximately \$20 million per year through this program to local jurisdictions. The most applicable uses for these funds are the repair or rehabilitation of roadways in the form of paved shoulders, bike lanes, and repaving to include crosswalks.
3. Measure A South County Safe Routes to School, and Bicycle and Pedestrian Program. The Measure A Program includes funding in the South County for a bicycle and pedestrian and safe routes to school program. In the South County, \$13 million is available for the 30-year period for the bicycle and pedestrian program, and an additional \$13 million is available for the safe routes to school program. The investment Plan requires the allocation of funding to be

conducted through a competitive grant process. SBCAG conducts a call for projects every three years for the South County program.

DEVELOPMENT IMPACT MITIGATION FEES

Development impact mitigation fees are a potential source of funds for providing some transportation improvements. A local government agency may assess fees depending upon the details of a proposed project and the proposed improvements.

ROADWAY CONSTRUCTION, REPAIR AND UPGRADE

Future road widening and construction projects are one means of providing improved pedestrian and bicycle facilities. To ensure that roadway construction projects provide these facilities where needed, it is important that the review process includes input pertaining to consistency with the proposed system. In addition, California's 2008 Complete Streets Act and Caltrans' Deputy Directive 64 require that the needs of all roadway users be considered during "all phases of state highway projects, from planning to construction to maintenance and repair."

UTILITY INSTALLATION PROJECTS

Cable TV and telephone companies sometimes need new cable routes within the public ROW. Recently, this has most commonly occurred during expansion of fiber optic networks. Since these projects require a significant amount of advance planning and disruption of curb lanes, it may be possible to request reimbursement for affected sidewalks and streets to mitigate construction impacts.

In cases where cable routes cross undeveloped areas, it may be possible to provide for new sidewalks or bikeway facilities following completion of the cable trenching.

OTHER SOURCES

Local sales taxes, fees, and permits may be implemented as new funding sources for pedestrian and bicycle projects. However, any of these potential sources would require a local election. Volunteer programs may be developed to substantially reduce the cost of implementing some improvements, such as the "adoption" of street trees or the dedication of street furniture. A local construction company may donate or discount services.

COSTS AND POTENTIAL FUNDING SOURCES



BUSY DAY ON EAST LOS OLIVOS STREET

Phasing Plan and Next Steps



5.1 Phasing Plan and Next Steps

Future improvements along the Mission Canyon corridor would occur in phases as funding becomes available. The improvements would provide for continuous pedestrian access on the west side of the corridor and improved bicyclist passage from the East Los Olivos Street/Laguna Street intersection in the City to the Mission Canyon Road/Foothill Road intersection in the County. This chapter provides a brief overview of the tasks necessary to move the concept plans forward for implementation.

PHASING PLAN

Segments #1 and #2 are located in the City's jurisdiction. In addition, a significant portion of segment #3 is in the City. As a result, segment #3 will require close coordination between the City and County. Completion of these three segments is likely to take longer due to the greater costs involved, the need to continue working with affected private property owners and to obtain ROW, the need for more detailed engineering and aesthetic designs, especially for the new pedestrian bridge, and additional review and coordination with the City's Historic Landmarks Commission.

Segments #4 and #5 are located within the County's jurisdiction, and, as discussed in Chapter 3, the proposed enhancements along these segments would require comparatively less work to develop final design engineering plans. In addition, as the costs estimated for these improvements are relatively lower (Chapter 4.1) County Public Works anticipates that funding for some of these improvements may be obtained within a year or

two. Thus, segments #4 and #5 may be the initial phase of the project to move forward.

NEXT STEPS

Implementation of the project will require several steps to move the concept plans forward to the point of construction. These next steps include, but are not limited to:

- Formal survey of the road right-of-way, where required.
- Preliminary design engineering.
- Selection of materials for each improvement.
- Environmental review pursuant to CEQA.
- Review by County and City committees, where needed.
- Permits and/or rights-of-way, where needed.
- Final design engineering.

The County and City will continue to coordinate work efforts seeking grants and other funding sources to complete planning and environmental review, and to construct the identified improvements.



MISSION CANYON ROAD NORTH OF BRIDGE AT ROCKY NOOK PARK

A

Appendix A - Self Guided
Tour Booklet



Appendix A - Self Guided Tour Booklet

Self-Guided Tour for the Mission Park to Mission Canyon Multimodal Improvement Project

This tour can be taken by vehicle, walking, or bicycling; however, walking is the preferred method in order to stop and take notes.

The intent of providing this booklet is to provide a guide for interested citizens to use before or after attending any one of three planned public workshops beginning in Fall 2013.

The tour begins at the intersection of Laguna Street and East Los Olivos Street in the City of Santa Barbara and ends at the intersection of Mission Canyon Road and Foothill Road (State Route 192) in the County of Santa Barbara. The travel corridor has been broken into 6 segments. Each segment is accompanied by directions, brief narrative, a map, and space to take notes.

Several roads and intersections must be crossed to complete the tour, please be careful. Thank you for your time and enjoy your tour.

For additional information, please visit Santa Barbara County Planning and Development Department, Long Range Planning Division website at the address below or contact Rosie Dyste, Senior Planner, Long Range Planning Division, (805) 568-3532

http://longrange.sbcountyplanning.org/planareas/mission_canyon/mc_multimodal.php

This project is funded by a Caltrans Community Based Transportation Planning Grant.

SEGMENT 1

The tour begins at the corner of Laguna and East Los Olivos Street in the City of Santa Barbara. Parking is available in the Mission Santa Barbara parking lot or along Laguna Street.

Proceed up East Los Olivos Street on the existing pedestrian path on either side of the East Los Olivos Street or use the existing Class II bike lane.



Notes for Segment 1

What features/issues stand out in this segment?

How could this segment be improved?

SEGMENT 4

Segment 4 begins at Mountain Drive, crosses Mission Creek, and proceeds past Rocky Nook Park to the crosswalk to the Santa Barbara Museum of Natural History at Puesta del Sol. The bridge over Mission Creek is the transition from the City to the County and where Mission Canyon Road begins. Be careful crossing Mountain Drive and take the walkway attached to the bridge over Mission Creek.

Notes for Segment 4

What features/issues stand out in this segment?

How could this segment be improved?

SEGMENT 5

Segment 5 is from the crosswalk at Puesta del Sol to the crosswalk at Las Encinas Road. You will be traveling in front of Rocky Nook Park and the Santa Barbara Woman's Club on the east side of Mission Canyon Road.

Notes for Segment 5

What features/issues stand out in this segment?

How could this segment be improved?

----- END OF DOCUMENT -----

ATTACHMENT B

NOTICE OF EXEMPTION

TO: Santa Barbara County Clerk of the Board of Supervisors

FROM: Julie Harris, Planner, Planning and Development, Long Range Planning Division

The project or activity identified below is determined to be exempt from further environmental review requirements of the California Environmental Quality Act (CEQA) of 1970, as defined in the State and County Guidelines for the implementation of CEQA.

APN: Not applicable **Case No.:** Not applicable

Location: A ¼-mile long, two-lane road starting at the intersection of Laguna Street and East Los Olivos Street in the City of Santa Barbara and ending at the intersection of Mission Canyon Road and Foothill Road in the unincorporated Mission Canyon area in the County of Santa Barbara.

Project Title: Mission Park to Mission Canyon Multimodal Improvements Plan

Project Applicant: Not applicable

Project Description: The project consists of the Mission Park to Mission Canyon Multimodal Improvements Plan (plan), a grant-funded partnership between the County of Santa Barbara (County) and the City of Santa Barbara (City) to prepare concept level plans for pedestrian, bicyclist, and motor vehicle improvements in this historic and highly scenic corridor.

No continuous sidewalk or pedestrian facility exists through this busy corridor. Although a few facilities exist at various points, they do not comply with the American with Disabilities Act (ADA). The lack of continuous facilities makes walking and biking in the area difficult and hazardous for residents and visitors.

The concept plans for multimodal improvements along the plan corridor include the following:

- Continuous pedestrian path on the west side of the corridor. The path must comply with the ADA and be consistent with the historical setting.
- Landscape buffers between path and roadway, where feasible.
- New detached pedestrian bridge parallel and west of the existing stone bridge over Mission Creek.
- Bike lanes extending north to Puesta del Sol transitioning into bike routes in the County's jurisdiction where the road narrows.
- Relocation of several crosswalks.
- Left-turn pocket from Mission Canyon Road to Las Encinas Lane.

The project also includes adoption of a Board of Supervisors resolution to direct County staff to work collaboratively with City of Santa Barbara staff to pursue funding opportunities to implement the plan.

Name of Public Agency Approving Project: Santa Barbara County (The County will receive and refer the plan to the Public Works Department. It will not approve or fund the improvements at this time.)

Name of Person or Agency Carrying Out Project: Santa Barbara County and City of Santa Barbara

Exempt Status: (Check one)

- Ministerial
- Statutory Exemption
- Categorical Exemption
- Emergency Project
- General Rule, Section 15061(b)(3)

Cite specific CEQA and/or CEQA Guideline Section: Section 15262 Feasibility and Planning Studies for receipt and referral of the plan and Section 15061(b)(3) for adoption of a resolution.

Reasons to support exemption findings: A statutory exemption pursuant to Section 15262 states that a project involving only feasibility or planning studies for possible future actions which the agency has not approved or funded does not require preparation of an EIR or Negative Declaration but does require consideration of environmental factors. Consistent with this exemption, the plan is limited to preparation of concept plans for possible future actions which Santa Barbara County and the City of Santa Barbara have not approved, adopted, or funded. The plan recognizes various environmental factors in the area, such as aesthetic, historic, and biological resources. The concept plans were developed to avoid or minimize potential impacts on the environment. Future work to implement the plan may require an initial study to identify potentially significant effects on the environment. A negative declaration or environmental impact report may also be required along with consideration of designs or alternatives that would avoid or minimize any potential effects on the environment.

The project is the first step toward implementing one component of the County's recently adopted Mission Canyon Community Plan and policies within the City's Circulation Element and Pedestrian Master Plan. The plan does not have a legally binding effect on later activities. The plan was funded by grants that limit the project to concept plans only and do not allow the preparation of design engineered plans. Therefore, the plan qualifies for this exemption.

Section 15061(b)(3) states that a project is exempt from CEQA if the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. The adoption of a resolution by the Board of Supervisors directing County staff to work collaboratively with City staff to pursue funding opportunities to implement plan has no possibility of creating an effect on the environment because the resolution only directs County and City staffs to work collaboratively to pursue funding. Adoption of the resolution does not commit the County to later activities or any specific project. Should funding be pursued and obtained, site specific studies would be required to develop detailed designs beyond the conceptual level, which would at that time require complete environmental review pursuant to CEQA.

Mission Park to Mission Canyon Multimodal Improvements Plan
County Planning Commission Hearing December 10, 2014
Page B-3

Lead Agency Contact Person: Julie Harris

Phone #: (805) 568-3518

Department/Division Representative: _____

Date: _____

Acceptance Date: _____

Distribution: Hearing Support Staff

Date Filed by County Clerk: _____

ATTACHMENT C

COUNTY AND CITY POLICIES

County of Santa Barbara Mission Canyon Community Plan:

Action CIRC-MC-2.2: *The County shall actively pursue siting a pedestrian on-road trail adjacent to Mission Canyon Road from the intersection with Mountain Drive to the Santa Barbara Botanic Garden. Trail design and siting shall be consistent with the semi-rural neighborhood character along Mission Canyon Road.*

Policy CIRC-MC-3: *The County shall coordinate with the City of Santa Barbara to seek grants and other funding sources to design and implement a plan to improve multimodal access and safety for residents and visitors traveling between Mission Santa Barbara, Rocky Nook Park, Santa Barbara Museum of Natural History, and local schools and neighborhoods within and adjacent to the City/County boundary at Mission Canyon Road, in accordance with the streetscape plan for the Scenic Corridor (see Action VIS-MC-3.2).*

Improvement plans for this roadway shall include, but not be limited to, an evaluation of the following issue areas:

- *Traffic patterns and on-street parking generated by special events at Mission Santa Barbara, the Santa Barbara Museum of Natural History, and the Santa Barbara Woman's Club;*
- *Unpermitted encroachments into the public road ROW;*
- *Dual purpose pedestrian trails/emergency vehicle turnout zones in appropriate locations, including the southbound segment of Mission Canyon Road and Los Olivos Street for use in an emergency evacuation with the aid of traffic control;*
- *Improvements to the Mission Creek bridge; and*
- *Historical resources evaluation by the City and County Historic Landmarks Commission/Committee.*

Action CIRC-MC-3.1: *The County shall collaborate with the community and City of Santa Barbara to improve multimodal connections between Mission Santa Barbara, Rocky Nook Park, Santa Barbara Museum of Natural History, and local schools and neighborhoods adjacent to the City/County boundary at lower Mission Canyon Road and Los Olivos Street, consistent with the historical and scenic nature of this area.*

Policy VIS-MC-3.2: *The County shall coordinate with the City of Santa Barbara, area nonprofit institutions, and residents to seek grants and other funding sources to design and implement the Phase II streetscape plan for the Mission Canyon Scenic Corridor, coordinated with multimodal access and safety improvement plans (see Policy CIRC-MC-3).*

Aesthetic considerations for the streetscape plan could include the following programs:

- *Design and materials for paths, crosswalks, and streetscape features;*

- *Protection of existing stone walls and other historic features;*
- *A signage plan;*
- *Landscaping recommendations; and*
- *Undergrounding utilities.*

City of Santa Barbara Circulation Element:

Policy 5.1.2: *[in part] Identify and link major activity centers and destinations with walkways. This will consist of the following:*

- *Improving pedestrian access in and around the Mission by providing safe and attractive walking connections between the Mission, Rose Garden, Rocky Nook Park, Natural History Museum, and Alameda Padre Serra.*

City of Santa Barbara Pedestrian Master Plan:

Policy 1.1: *The City shall expand the sidewalk network to increase walking for transportation and recreation.*

Policy 1.2: *The City shall improve pedestrian safety and comfort at intersections.*

Policy 1.3: *The City shall enhance pedestrian corridors.*

ATTACHMENT D

COUNTY OF SANTA BARBARA



**SOUTH
BOARD OF ARCHITECTURAL REVIEW
APPROVED MINUTES
Meeting of July 11, 2014**

Santa Barbara County
Planning Commission Hearing Room
Engineering Building, Room 17
123 East Anapamu Street
Santa Barbara, CA 93101
(805) 568-2000

The regular meeting of the Santa Barbara County Board of Architectural Review Committee was called to order by the Chair, Alex Pujo, at 9:15 A.M., in the Santa Barbara County Engineering Building, Room 17, 123 East Anapamu Street, Santa Barbara, California.

COMMITTEE MEMBERS PRESENT:

Alex Pujo	Chair
Laurie Romano	Vice Chair
Valerie Froscher	
Jeff Yardy	
Dylan Chappell	
John Vrtiak	
Anita Hodosy-McFaul	SBAR Secretary
Anne Almy	Supervising Planner

COMMITTEE MEMBERS ABSENT: Pamela Ettinger

REPORTERS: None.

NUMBER OF INTERESTED PERSONS: None.

ADMINISTRATIVE AGENDA:

- I. PUBLIC COMMENT:** None.
- II. AGENDA STATUS REPORT:** Romano moved, seconded by Chappell and carried by a vote of 4 to 0 (Froscher, Yardy and Ettinger absent) to:
- Continue Item #8 14BAR-00000-00050 Oak Creek Company Lot 10 to the meeting of July 25, 2014 at the request of the applicant.
 - Continue Item #8 14BAR-00000-00071 Oak Creek Company Lot 15 to the meeting of July 25, 2014 at the request of the applicant.
- III. MINUTES:** Romano moved, seconded by Vrtiak and carried by a vote of 5 to 0 to 1 (Chappell abstained, Ettinger absent) to approve the Minutes of June 20, 2014 as amended.

IV. CONSENT AGENDA:

- C-1. 14BAR-00000-00119 Residence Additions and, Exterior Renovation Toro Canyon
14LUP-00000-00228 (Tammy Weber, Planner) Jurisdiction: Toro**
- Request of Barry Winnick, architect for the owner, Wamdara, Inc. c/o Alexander Radosevic, to consider Case No. 14BAR-00000-00119 for preliminary and final approval on consent of a residence office addition of approximately 396 square feet, guest bath expansion of approximately 220 square feet and relocation of doors and chimney. The following structures currently exist on the parcel: a residence and attached garage of approximately 11,406 square feet, guest house of approximately 800 square feet and pool cabana of approximately 789 square feet. The proposed project will require 633 cubic yards of cut and 190 cubic yards of fill. The property is a 4.74 acre parcel zoned 10-E-1 and shown as Assessor's Parcel Number 155-250-020, located at 815 Cima del Mundo in the Toro Canyon area, First Supervisorial District. (Continued from 6/20/14)

ACTION: Romano moved, seconded by Chappell and carried by a vote of 4 to 0 (Froscher, Yardy and Ettinger absent) to grant preliminary and final approval on consent of 14BAR-00000-00119.

V. **SBAR MEMBERS INFORMATIONAL BRIEFINGS:** None.

VI. **STAFF UPDATE:** None.

VII. **STANDARD AGENDA:**

1. Courtesy Review Mission Canyon Corridor Conceptual Improvement Plan Mission Canyon
(Rosie Dyste, Planner) **Jurisdiction: Mission Canyon**

Request of Rosie Dyste, Senior Planner, Santa Barbara County Planning and Development, Long Range Planning Division, for courtesy review of conceptual plans for the Mission Park to Mission Canyon Multimodal Improvements project (Mission Canyon corridor) in the Mission Canyon Plan area, First Supervisorial District and City of Santa Barbara, First and Second Supervisorial Districts. The project begins at the intersection of Laguna and E. Los Olivos Street in the City of Santa Barbara and extends up Mission Canyon Road to the intersection of Mission Canyon Road and Foothill Road (State Route 192) in the County. The conceptual plans include a continuous pedestrian walkway on the west side of the corridor, a new pedestrian bridge, and bicycle lanes/shared vehicle/bicycle travel lanes.

Public Comments: Fred Sweeny, Lanny Ebenstein, Kellam de Forrest

COMMENTS:

- Landscaping in area between pedestrian path and bikeway should be natural and combined with bioswale.
- One Board member indicated that he would prefer to see a full Class II bike lane through the entire corridor, even if it means impacts to oak trees.
- Appropriate signage could help to distinguish the corridor and raise its prominence.
- This is an important project and it is going in the right direction.
- Low path lighting is appropriate, though could possibly incorporate tree lighting similar to the Santa Barbara Bowl.
- Consider a uniform travel speed and lane widths through the corridor.

Project received a courtesy review only, no action was taken.

2. 14BAR-00000-00105 Canfield Residence Addition Santa Barbara
14LUP-00000-00171 (Kimberley McCarthy, Planner) **Jurisdiction: Goleta**

Request of Kevin Moore, architect for the owner, Taylor Canfield, to consider Case No. 14BAR-00000-00105 for preliminary approval of a residence addition of approximately 546 square feet and partial removal of garage of approximately 30 square feet. The following structures currently exist on the parcel: a residence of approximately 1,300 square feet and garage of approximately 425 square feet. The proposed project will require 10 cubic yards of cut and no fill. The property is a 10,000 square foot parcel zoned 10-R-1 and shown as Assessor's Parcel Number 067-181-024, located at 454 Vaquero Lane in the Santa Barbara area, Second Supervisorial District. (Continued from 6/06/14)

COMMENTS:

- Architecture is acceptable
- Increase ground cover and shrubs
- Add succulents into the pea gravel area
- Tie the landscape into the modern character of the architecture
- Need quantities and sizes on the landscape plan, along with specific information on irrigation, for Final Approval
- Return for Final on consent with the emphasis on landscaping

ACTION: Chappell moved, seconded by Romano and carried by a vote of 6 to 0 (Ettinger absent) to grant preliminary approval of 14BAR-00000-00105. Applicant may return for final approval on consent.

ATTACHMENT E

COUNTY OF SANTA BARBARA



**HISTORIC LANDMARKS
ADVISORY COMMISSION
APPROVED MINUTES**

**Hearing of September 8, 2014
Meeting Time: 11:00 a.m.**

The regular hearing of the Santa Barbara County Historic Landmarks Advisory Commission was called to order by Chair Bob Cunningham, at 11:00 a.m., in the County of Santa Barbara Planning Commission Hearing Room, Engineering Building, Room 17, 123 East Anapamu Street, Santa Barbara, California.

COMMISSIONERS PRESENT:

RONALD NYE
EDWIN LENVIK
CARLA TOMSON
BOB CUNNINGHAM
BARBARA GREENLEAF
LANSING DUNCAN
ANN GLASGOW
EILEEN WYCKOFF
TOM HOM
RANDY MELCOMBE
HOWARD WITTAUSCH

MEMBER AT LARGE

1ST DISTRICT
1ST DISTRICT
2ND DISTRICT, CHAIR
2ND DISTRICT
3RD DISTRICT
3RD DISTRICT
4TH DISTRICT
4TH DISTRICT
5TH DISTRICT
5TH DISTRICT, VICE CHAIR

STAFF MEMBERS PRESENT:

Anne Rierson, Senior Deputy County Counsel
Zoraida Abresch, Supervising Planner
Julie Harris, County Planner III
Rosie Dyste, County Planner III
Anita Hodosy-McFaul, HLAC Secretary

1. **SITE VISIT:** HLAC conducted a site visit to The Coral Casino, located at 1281 Channel Drive prior to the meeting.

ADMINISTRATIVE AGENDA

NUMBER OF INTERESTED PERSONS: Approximately 20 people.

2. **ROLL CALL:** Everyone present.
3. **PUBLIC COMMENT:** None.

4. **MINUTES: Hearing of April 14, 2014**

ACTION: Commissioner Wittausch moved, seconded by Commissioner Wyckoff and carried by a vote of 11 to 0 to approve the Minutes of April 14, 2014.

5. **STAFF UPDATE: By Zoraida Abresch, Supervising Planner and by Julie Harris, County Planner III, reporting on the status of the Hosmer Adobe:**

The Hosmer Adobe Appeal was resolved at the July 1, 2014 Board of Supervisors Hearing. In the time between HLAC's action on the Hosmer Adobe and the Board of Supervisor's decision, the applicant hired an adobe preservation expert, recommended by the Pearl Chase Society, the appellant to the project. The adobe preservation expert determined the Hosmer Adobe could be rehabilitated by deconstruction and reuse of the adobe bricks, and this would still be consistent with The Secretary of Interior Standards for rehabilitation.

The Board of Supervisors denied a portion of the appeal, and also upheld a portion of the appeal by modifying the HLAC Action from approval of a demolition and reconstruction to an approval of a rehabilitation plan pursuant to the Secretary of Interior Standards.

6. **HLAC Conflict of Interest 2014 Biennial Code Review: Ratify and approve Chair Cunningham's verification of the 2014 Local Agency Biennial Notice.**

Public Comment: None.

ACTION: Commissioner Duncan moved, seconded by Commissioner Greenleaf and carried by a vote of 11 to 0 to ratify and approve Chair Cunningham's verification of the 2014 Local Agency Biennial Notice.

7. **The Historic Landmarks Advisory Commission (HLAC) considered County of Santa Barbara Landmark #43; The Coral Casino proposed repairs due to significant water damage occurring as a result of faulty construction and determine whether the proposed repairs qualify as normal repair and maintenance pursuant to the landmark resolution. The proposed project includes repairs to doors, windows, roofs, eyebrows, decks, guardrail walls, glass railing and repairs to construction defects causing water intrusion. The property is shown as Assessor's Parcel Number: 009-353-015 located at 1281 Channel Drive (situated across from the Biltmore Hotel) in the Montecito area, First Supervisorial District.**

Determine that the above action is exempt from CEQA under Section 15331 of the CEQA Guidelines, because the project is limited to repairs of historical resources in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, (1995), Weeks and Grimmer.

Present:

Julie Harris, County Planner III

Steve Welton, Suzanne Elledge Planning and Permitting Services

Clay Aurell and Josh Blumer, Architects, AB Design Studio, Inc.

David Wessel, architectural historian and principal from Architectural Resources Group (ARG), project historian on the Coral Casino renovation.

Public Comment: Kellam de Forest

Presentation:

Julie Harris distributed a brief memo to HLAC members with a copy of Conditions of Approval that HLAC applied to the Coral Casino Rehabilitation project in 2005.

Steve Welton, Clay Aurell, Josh Blumer and David Wessel:

The Commission received an application from the Coral Casino representatives that included Preservation General Notes and a Preservation Protocol Plan. The repairs will be done in phases, so the Coral Casino will not be shut down entirely during construction using the

existing 2005 Conditions of Approval. A Substantial Conformity Determination and Coastal Development Permit will also be required.

A graphic presentation indicating the work to be done was shown to the Commission. The representatives acknowledged that there would be no new details and work done to the Coral Casino other than the repairs consistent with the Secretary of State Interior Guidelines. Most of the repairs would be concealed, follow an established protocol plan and include documentation of deficiencies of the first installation to avoid future problems.

ACTION: Commissioner Duncan moved, seconded by Commissioner Lenvik and carried by a vote of 11 to 0 to approve the proposed repairs and to address the significant water damage to the Coral Casino under the guidance of the protocol plan and the existing Conditions of Approval, to include monitoring conditions consistent with historic preservation and determine that the above action is exempt from CEQA under Section 15331 of the CEQA Guidelines.

8. Presentation from Post Hazeltine Associates on preliminary results of the HLAC Survey for Fiscal Year 2013/2014:
 - Preliminary results were reported by Tim Hazeltine and Pamela Post.
 - Final Survey results will be submitted during the October 13, 2014 meeting.
9. Long Range Planning Division presented the Mission Park to Mission Canyon Multimodal Improvements Project (Mission Canyon Corridor Project) to the Historic Landmarks Advisory Commission for courtesy review and comments.

Rosie Dyste, Planner III from County Long Range Planning Division presented HLAC with the details of the proposed improvements along the Mission Canyon corridor. The corridor begins at Laguna Street and Los Olivos Street. Los Olivos Street becomes Mission Canyon Road at the intersection of Alameda Padre Serra and the corridor ends at the intersection of Mission Canyon Road and Foothill Road.

The City of Santa Barbara has jurisdiction over the lower portion of the corridor and the corridor becomes the jurisdiction of the County of Santa Barbara approximately around the intersection with Alameda Padre Serra. A team comprising of County and City Planners, Interest Groups and the private property owners have been involved in the process. The Mission Canyon Heritage Trail Association was present at the meeting. Agreements have been established with Mission Santa Barbara, Mission Historical Park, Santa Barbara Museum of Natural History, Mount Calvary, residents Dr. and Mrs. Kay, Rocky Nook Park and the Santa Barbara Women's Club. The project is a grant funded partnership between The County and the City of Santa Barbara. It is a long range effort and will take 10 to 20 years to complete. Public participation is crucial; two public workshops were held to present concept plans for the corridor. All potential historic and archaeological impacts would be evaluated at a future phase if the conceptual project is pursued and funded by decision-makers.

Public Comments:

Kellem de Forest, No position
Fred Sweeny; In favor
Karl Hutterer; In favor
Tom Jacobs; In favor
Nik Schiffmann; In Opposition
Lanny Eberstein; In Opposition

HLAC COMMENTS:

- Concerns that the use of standard widths for roads will not maintain the scale of the rural area and that widening and straightening of the corridor will allow and encourage unsafe traffic speed. The plan would need study to create traffic calming measures not widening of

the lanes to slow traffic and to improve safer pedestrian and bicycle traffic in scale without disturbing the rural nature of the corridor.

- Cluster of trees and bridge are historic and necessary obstructions and are a gateway from the City of Santa Barbara and the County of Santa Barbara. The trees and bridge are necessary for traffic calming and shifting pedestrian circulation at pertinent crossings would also enhance traffic safety.
- Further study for safety and aesthetics is required for the pedestrian path and bridge, and the mitigation of the road.
- The stegosaurus wall which some historians have determined to be eligible for landmark status should not be manipulated or shortened. More study is critical to protect and preserve historic walls.
- Consensus from HLAC for further study on safety impacts for pedestrian, bicycle paths, ADA requirements, and traffic calming, while preserving the historic and rural theme of the scenic corridor.

10. HISTORIC RESOURCES SURVEYS: Discussion and consideration of Historic Resources Survey Proposals for Fiscal Year 2014/2015.

- An ad hoc subcommittee was formed with Commissioners Wittausch, Lenvik and Tomson.
- HLAC tabled the discussion and consideration to the October 10, 2014 HLAC meeting.

11. DISTRICT REPORTS: None.

12. NEXT MEETING of the Historic Landmarks Advisory Commission:

Date: October 13, 2014
Location: Santa Barbara County Planning Commission Hearing Room
Engineering Building, Room 17
123 East Anapamu Street
Santa Barbara, CA 93101

Respectfully submitted by,

Anita Hodosy-McFaul, Secretary, HLAC

ATTACHMENT F



Santa Barbara County Park Commission

610 Mission Canyon Road Santa Barbara, California 93105 (805) 568-2461

SANTA BARBARA COUNTY PARK COMMISSION

Meeting of August 28, 2014

MINUTES

The regular hearing of the Santa Barbara County Park Commission was called to order by Chair Fran Farina at 9:34AM., at the Board of Supervisors Conference Room, 105 E. Anapamu Street, 4th Floor, Santa Barbara, CA 93101.

Commissioners Present:

Suzanne Perkins 1st District, Vice Chair
Fran Farina 2nd District, Chair
Judith Dale 3rd District
James Mosby 4th District

Commissioners Absent:

Bailey Hudson 5th District

County Staff Present:

Renée E. Bahl, Interim Director
Paddy Langlands, Deputy Director
Michael Allen, North County Operations Manager
Jeff Lindgren, South County Operations Manager
Jon Menzies, Aquatics Coordinator
Jill Van Wie, Capital Projects Manager
Ryder Bailey, Cost Analyst
Kerry Bierman, CSD CFO
Claude Garciacelay, Planner
Rosie Dyste, Planning and Development
Jessica Rauch, Administrative Professional

ADMINISTRATIVE AGENDA:

- I. **HEARING CALLED TO ORDER:** by Chair, Fran Farina.
- II. **ROLL CALL:** Commissioner Hudson was absent.

III. PLEDGE OF ALLEGIANCE

IV. MINUTES: The Minutes of May 22, 2014 were considered as follows:

ACTION: Commissioner Dale moved, seconded by Commissioner Mosby and carried by a vote of 3-0-1 (Perkins abstained, Hudson absent) to approve the Minutes of May 22, 2014.

V. PUBLIC COMMENT: None.

VI. PARK COMMISSIONER'S NON-AGENDA ITEMS: Commissioner Mosby had a Lompoc resident inform him of a liquid oozing from one of the concrete slabs at Jalama. He has not received pictures yet. Commissioner Mosby would also like a presentation at the next meeting on the completion of the Miguelto Restroom project.

VII. OPERATIONS AND FISCAL STATUS REPORTS: The Commission received and filed reports from staff.

VIII. DIRECTOR'S REPORT AND BOARD OF SUPERVISORS HEARING SUMMARY: Ms. Bahl announced that Chief Financial Officer, Kerry Bierman will be going to the District Attorney's Office. Mr. Langlands commented on the water conservation steps the department is taking; one of which is the outdoor showers at the beaches will be shut off. There was a homicide at Guadalupe Dunes, which shut down the park for a period of time. The Isla Vista fencing project is moving forward and will be going to the Planning Commission in October. Staff has been working with outside agencies on a Memorandum of Understanding to restore the native plants. The Cuyama pool will not be open for next summer because of insurance issues.

IX. STANDARD AGENDA:

1. Mission Canyon Corridor Improvements Project – For Information

Recommendation: That the Park Commission receive a presentation on the Mission Canyon Corridor Project from Planning and Development Project Manager, Rosie Dyste.

ACTION: The Park Commission received a presentation on the Mission Canyon Corridor Project from Planning and Development staff.

2. Board Approved Preventative Maintenance – For Information

That the Park Commission receive and file a presentation on the Board of Supervisors approved preventative maintenance.

ACTION: The Park Commission received a presentation on the Board approved preventative maintenance for County parks.

Santa Barbara County Park Commission Meeting – Minutes
August 28, 2014

X. FUTURE MEETING AGENDA ITEMS

Commissioner Mosby would like presentations on the Miguelto Project, update on the Bodger Trail and a presentation on the Ocean Park development trail.

XI. ADJOURN

MOTION TO ADJOURN: Commissioner Perkins moved, seconded by Commissioner Dale and carried by a vote of 4-0 (Hudson absent) to adjourn the August 28, 2014 Park Commission meeting.

Adjourned at 10:36AM

Renee E. Bahl
Interim Director of Community Services

ATTACHMENT G



**City of Santa Barbara
Planning Division**

**HISTORIC LANDMARKS COMMISSION
MINUTES**

Wednesday, August 27, 2014 David Gebhard Public Meeting Room: 630 Garden Street 1:30 P.M.

COMMISSION MEMBERS: PHILIP SUDING, *Chair*
 BARRY WINICK, *Vice-Chair*
 MICHAEL DRURY
 WILLIAM LA VOIE
 BILL MAHAN
 FERMINA MURRAY
 JUDY ORÍAS
 CRAIG SHALLANBERGER
 DONALD SHARPE

ADVISORY MEMBER: DR. MICHAEL GLASSOW
CITY COUNCIL LIAISON: DALE FRANCISCO
PLANNING COMMISSION LIAISON: SHEILA LODGE

STAFF: JAIME LIMÓN, Design Review Supervisor / Historic Preservation Supervisor
 NICOLE HERNÁNDEZ, Urban Historian
 MICHELLE BEDARD, Assistant Planner
 GABRIELA FELICIANO, Commission Secretary

Website: www.SantaBarbaraCa.gov

An archived video copy of this regular meeting of the Historic Landmarks Commission is viewable on computers with high speed internet access on the City website at www.SantaBarbaraCA.gov/HLCVideos then clicking on the Videos under Explore.

CALL TO ORDER.

The Full Commission meeting was called to order at 1:30 p.m. by Chair Suding.

ATTENDANCE:

Members present: Drury, La Voie, Mahan, Murray, Orías, Sharpe, Suding, and Winick.
Member absent: Shallanberger.
Staff present: Limón (until 3:32 p.m. and again at 6:00 p.m.), Hernández (until 6:40 p.m.), and Feliciano.

GENERAL BUSINESS:

A. Public Comment:

 No public comment.

Staff agrees with the report that the project meets the Secretary of Interior Standards for Rehabilitation and will not have a negative impact on the resource meeting the CEQA guidelines. Because the project is concentrated in the rear portions of the property and that it replaces non-historically significant features and that it will be set back behind the historic house so that it will not detract from the historic resource. The proposal is compatible in features, size scale, proportion and massing to the historic resource.

(Additional staff notes: The house is eligible to be designated a City Landmark for criteria a,d,e,f,g,h and I and 5 and 6; eligible for listing on the California Register of Historic Places and National Register of Historic Places.)

Motion: To accept the report with an amendment to the last sentence on page 21.
Action: La Voie/Mahan, 8/0/0. (Shallanberger absent.) Motion carried.

b. Project Concept Review (Comments only; project requires environmental assessment and Staff Hearing Officer review for requested Zoning modifications.)

Motion: Continued indefinitely to the Staff Hearing Officer with comments:
 1. The proposed modification is aesthetically appropriate. The proposed modification does not pose consistency issues with El Pueblo Viejo Design Guidelines or the Neighborhood Preservation Ordinance.
 2. The proposed changes to the residence are supportable.
 3. The property owner is encouraged to consider landmark designation.
Action: La Voie/Orias, 8/0/0. (Shallanberger absent.) Motion carried.

DISCUSSION ITEM

6. 400 BLK E LOS OLIVOS ST 473 SEG ID

(5:20) Assessor's Parcel Number: ROW-000-473
 Application Number: MST2014-00406
 Owner: City of Santa Barbara
 Applicant: Rosie Dyste
 Engineer: Public Works Department

(Proposed improvements to the Mission Canyon Corridor, including ADA accessible path, pedestrian bridge, and roadway and wall alignment adjustments.)

(Discussion only on the Mission Canyon Corridor Community Consensus process.)

Actual time: 5:22 p.m.

Present: Rosie Dyste, Senior Planner, County of Santa Barbara Planning & Development
 Rob Dayton, Principal Transportation Planner, Public Works Department

Staff comments: Nicole Hernández, Urban Historian, stated that the purpose of the discussion is to determine if the proposed location of the new pathway is appropriate; and a historic structures report will be prepared once the location is determined.

Public comment opened at 5:35 p.m.

1. Larry Ebenstein, local resident, spoke in opposition to the project and commented that it would destroy the current feeling and streetscape of Mission Canyon.
2. Fred Sweeney, local resident, Mission Heritage Trails Association, expressed support of the project and commented on the association's members, purpose and process.
3. Heidi Jones, Mission Heritage Trails Association, commented that the group's concerns about historic preservation has been a key part of the process from the beginning and reaffirmed Shelley Bookspan's written comments.
4. Kellam de Forest, Mission Heritage Trails Association, commented that the purpose of the association was originally due to concerns with the safety for children, senior citizens and ADA accessibility for pedestrians walking from the Mission to the Museum of Natural History, while preserving the existing historic resources.

Chair Suding acknowledged receipt of written comments from Alexandra Rosenthal, Paulina Conn and Shelley Bookspan and summarized each.

Public comment closed at 5:48 p.m.

Discussion held with the comments:

1. A historic structures report is necessary to make a final determination as to the proposed re-alignment or relocation of the two historic walls. The Commission considers the two walls extremely important and they are sensitive historic resources.
2. The Commission supports the corridor improvement project as doable and consenting to the idea of a solution too, but the project must maintain the rural and rustic character of the existing roadway. Meandering paths separate from the roadway should be considered rather than traditional sidewalks.
3. The existing masonry bridge is also a sensitive historic resource. However; the Commission does not object to the idea of a separate footbridge on the downstream side of the masonry wall.
4. The Commission requests the applicants continue to work with the community on design solutions that consider the HLC's expressed concerns.
5. Some Commissioners expressed strong objections regarding moving the walls and recommended that a goal be the preservation of resources. Yet, further analysis of the project would be necessary if there are possible impacts to these historic resources.

ATTACHMENT H

DRAFT



MEETING MINUTES

CITY OF SANTA BARBARA
**TRANSPORTATION AND CIRCULATION
COMMITTEE (TCC)**

David Gebhard Public Meeting Room
630 Garden Street, Santa Barbara, CA
Thursday, October 23, 2014, 6:00 PM

CALL TO ORDER: Vice Chair Boche called the meeting to order at 6:00 PM

ROLL CALL:

TCC MEMBERS

Hillary Blackerby
Cynthia Boche
Bob Burnham
Keith Coffman-Grey
Edward France
Susan Horne
Kathleen Rodriguez

Attendance

Present
Present
Present
Present
Present
Absent
Present

CITY STAFF PRESENT :

Browning Allen, Transportation Manager
Rob Dayton, Principal Transportation Planner
Kim Thaler-Strange, Administrative Specialist
Peter Brown, Acting Mobility Coordinator
John Ewasiuk, Principal Civil Engineer
Jessica Grant, Project Planner
Derrick Bailey, Supervising Trans. Engineer

LIAISONS PRESENT

PUBLIC PRESENT:

Don Olson, Mission Heritage Trail Association
Matt Dobberteen, Santa Barbara County
Steve Maas, Metropolitan Transit District

CHANGES TO THE AGENDA:

1. PUBLIC COMMENT:

Ed France, Director of the Bicycle Coalition announced that daylight savings time is next week, and that the Bicycle Coalition will be giving out bike lights. It is required by law to have a light in front. Illuminada de la Noche will be at at 5 locations.

Derrick Bailey, Supervising Traffic Engineer announced that on Wednesday, November 5 at 6:00 p.m., there will be a public workshop at Monroe School on the Mesa to discuss the Cliff Drive Traffic Improvement Project. This item will be coming to the TCC in 2015. There will also be a virtual public meeting.

TRANSPORTATION AND CIRCULATION COMMITTEE

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circulation element. People living in dt corridor don't drive often. There is the 75 min shuttle and street sweep shuffle, which is a very common complaint. People got tickets for street sweeping. Car share can fill that need. Great time it is for this topic because local jurisdictions UCSB, IV, Airport have established carshare programs. Very timely and consistent with circulation element.

HB: good thing, and very smart and could work in community. Think it is consistent with circ. Element. Long past time for this.

CFG: Consistent with circ element. Glad to see city moving forward with this option.

Motion: move that we find this boche france 6 ayes no opposed and 1 absent (horne)

6. Mission Canyon Corridor Community Consensus Proposal

Rob Dayton, Principal Transportation Planner gave this presentation to the Committee. He gave an overview of the project, and the community outreach that has been done to find the issues that the community would like fixed. He then described the process, and the grant that was received by Santa Barbara County. The City, County and Caltrans will be working together to move the project forward for consensus. There have been listening workshops to discuss the items important to the area such as: history of the area, resources, connectivity, what isn't working, what needs to be fixed, what items need to be left alone. Controversial items were not considered.

He introduced Don Olson of the Mission Heritage Trail Association, and Matt Dobberteen of the County who was present to answer questions, and showed drawings and plans done by Fred Sweeney who is the architect for this project. There will be a Joint City Planning Commission/County Planning Commission meeting on this item on December 10, 2014, at the County.

COMMENTS FROM TCC

Kathleen Rodriguez was confused and wanted clarification as to the disposition of a footbridge that is opposite the bridge. Mr. Dayton replied that leaving the bridge is an option, but it wouldn't impact the goal. Ms. Rodriguez asked if there was a possibility of asking for easements from residents. According to Mr. Dayton, while that is possible, there are some walls that would not be touched. He added that there is room between the road and the walls, but the challenge is the trees and undulation.

Hillary Blackerby is excited to see the presentation on this; there are so many conflicts in the area. It's cool to see the County and City working with the community on this. She asked about the footpath, and what surface it would be. Mr. Dayton replied that they have avoided discussions of design details for now; that would be a resolution between Council and the Board of Supervisors.

Ed France asked if the side being shown is the switch from the City to the County at Mission Creek? Mr. Dayton indicated that the County's section of roadway begins at the end of the bridge. All the properties on the outside of the roadway, except the Kay property are part of the City. What the Planning Commission would be doing as part of the Natural History Museum

project is an annexation of this road all the way up to Las Encinas so that we will be responsible for access.

Ms. Rodriguez commented that this should be a high priority for safety and tourism.

Ms. Boche was at the initial listening workshop and was impressed that staff was able to find something to do with the information given, and come up with this project. It is a great start on improving this corridor, and is Consistent with the Circulation Element. She hopes it will be a high priority project.

Mr. France appreciated the process, and seeing the Transportation Planning Division at a community level and seeing both the County and the City doing a superb job of accommodating and integrating into the public process. He is also positively surprised by a functional improvement for bicycling and walking. This is how it is supposed to happen.

Mr. Coffman-Gray pointed out that Santa Barbara has so many historical areas. To get the County, City and the neighbors behind a plan has seemed insurmountable, but is glad to see everyone working together. He agrees that it is within the Circulation Element for improving access to the area. There are so many tourists, and this is one of the top 3 areas they go to. It is important to keep the historical nature of the area.

Mr. Burnham is in agreement that this project is consistent with the Circulation Element. He asked if once this is started, will it be continued as far as community involvement? Mr. Dayton replied that the next step is a Joint Planning Commission meeting. The session will be a rich public process. Staff will also go back to the Historic Landmarks Commission, followed by a more public process at Council and the Board of Supervisors. If they are told to find funding, there will be another rich community process to design a project. He also said that this will be at Council probably at the beginning of next year. This has to be completed by February for the grant. If it moves forward, the City will be applying for grants, and finding projects for grant opportunities.

Motion: That the Transportation and Circulation Committee recommend to City Council that the Mission Canyon Corridor Community Census Proposal is consistent with the Circulation Element of the General Plan

Motion made by Blackerby and seconded by Rodriguez.

Ayes; 6 Noes: Absent (1) Horne Abstain:

7. Status Report on the Bicycle Master Plan Engagement Process

Peter Brown, Interim Mobility Coordinator gave the following update: Staff just completed the RFP phase and will be reviewing proposals next week. Mr. Allen and Mr. Dayton will be selecting three to four firms to interview and will select one, and take an Award of Contract to Council. We will hit the ground running in 2015.

Mr. France asked when the RFP recommendation will go to Council. Mr. Allen said we just received the proposal the previous day and still need to interview. It is possible that staff could go to Council in early December, but a selection needs to be made, and a contract negotiated.

ATTACHMENT I

RESOLUTION OF THE BOARD OF SUPERVISORS
COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA

IN THE MATTER OF DIRECTING COUNTY)
STAFF TO WORK COLLABORATIVELY WITH)
CITY OF SANTA BARBARA STAFF TO PURSUE)
FUNDING OPPORTUNITIES TO IMPLEMENT) RESOLUTION 15-____
THE MISSION PARK TO MISSION CANYON)
MULTIMODAL IMPROVEMENTS PLAN)

WITH REFERENCE TO THE FOLLOWING:

1. For decades, community concerns have been expressed regarding safety for all modes of travel through from the intersection of Laguna Street and East Los Olivos Street at Mission Santa Barbara to the intersection of Mission Canyon Road and Foothill Road (Mission Canyon corridor), but little has been done because of the sensitive nature of the historic and environmental resources of the corridor.
2. In 2011, community members formed the “Safe Passage Working Group,” a volunteer citizens organization of diverse interests now known as Mission Heritage Trail Association, and worked to build community consensus regarding issues of concern along the Mission Canyon Corridor between Laguna Street and Foothill Road.
3. On August 15, 2012, Caltrans awarded the County of Santa Barbara, hereinafter referred to as “County,” and the City of Santa Barbara, hereinafter referred to as “City,” a Community-Based Transportation Planning Grant for the Mission Park to Mission Canyon Multimodal Improvements Plan, hereinafter referred to as the “plan.”
4. The County and City used the Caltrans grant funds to work in partnership on public outreach to determine and document community concerns and preferences and prepare concept plans for circulation improvements to Mission Canyon corridor. Through two well-attended workshops, staff was able to identify minimum-level improvements with overwhelming community acceptance, while addressing the community-identified safety concerns.
5. The plan is a community consensus concept level design for multimodal improvements consistent with County and City policy direction for the project area (County Mission Canyon Community Plan, City Circulation Element and Pedestrian Master Plan).
6. Based on public input, the County and City prepared the concept level designs for continuous pedestrian access on the west side of the corridor and improved circulation for bicyclist passage and vehicle safety. The plan includes the following key components:

- Continuous pedestrian path on the west side of the corridor. The path must comply with the ADA and be consistent with the historical setting.
 - Landscape buffers between path and roadway, where feasible.
 - New detached pedestrian bridge parallel and west of the existing stone bridge over Mission Creek.
 - Bike lanes extending north to Puesta del Sol transitioning into bike routes in the County's jurisdiction where the road narrows.
 - Relocation of several crosswalks.
 - Left-turn pocket from Mission Canyon Road to Las Encinas Lane.
7. From July 2014 to October 2014, the concept plans were reviewed by five County and City Boards and Commissions (County South Board of Architectural Review, County Historic Landmarks Advisory Commission, County Park Commission, City Historic Landmarks Commission, and City Circulation and Transportation Committee).
 8. On December 10, 2014, the County and City Planning Commissions jointly held a duly noticed public hearing on the plan, at which hearing the concept plans were explained and comments invited from the persons in attendance.
 9. The Board of Supervisors received and considered the County Planning Commission's recommendations at a duly noticed public hearing on the plan where the concept plans were explained and comments invited from the persons in attendance.
 10. It is in the beneficial interest of all parties to collaborate in future phases of improvements to the Mission Canyon corridor in order to share staff expertise and existing information, to promote intergovernmental coordination, and to serve the public interest by producing a more efficient project in both jurisdictions.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

1. The above recitations are true and correct.
2. The Board of Supervisors directs County staff to work collaboratively with City of Santa Barbara staff to pursue funding opportunities to implement the Mission Park to Mission Canyon Multimodal Improvements Plan, including but not limited to:
 - Formal survey of the road right-of-way, where required.
 - Preliminary design engineering.
 - Environmental review pursuant to CEQA.
 - Review by County and City committees, where needed.
 - Permits and/or rights-of-way, where needed.
 - Final design engineering.

PASSED, APPROVED, AND ADOPTED this _____ day of _____, 2015 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

CHAIR
BOARD OF SUPERVISORS

ATTEST:

MONA MIYASATO, COUNTY EXECUTIVE OFFICER
CLERK OF THE BOARD

By _____
Deputy Clerk

APPROVED AS TO FORM:

MICHAEL C. GHIZZONI
COUNTY COUNSEL

By _____
Deputy County Counsel