PLANNING COMMISSION
STAFF REPORT

REPORT DATE: May 10, 2018
AGENDA DATE: May 17, 2018
PROJECT ADDRESS: East Cabrillo Boulevard Pedestrian and Bicycle Improvements, Roadway Roundabout and Replacement of Union Pacific Railroad Bridge (MST2017-00526)
TO: Planning Commission
FROM: Planning Division, (805) 564-5470, extension 4470
Beatriz Gularte, Senior Planner
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I. PROJECT DESCRIPTION

The City of Santa Barbara and the Santa Barbara Council of Governments (SBCAG) are the applicants for this Project, in conjunction with the California Department of Transportation (Caltrans). The purpose of the East Cabrillo Boulevard Pedestrian and Bicycle Improvements, Roadway Roundabout and Replacement of Union Pacific Railroad (UPRR) Bridge Project (Project) is to enhance pedestrian and bicycle safety improvements along East Cabrillo Boulevard (Blvd.) from Los Patos Way and Channel Drive and under the UPRR Bridge. Additionally, these improvements would provide connectivity to existing bicycle lanes and sidewalks on both sides of East Cabrillo Blvd and under the UPRR Bridge. The goal of the Project is to improve pedestrian, bicycle and vehicle access to and from the beaches, the Waterfront and Harbor, Chase Palm Park, the Santa Barbara Zoo, Andree Clark Bird Refuge and commercial areas along Los Patos Way and Coast Village Road.

UPRR Bridge Replacement and Pedestrian/Bicycle Improvements

To accomplish the pedestrian, bicycle and vehicle circulation improvements on East Cabrillo Blvd, the existing UPRR Bridge would be replaced with a lengthened bridge. The bridge currently has a narrow opening that requires pedestrians and bicyclists to share the roadway shoulders with vehicular traffic. The existing UPRR Bridge, just south of the US-101 bridge, has a span of 44-feet with an opening of 29-feet for East Cabrillo Blvd. This bridge would be removed and replaced with a new 160-foot long bridge. The underpass would be 117-feet to accommodate a center pier, a 55-foot wide northbound opening for a vehicle lane, Class II bicycle lane, multi-use path plus buffer and a 55-foot wide southbound opening for a vehicle lane, Class II bicycle lane, sidewalk and buffer. The new bridge would have abutments on both sides, a center pier and a median/lane splitter. Northbound East Cabrillo Blvd includes a right-turn lane for future access to southbound U.S. 101, just past the bridge.

A retaining wall from 6-feet to 12-feet in height would be built on the east side of East Cabrillo Blvd to accommodate the new road width and bridge length. The existing bridge height is non-standard at 14’11” and must be increased to 16’6” to meet railroad clearance requirements.
Excavation of one to two feet on East Cabrillo Blvd under the bridge and tapering outward to the roundabout would be required to accomplish the required height under the bridge.

The Project involves 13,000 cubic yards of cut soil to be exported from the Project site for use at a receiver site. Material resulting from demolition of the existing bridge would be approximately 1,500 cubic yards of concrete that would be recycled on-site for road base. Asphalt that is removed from the roadway during construction would be recycled on-site to repave the roads. Green waste from tree removal would be removed from the site and recycled locally. Approximately 500-600 truck trips may occur during the 12-month period related to grading for the longer bridge, removal of concrete and rebar as well as the removal of green waste. The majority of the truck trips would be during the first 3-months of work.

Roundabout at Los Patos Way/East Cabrillo Boulevard

A roundabout would reconfigure the intersection of East Cabrillo Blvd and Los Patos Way to eliminate vehicle queuing at the stop signs on Los Patos Way and Channel Drive as well as providing opportunities for pedestrian to safely cross East Cabrillo Blvd. The roundabout would be one vehicle lane wide with a round center landscaped planter surrounded by cobble stones. East Cabrillo Blvd, Los Patos Way and Channel Drive would flow into the roundabout. Crosswalks would be provided on all legs of the roundabout. No additional vehicle through-lanes would be constructed on existing East Cabrillo Blvd. The Project would remove a portion of the landscaped median island on a City-owned parcel that is located between East Cabrillo Blvd and the frontage road adjacent to the cemetery property to accommodate the roundabout. The frontage road would be removed to provide a 12-foot wide multi-use path and landscaping. The Project site contains several known utilities within the Project limits: a City storm drain, waterline and fire hydrants, underground electrical line, sewer line, water line, gas pipe lines (including an underground 16'' high pressure gas line), underground cable television line, several fiber optic lines, and overhead SCE power transmission line. Several utilities including water, sewer, and fiber optic lines within the Project site would need relocation.

Seven existing Mexican Fan Palm street trees, located in the East Cabrillo Blvd Island and three existing Mexican Fan Palm street trees located in the southwest corner of East Cabrillo Blvd and Los Patos Way would be removed to accommodate the roundabout construction. Pursuant to approval by the City Parks and Recreation Commission, these trees would be replaced at a 1:1 ratio with varying sizes of Mexican fan palms to be planted in the Cabrillo Blvd Island.

Additionally, 17 eucalyptus trees, two Juniper trees, two Acacia trees, and one Coast Live Oak tree (all located in the UPRR Right-of-Way) would be removed in order to construct the new railroad bridge. These trees would be replaced at a 1:1 ratio with native trees, except the oak that would be replaced at a 5:1 ratio. Replacement trees and would be located throughout the Project area, including the roundabout planter, between the east retaining wall terrace, and within the cemetery private property north of Channel Drive and adjacent to East Cabrillo Blvd. New landscaping would be provided throughout the roundabout area and bridge site as directed by the Historic Landmarks Commission.

The majority of the Project would be built on City right-of-way with portions on a City-owned parcel adjacent to the Santa Barbara Cemetery and UPRR right-of-way. Minor property acquisitions to construct the roundabout would be required as follows: approximately 11,500 square feet from the Santa Barbara Cemetery property located north of Channel Drive and
approximately 500 square from the commercial property located on Los Patos Way at the East Cabrillo Blvd intersection. Drainage and stormwater management plans are designed to reduce impacts to the Bird Refuge. Further information regarding the Project is provided in the applicant’s letter (Exhibit C) and Project Description/Project Plans (Exhibit F).

II. REQUIRED APPLICATIONS

The discretionary application required for this Project is a Coastal Development Permit (CDP2017-00526) to allow the proposed development in the Appealable and Non-Appealable Jurisdictions of the City’s Coastal Zone (SBMC §28.44.060).

APPLICATION DEEMED COMPLETE: April 9, 2018
DATE ACTION REQUIRED: June 8, 2018

III. RECOMMENDATION

If approved as proposed, the Project would conform to the City’s Zoning Ordinances and policies of the Coastal Act and Local Coastal Plan. In addition, the Project is consistent with the City’s Bicycle Master Plan. Therefore, Staff recommends that the Planning Commission approve the project, making the findings outlined in Section IX of this report, and subject to the conditions of approval in Exhibit A.
IV. BACKGROUND

Project Planning. The bicycle improvements in this Project have been included in the City’s Bicycle Master Plan since 2016. The Bicycle Master Plan’s purpose is to create a more integrated multi-modal transportation system to make bicycling in Santa Barbara an attractive and convenient choice. A Plan policy is to ensure that the City addresses the operational and safety needs of bicyclists. The “Cabrillo Bike Path” was identified as a “Recommended Bicycle Facility” that would enhance safety for all road users, close the gap in networks, enhance safety at intersections and improve connections across the U.S. 101 freeway. The Plan states that this portion of East Cabrillo Blvd serves as an entrance to the City.

Community Outreach. On May 3, 2017, a Community Information Meeting and Open House was conducted at the Cabrillo Pavilion in the City. The event provided meeting attendees the opportunity to view conceptual designs, Project maps, ask questions, and provide comments to the Project Development Team. The attendees were also encouraged to submit written questions or comments. In advance of the Community Information Meeting and Open House, a variety of outreach activities were conducted to maximize stakeholder engagement. Outreach activities included advertisements in local publications, fact sheet and meeting notice distribution for outreach events and contacts with stakeholders.
Funding. SBCAG received a grant for this Project under the Federal Highway Safety Improvement Program. This federal grant is administered by Caltrans and requires environmental review under the National Environmental Policy Act (NEPA). Caltrans is the lead agency for NEPA environmental review and clearance. To accomplish this Project, the City Council entered into a Memorandum of Understanding with SBCAG in April 2016 for the City to provide preliminary engineering design, planning, CEQA environmental review and permit approval. The Highway Safety Improvement Program requires environmental review (NEPA and CEQA) and approval of the Coastal Development Permit to be completed by September 30, 2018. Over the coming years, additional construction funds will be sought from competitive state and federal grant sources that fund roadway safety, pedestrian and bicycle improvements. As funding for construction has not yet been identified, there is no set timeframe for Project implementation.

Historic Landmark Committee Design Review. The Project site is located within the east end of the El Pueblo Viejo design district which requires review and compatibility findings by the Historic Landmarks Commission (HLC). Also, the roundabout improvement area is located in the East Cabrillo Boulevard Historic District (ECBHD). This District is a California State Historic District and is eligible to be designated a City Landmark. The ECBHD is a 1920’s-era parkway that extends two miles along East Cabrillo Blvd. from State Street to the Los Patos Way/Channel Drive intersection.

The plan for this District was created by the Olmstead Brothers Landscape Architecture Firm and well known planner, Charles Cheney. Mr. Olmstead was a well know architect of that time who designed New York City’s Central Park. The Olmstead-Cheney Plan designed the area as a scenic pleasure drive featuring a leisurely, curving alignment and landscaped rights-of-way with a variety of plantings. Significant topographic features are interwoven into a broader landscape, with both mountain and ocean views. The City Council approved the Olmstead-Cheney Plan in 1924. Also, the 1910-era Charles Caldwell Trough and Fountain is located adjacent to the proposed northeast side of the roundabout. This structure is a City Landmark and would be preserved by the Project design. The Santa Barbara Cemetery, east of the Project site (within unincorporated Santa Barbara County) is eligible for inclusion in the National Register of Historic Places. The Project would not directly affect the Cemetery but would create an enhanced entrance to the property from East Cabrillo Blvd.

The HLC reviewed the Project at three meetings (September 6, 2017, January 24, 2018 and March 7, 2018, Exhibit D Minutes, with an additional two meetings with an ad hoc HLC subcommittee to review landscaping. The Historic Structures and Site Report/Historical Resources Evaluation Report prepared by Rincon Consultants, Inc., February 2018 was reviewed and approved by the HLC March 17, 2018. The report considered structures and sites in the Project area regarding historical resources. The report determined that the ECBHD and the associated Trough and Fountain were historic resources and were National Register of Historic Places eligible. The report found that the Project would not have a significant impact on these historic resources.

The HLC review and comments on the Project plan concentrated on establishing a design that was consistent with the original intent of the ECBHD and would not compromise the Olmstead
plan or significantly alter any of the contributing elements of the ECBHD. The views to the north of the mountains and views to the south of the shoreline area, as well as the Andree Clarke Bird Refuge to the west of the Project site are to be maintained. The HLC also concentrated their review on the landscaping and associated elements within the Project plan. The use of sandstone and cobbles in the roundabout and roadway medians, including the incorporation of boulders and trees was supported.

The location of the replacement palms in the Cabrillo Boulevard Island was determined to be consistent with the existing Chase Palm Park landscaping. On March 7, 2018, the HLC provided positive comments on the Project and made findings of compatibility with the El Pueblo Viejo District and the ECBHD District. The HLC stated that the Project design is consistent with the character of the City and cultural landscape, the bridge and other elements are appropriately sized and in the appropriate location, the historic resources are protected and the project is sensitive to those resources. The HLC also made findings that the design responds appropriately to established scenic public visas and includes an appropriate amount of open space and landscaping. The HLC found that the proposed UPRR Bridge would allow more expansive views from East Cabrillo Blvd. to the north and south than currently exist with the narrow bridge opening. The sandstone and steel bridge design received positive comments due to its design that is based on early bridge construction styles, appropriate materials and colors that blend with the intent of the historic districts. The City of Santa Barbara Highway 101 Santa Barbara Coastal Parkway Design Guidelines, April 10, 1996, is a guide for work in the highway right-of-way and the 101 corridor. Although these guidelines do not technically apply to this location, they were considered in the design of the Project.

V. DISCUSSION

Project Site. The Project site is a two-lane road located on East Cabrillo Blvd that extends 1,080 feet southward from the UPRR Bridge. In the vicinity of this portion of East Cabrillo Blvd, residential and commercial developments are located on Los Patos Way, the Andree Clark Bird Refuge is to the west, the Santa Barbara Cemetery is adjacent to the east and the Landmark Clark Estate and East Beach are to the south. The Bird Refuge is owned by the City and open to the public. It is a 42-acre brackish wetland supporting a large assortment of water species. This portion of East Cabrillo Blvd receives off-ramp traffic from southbound U.S. 101, provides access to commercial and residential development on Los Patos Way, Channel Drive, East Beach, the Cabrillo hotel area, the Waterfront and Harbor, as well as a northward entry to Coast Village Road in Montecito.

The Average Daily Traffic is 7,200 vehicles on this part of East Cabrillo Blvd. The intersection with Los Patos Way and Channel Drive has a current Level of Service B for the AM Peak Hour and C for the PM Peak Hour during weekdays. Presently, a two-way Class 1 Multi-use Path exists along the west side of Cabrillo Blvd that ends at Los Patos Way adjacent to the Andree Clark Bird Refuge. This path is widely used both northbound and southbound by pedestrians, bicyclists and rental surreys. The west side of the East Cabrillo Blvd northeast of Los Patos way also has a one block sidewalk along the commercial development that ends at the UPRR Bridge abutment. Substandard width Class II bicycle paths (striped on-street) run southward along the west road shoulder under the bridge and along the Boulevard. A Class II bicycle path runs from
East Beach northward on the shoulder under the UPRR Bridge and on to Coast Village Road. There is no sidewalk on the east side of the Boulevard in the project area. There is an existing sidewalk on the east side of Coast Village Road where the proposed sidewalk would connect. Currently, vehicles, bicycles, and pedestrians must use the narrow road shoulders under the bridge.

**South Coast 101 HOV Lanes Project.** This Project is being developed to eventually connect with the pending Caltrans South Coast 101 High Occupancy Vehicle (HOV) Lanes Project which extends between the City of Carpinteria and the City of Santa Barbara and includes closure of the Los Patos 101 off ramp and full reconfiguration of the Cabrillo Interchange. The October 2017 Final Revised Environmental Impact Report (FREIR) identifies project-specific and cumulative traffic impacts from the HOV Project on the Cabrillo Blvd/Los Patos Way/Channel Drive Intersection due to increased vehicle delay at the intersection expected to result from the HOV project. As mitigation, Caltrans has proposed to contribute to construction of a roundabout at this intersection. The FREIR requires that the circulation improvements to the Los Patos/Cabrillo Blvd intersection be installed prior to completion of construction of the HOV project.

The Project design anticipates the HOV project but it is being permitted as a stand-alone project at this time as it may be built prior to connection with the future HOV project.

**Construction Management Plan.** The total construction and landscaping would take approximately 18 months. The Project would be constructed in two Phases: 1) Existing UPRR Bridge Removal and Building of Replacement Bridge for approximately 12 months and 2) Roadway Roundabout, Multiuse Path, Sidewalks and Landscaping for approximately 6 months. A Traffic Management Plan has been prepared by the applicant to address bicycle, vehicle and train traffic flow during Project construction. During the majority of the Project construction, the existing number of train trips and vehicle lanes on East Cabrillo Blvd would be maintained, including access to the commercial areas on Los Patos Way and to the Cemetery.

During Phase 1 bridge replacement, East Cabrillo Blvd would be open for vehicle and bicycle traffic as well as Los Patos Way and Channel Drive. At times, lane management markers and flaggers would be needed. However, during the demotion of the existing bridge abutments, a temporary short-term closure of East Cabrillo Blvd between the U.S. 101 ramps and Los Patos Way for 24-hours may occur, with no disruption of train traffic. For one or possibly two periods of 59-hours, East Cabrillo Blvd and the UPRR tracks would be closed for a temporary short-term period at the bridge while the overhead components of the new bridge are placed.

The Traffic Management Plan addresses re-routing of vehicle, bicycle and pedestrian traffic during those hours. The re-routing plan involves the use of Milpas Street and the associated U.S. 101 on-and off ramps for vehicles. Bicyclists and pedestrians could use Channel Drive, Butterfly Lane and Olive Mill Road. While the UPRR train tracks are closed during the 59-hour period, riders of sixteen Amtrak trains would be bussed around the construction area using the railroad stations at Goleta and Carpinteria. Freight trains would be stopped during this period.

The applicant has estimated that the number of trucks hauling soil from the site would be 800-900 that would make round trips. The trucks would leave the construction site using northbound U.S. 101 and those heading south would turn to southbound U.S.101 using the Milpas off ramp.
and roundabout. The trucks would be used mainly in the early portion of Stage 1. Project detouring and truck trips would result in short-term public inconvenience during the Stage 1 construction period. Traffic management plans will be refined during final design to minimize public inconvenience from detours and construction traffic.

During Phase 2, involving the construction of the roadway Roundabout, Multiuse Path, Sidewalks and Landscaping, East Cabrillo Blvd would remain open with lane management markers and flaggers. Additionally, access to Los Patos Way and the Cemetery would remain open during this time. A construction staging area would be located on the west end of cemetery property, north of Channel Drive and adjacent to East Cabrillo Blvd. It would be fenced and security personnel would be hired. The number of workers on-site would vary depending on the various tasks but 10 to 20 workers are anticipated to be on-site daily.

**Project Implementation.** If approved, the Coastal Development for this Project would be valid for five years. Following an approval of the Coastal Development Permit, additional processing and permitting would be required for the Project including: Final HLC approval, any agreements/approvals/permits from Union Pacific Railroad and Caltrans, property acquisitions related to the roundabout, a Flood Development Permit for work outside the Public Right-of-way, if required by Building & Safety, and a Public Works Permit for all required public improvements.

VI. SITE INFORMATION AND PROJECT STATISTICS

A. SITE INFORMATION

<table>
<thead>
<tr>
<th>Applicant:</th>
<th>City of Santa Barbara and Santa Barbara County Association of Governments</th>
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<tbody>
<tr>
<td>Property Owner:</td>
<td>City of Santa Barbara (roadway right-of-way and one parcel), Union Pacific Railroad (bridge structure and right-of-way), and Santa Barbara Cemetery (proposed acquisition of right-of-way for the roundabout), commercial parcel on Los Patos Way (proposed acquisition for roundabout).</td>
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**Site Information**

<table>
<thead>
<tr>
<th>Parcel Number: City and UPRR Right-of-Way, and 017-382-001, 017-391-008, 017-010-079, 017-392-001, 017-393-002, 017-010-020</th>
<th>Lot Area: NA</th>
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</thead>
<tbody>
<tr>
<td>General Plan/Local Coastal Plan Land Use: Recreation Open Space, Hotel and Related Commercial, Unincorporated County Land</td>
<td>Zoning: Parks and Recreation/Coastal Zone Hotel and Related Commercial-2/Coastal Zone, Single Residential Unit/Coastal Zone, Unincorporated County Land</td>
</tr>
<tr>
<td><strong>Existing Use:</strong> City Roadway, Union Pacific Railroad Bridge, Class I Off-Street Multi-use Path and Class II On-Street Bicycle Lanes</td>
<td><strong>Topography:</strong> Level</td>
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Adjacent Land Uses

<table>
<thead>
<tr>
<th>North</th>
<th>Union Pacific Railroad and Coast Village Road Commercial</th>
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<tbody>
<tr>
<td>East</td>
<td>Santa Barbara Cemetery</td>
</tr>
<tr>
<td>South</td>
<td>Clarke Estate and East Beach</td>
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<tr>
<td>West</td>
<td>Andree Clarke Bird Refuge, Los Patos Commerical Uses and Residential Apartment</td>
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VII. POLICY AND ZONING CONSISTENCY ANALYSIS

A. ZONING ORDINANCE CONSISTENCY

The Project would be located within existing City road-right-of-way and UPRR Bridge and track right-of-way and traverse through lands designated Parks and Recreation/Coastal Zone, Hotel and Related Commercial-2/Coastal Zone, and Single Residential Unit/Coastal Zone. Roadways, sidewalks, paths and bicycle lanes are permitted in these zones. With approval of the Coastal Development Permit, the Project would comply with the requirements of Zoning Ordinance, Chapter 28.44, Coastal Overlay Zone - SD-3 Zone Designation.

B. LOCAL COASTAL PLAN CONSISTENCY

The Project involves approximately 1,080 linear feet of East Cabrillo Blvd and is located in the Appealable and Non-appealable jurisdictions of the Coastal Zone. Findings of consistency with Local Coastal Plan (LCP) Policies and California Coastal Act Policies are required for approval of the Coastal Development Permit.

1. COASTAL ACT AND LOCAL COASTAL PLAN POLICY CONSISTENCY

The East Cabrillo Blvd Project traverses areas within Local Coastal Plan (LCP) Land Use Designations of Parks and Open Space (Andree Clarke Bird Refuge) as well as Hotel and Related Commercial along Los Patos Way. The Project is located in Component 8 of the LCP, which includes the waterfront south of Cabrillo Blvd. from Leadbetter Beach to the east end of East Beach. This entire area including East Cabrillo Blvd. is in public ownership.

Applicable coastal issues identified for Component 8 include: public access and recreation; visitor-serving uses; protection of visual quality; and provision of public services (circulation, transit, and parking facilities) as they relate to public access to the shoreline. Due to the Project’s purpose and design, it is consistent with Component 8 of the LCP as well as Coastal Act and LCP Policies.

a. Public Access/Recreation

Coastal Act, Section 30210. In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.
Coastal Act, Section 30213. Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

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

General Plan. Within the LCP, General Plan policy discussion notes that provision of shoreline property for public recreational uses and provision of areas for active and passive recreation throughout the shoreline.

Consistency Finding: The Project is consistent with the Coastal Act Policies for Public Access as well as LCP Policy 11.5. The Project includes new facilities and improvements to pedestrian walkways, sidewalks and a new multi-use path adjacent to East Cabrillo Blvd from Los Patos Way and connecting with Coast Village Road developments. These improvements would enhance public access to the coast while providing lower cost visitor and resident recreation opportunities including walking, jogging and bicycling. Way-finding signage would be posted along the new access ways. The replacement of the UPRR Bridge would address public safety needs on sidewalks and bicycle lanes. The increased bridge underpass width from one 29-foot opening to two 55-foot openings would provide a sidewalk, the multi-use path and bicycle lanes where currently pedestrians and bicyclists must share the road shoulder adjacent to vehicle traffic lanes.

The roundabout would provide improved traffic flow at an intersection that currently experiences vehicle queuing issues on Los Patos Way and Channel Drive. The roundabout would slow traffic on East Cabrillo Blvd and provide pedestrian crosswalks across the Boulevard where none currently exist. The Project provides connectivity to areas north of Highway 101 providing an alternative form of transportation to reach the recreation facilities at the beach areas along Cabrillo Blvd. With these new features and improvements, pedestrian movement and safety as well as low cost recreation opportunities would be improved and the Project would be consistent with the Coastal and LCP policies.

b. Visual Quality
Coastal Act Section 30251. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.
LCP Policy 9.1. The existing views to, from, and along the ocean and scenic coastal areas shall be protected, preserved, and enhanced. This may be accomplished by one or more of the following:
(1) Acquisition of land for parks and open space;
(2) Requiring view easements or corridors in new developments;
(3) Specific development restrictions such as additional height limits, building orientation, and setback requirements for new development;
(4) Developing a system to evaluate view impairment of new development in the review process.

General Plan. The LCP includes General Plan policy discussion regarding the preservation of the unique visual qualities of the shoreline and regulations for its preservation and enhancement. New development shall not obstruct scenic view corridors including those of the ocean. Trees should be preserved and protected, significant open space areas should be protected to preserve visual resources. Cabrillo Blvd is designated for its visual qualities in the scenic highway element.

Consistency Finding. The Coastal Act and LCP policies require protection of scenic resources and character. The proposed Project would be developed within existing roadway right-of-way. Views to and from the ocean would be protected as the pedestrian, multi-use pathway, bicycle lanes and roundabout would be located at grade within the existing developed roadway area. Also, as the Project is at current ground levels, the roadway, roundabout and pathways would not alter natural land forms. New vantage points would be provided along the new multi-purpose path, sidewalks and bicycle lanes.

The replacement of the UPRR Bridge with a wider opening would increase views northward to the mountains and southward to the shoreline area. The Project’s design maintains the significant open space views of the Andree Clarke Bird Refuge and includes mitigation to offset impacts of tree removal with the replanting of native trees on a 1:1 basis. As the bridge would be replaced at the same height as the existing bridge, it would not cause new disruption or blockage of existing views.

Views of the Landmark trough and fountain would be enhanced by the Project’s landscaping. The Project is located in the El Pueblo Viejo Historic District and has been reviewed by the HLC for consistency with area natural design, historic elements and protection of scenic views. The HLC provided positive comments related to the appropriate Project design. Views from passenger trains and Highway 101 would not be substantially affected as the only structural development associated with the project is the replacement of the UPRR Bridge which would be replaced in the same location and at the same height as the original. Seventeen eucalyptus trees would be removed from the UPRR right-of-way for the replacement bridge. These trees occur in a small cluster and removal would not significantly change views for passengers on the train or Highway 101. Based on the analysis above, the Project would be consistent with the Coastal Act and LCP policies for Visual Quality.
c. Public Services (Circulation, Transit and Parking)

LCP Policy 11.14. The City shall implement the Bikeway Master Plan in the waterfront area in order to encourage the use of the bicycle as an alternative mode of transportation.

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

General Plan. The LCP includes General Plan policy discussion regarding services, including circulation. A major public service issue in the Coastal Zone is noted to include circulation and the capacity of the circulation system.

Consistency Finding. The on-street bicycle lanes and multi-use path improvements in this Project carry out the recommendation for the Project area as described in the City’s Bicycle Master Plan. The Bicycle Master Plan’s purpose is to create a more integrated multi-modal transportation system to make bicycling in Santa Barbara an attractive and convenient choice. A Bicycle Master Plan policy is to ensure that the City addresses the operational and safety needs of bicyclists. The “Cabrillo Bike Path” was identified as a “Recommended Bicycle Facility” in the Bicycle Master Plan that would enhance safety for all road users, close the gap in bicycle travel networks, enhance safety at intersections and improve connections across the U.S. 101 freeway. LCP policies seek to protect existing and develop new pedestrian and bicycle access. The proposed roundabout would improve traffic flow where Los Patos Way and Channel Drive meet East Cabrillo Blvd. Existing vehicle queuing would be relieved as vehicles from the cross street would flow into the roundabout. The Project would improve pedestrian and bicycle access for residents and visitors to nearby parks and coastal areas. Therefore, the Project is consistent with the Coastal Act and LCP regarding Public Services.

VIII ENVIRONMENTAL REVIEW

A. Statutory Exemptions

Statutory Exemptions are established by the California State Legislature for projects which shall be exempt from CEQA environmental review provisions whether or not they would have environmental impacts. The Project qualifies for statutory exemption from CEQA under the following provisions:

CEQA Public Resources Code, Section 21080.13 RAILROAD GRADE SEPARATION

CEQA does not apply to a railroad separation project which reconstructs an existing grade crossing. The Project railroad bridge replacement component changes and reconstructs the grade separation at East Cabrillo Boulevard.
CEQA Public Resources Code, Section 21080.37 ALTERATION OF EXISTING ROADWAY

CEQA does not apply to a project that would make alterations to an existing roadway involving negligible or no expansion of use. The Project roadway improvements component entails alterations to existing East Cabrillo Boulevard at the Los Patos intersection and within the 1700 block, to facilitate circulation and improve public safety, with no change of use or vehicle lane additions.

The Project roadway alterations meet the additional exemption criteria specified. The roadway is not a state highway. The Project would be carried out by the City of Santa Barbara, a City with population of less than 100,000, to improve public safety. The Project roadway does not cross a waterway. The CEQA Preliminary Review and associated project technical reports confirm that the Project site does not contain wetlands, riparian areas, or have significant value as wildlife habitat and would not harm protected species, and that the Project would not impact cultural resources or specified scenic resources.

Most of the Project roadway improvements meet the criteria for alterations of an existing roadway or within previously graded areas within five feet of the edge of the roadway within the public right-of-way. A 1,725 square foot area of the Project involving improvements located greater than five feet from the edge of roadway is located at the west side of the roundabout and is addressed by the Class 1 categorical exemption below.

B. CATEGORICAL EXEMPTION. State CEQA Guidelines Section 15301 EXISTING FACILITIES CLASS 1 (C).

CEQA does not apply to alteration of existing public structures, facilities, and topographical features involving negligible or no expansion of existing use, including existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities, and road grading for the purpose of public safety.

The portion of the Project not already exempted by the above State Legislature’s Statutory Exemption involves approximately 1,725 square feet located adjacent to the west corner of the roundabout, which is further than five feet from the existing paved areas.

IX FINDINGS

The Planning Commission finds the following:

COASTAL DEVELOPMENT PERMIT (SBMC §28.44.150)

1. The Project is consistent with the applicable policies of the California Coastal Act as it will provide pedestrian and bicycle safety, improve access and connectivity to the coastal zone and will not result in adverse impacts associated with circulation, scenic public views and historic resources, as described in Section VII. B of the Staff Report.

2. The Project is consistent with all applicable policies of the City’s Local Coastal Plan, all applicable implementing guidelines, and all applicable provisions of the Code because it will enhance public access to the coast with new and improved safe facilities for pedestrian sidewalks, crosswalks and a new multi-use path providing connections to and from Coast Village Road area and the Waterfront. These improvements would enhance
public access to the coast while providing recreation opportunities including walking, jogging and bicycling, as described in Section VII. B of the Staff Report.

Exhibits:

A. Conditions of Approval
B. Site Plan
C. Applicant’s Letter, September 7, 2017
D. HLC Minutes, dated March 7, 2018
E. Applicable Coastal Act and Local Coastal Plan Policies
F. Applicant’s Project Description Notebook April 2018 and Project Plans
PLANNING COMMISSION CONDITIONS OF APPROVAL

EAST CABRILLO BOULEVARD PEDESTRIAN AND BICYCLE IMPROVEMENTS,
REPLACEMENT OF UNION PACIFIC RAILROAD BRIDGE (MST2017-00526)

COASTAL DEVELOPMENT PERMIT
MAY 17, 2018

I. In consideration of the project approval granted by the Planning Commission and for the benefit of the owner of the Real Property, the owners and occupants of adjacent real property and the public generally, the following terms and conditions are imposed on the use, possession, and enjoyment of the Real Property:

A. Order of Development. In order to accomplish the proposed development, the following steps shall occur in the order identified:

1. Obtain all required design review approvals.
2. Submit an application for and obtain a Building Permit (BLD) to demolish any structures / improvements and/or perform rough grading and comply with condition E “Construction Implementation Requirements, if required by Building & Safety.”
3. Obtain any agreements/approvals/permits from Union Pacific Railroad and Caltrans.
4. Permits:
   a. Submit an application for a Flood Development Permit for work outside the Public Right-of-way, if required by Building & Safety.
   b. Submit an application for and obtain a Public Works Permit (PBW) for all required public improvements, if applicable, and complete said improvements.

Details on implementation of these steps are provided throughout the conditions of approval.

B. Conditions. A written instrument, which shall be prepared by Planning staff, and reviewed as to form and content by the City Attorney, Community Development Director and Public Works Director and shall include the following:

1. Approved Development. The development of the Real Property approved by the Planning Commission on May 17, 2018 is limited to bicycle and pedestrian improvements with a roundabout on East Cabrillo Boulevard as well as demolition and replacement of the Union Pacific Railroad bridge over East Cabrillo Boulevard and the improvements shown on the plans signed by the chairperson of the Planning Commission on said date and on file at the City of Santa Barbara.

2. Uninterrupted Water Flow. The Public Works Department shall allow for the continuation of any historic flow of water onto the Real Property including, but not limited to, swales, natural watercourses, conduits and any access road, as appropriate.

3. Landscape Plan Compliance. The Public Works Department shall comply with the Landscape Plan approved by the Historic Landmarks Commission (HLC). Such plan shall not be modified unless prior written approval is obtained from the HLC. The landscaping on the Real Property shall be provided and maintained in accordance

EXHIBIT A
with said landscape plan, including any tree protection measures. If said landscaping is removed for any reason without approval by the HLC, the owner is responsible for its immediate replacement.

4. **Oak Tree Protection.** The existing oak trees shown on the Tree Retention Plan and the Landscape Plan shall be preserved, protected, and maintained in accordance with the recommendations contained in the arborist’s report prepared by Rincon Consultants, Inc. December 20, 2017. A copy of this report shall be attached to the project construction documents as an appendix. The following provisions shall apply to any oak trees to remain on the property:
   a. No irrigation systems shall be installed within three feet of the drip line of any oak tree.
   b. The use of herbicides or fertilizer shall be prohibited within the drip line of any oak tree.

5. **Storm Water Pollution Control and Drainage Systems Maintenance.** Public Works Department shall maintain the drainage system and storm water pollution control devices in a functioning state and in accordance with the Storm Water BMP Guidance Manual and Operations and Maintenance Procedure Plan approved by the Creeks Division. Should any of the project’s surface or subsurface drainage structures or storm water pollution control methods fail to capture, infiltrate, and/or treat water, or result in increased erosion, the Public Works Department shall be responsible for any necessary repairs to the system and restoration of the eroded area. The Public Works Department is responsible for the adequacy of any project-related drainage facilities and for the continued maintenance thereof in a manner that will preclude any hazard to life, health, or damage to the Real Property or any adjoining property.

6. **Pesticide or Fertilizer Usage.** The use of pesticides or fertilizer shall be prohibited within the area that drains directly into the Andre Clark Bird Refuge and/or the ocean.

C. **Design Review.** The project, including public improvements, is subject to the review and approval of the Historic Landmarks Commission (HLC). The HLC shall not grant project design approval until the following Planning Commission land use conditions have been satisfied.

1. **Tree Removal and Replacement.** All trees removed without a replacement requirement by the Parks Department, shall be replaced on-site on a one-for-one basis except replacement oaks shall be 5-for-one basis with minimum 15 gallon size trees of an appropriate native species, in order to maintain the site’s visual appearance and reduce impacts resulting from the loss of trees.

2. **Tree Protection Measures.** The landscape plan shall include the following tree protection measures:
   a. **Tree Protection.** All trees not indicated for removal on the approved landscape plan shall be preserved, protected, and maintained, in accordance
with the Tree Protection Measures, Rincon Consultants, Inc., March 9, 2018, and/or any related Conditions of Approval.

b. **Landscaping Under Trees.** Landscaping under the trees shall be compatible with the preservation of the trees, as determined by the HLC.

c. **Oak Trees.** The following additional provisions shall apply to existing oak trees on site and shall be printed on the landscape plans:

1. No irrigation system shall be installed within three feet of the dripline of any oak tree.
2. Oak trees greater than four inches (4") in diameter at four feet (4') above grade removed as a result of the project shall be replaced at a five to one (5:1) ratio, at a minimum five (5) gallon size, from South Coastal Santa Barbara County Stock.
3. The use of herbicides or fertilizer shall be prohibited within the drip line of any oak tree.
4. No storage of heavy equipment or materials, or parking shall take place within five (5) feet of the dripline of any oak tree.

**d. During Construction.**

1. All trees to be protected in place within 25 feet of proposed construction activity shall be fenced three feet outside the dripline for protection.
2. No grading shall occur within three feet of the driplines of the existing trees to be protected in place.
3. A qualified Arborist shall be present during any excavation beneath the driplines of the trees which are required to be protected. All excavation within the driplines of the trees to be protected shall be minimized and shall be done with hand tools.
4. Any roots encountered shall be cleanly cut and sealed with a tree-seal compound.
5. Any root pruning and trimming shall be done under the direction of a qualified Arborist.
6. No heavy equipment, storage of materials or parking shall take place under the dripline of any tree(s), or within five (5) feet of the dripline of any oak tree.
7. Oak seedlings and saplings less than four inches (4") at four feet (4') above the ground that are removed during construction shall be transplanted where feasible. If transplantation is not feasible, replacement trees shall be planted at a minimum one to one (1:1) ratio.
Replacement trees shall be a minimum of one (1) gallon size derived from South Coastal Santa Barbara County stock.

e. **SWMP.** Before Design Review final approval, the project must demonstrate compliance with storm water requirements including:

Provide elevation points for every drainage area to demonstrate that all impervious area in the project site is tributary to the proposed BMPs. All hardscape shall be treated. Specifically, demonstrate how storm water from Areas E and F shown on the Drainage and Water Quality Plan Sheet 18 of project plans will flow to treatment. Water from these areas shall not flow into the storm drain inlets and bypass treatment. Demonstrate that all storm water from Areas A and B shown on Drainage and Water Quality Plan Sheet 18 will be tributary to proposed treatment measures. Area A storm water shall flow toward the proposed curb opening. Area B storm water shall not flow past the proposed curb opening. It must be demonstrated that no runoff requiring treatment is bypassing the proposed BMPs.

Submit a soils report including infiltration testing results (see Chapter 3 of the BMP Guidance Manual for methodology).

On the grading and drainage plan, add invert elevations and slopes of each pipe for the complete drainage system. Add top of grate elevations to each catch basin. Include elevations for all inlet and outlet pipes to the bioretention basins.

Provide a detail for the curb opening that demonstrates storm water will be able to flow to the filter strip and bioretention. The curb opening detail is currently a basic schematic and does not demonstrate that storm water will flow in and not bypass. Provide a detail for the transition from filter strip to bioretention.

D. **Requirements Prior to Permit Issuance.** The Public Works Department shall submit the following, or evidence of completion of the following, for review and approval by the Department listed below prior to the issuance of any permit for the project. Please note that these conditions are in addition to the standard submittal requirements for each department.

1. **Public Works Department.**
   a. **Dedications.** Easements, as shown on the approved site plan. However, some work may occur prior to completion of dedications.
   b. **Public Improvements.** The Public Works Department shall submit Public Works plans for construction of improvements along the property frontage on East Cabrillo Boulevard, Channel Drive and Los Patos Way. Plans shall be submitted to Building & Safety to determine if a Flood Development Permit is required, and shall be prepared by a licensed civil engineer registered in the State of California. As determined by the Public Works Department, the improvements shall include new and/or remove and replace
to City standards, the following: approximately 20,000 square feet of sidewalk, 5,200 linear feet of curb and gutter, including 12 curb access ramps, 5,000 tons of asphalt concrete on 5,000 cubic yards of aggregate base, 10,000 square feet of retaining walls, connection to and relocation of City water and sewer mains and utilities, public drainage improvements with supporting drainage calculations and hydrology report for installation of drainage pipe to connect to the existing City storm drain system, supply new landscaping, and install approximately twelve City standard Domus Style street lights, coordinate with Public Works staff and Edison to retire light standard from existing utility poles, preserve or reset survey monuments, supply and install directional/regulatory traffic control signs per CA MUTCD during construction and for permanent use, relocation of the MTD bus stop and bench on East Cabrillo Boulevard, and install ten new street trees per approval of the Parks and Recreation Commission and provide positive drainage from site.

c. **Haul Routes Require Separate Permit.** Apply for a Public Works permit to establish the haul routes for all construction-related trucks with a gross vehicle weight rating of three tons or more entering or exiting the site.

d. **Construction-Related Truck Trips.** Construction-related truck trips for trucks with a gross vehicle weight rating of three tons or more shall not be scheduled during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) in order to help reduce truck traffic on adjacent streets and roadways.

e. **Encroachment Permits.** Any encroachment or other permits from the City or other jurisdictions (State, Flood Control, County, etc.) for the construction of improvements (including any required appurtenances) within their rights of way or easements shall be obtained by the Public Works Department.

f. **Temporary Construction Easements.** Obtain temporary construction easements from property owners.

g. **Utilities Plan.** Utilities plan, sheet 14 of 21, address the following items prior to finalizing Public Improvement Plans:

   (1) The proposed sewer relocation callout shall be labeled “PROPOSED SEWER RELOCATION (8” PVC).

   (2) Provide a callout to the existing sewer main, label to read “ABANDON (E) SEWER MAIN PER STD DETAILS”

   (3) Plans to show existing sewer manhole MH-L09-002 from MAPS.

   (4) Provide dimensions between the proposed sewer manhole in the roundabout and proposed pedestrian island.

   (5) Provide a sewer/water profile and stationing drawing.
2. **Community Development Department.**

   a. **Conditions Agreements.** The Public Works Department shall provide evidence of the signed written instrument that includes all of the Conditions identified in condition B “Conditions Agreement” to the Community Development Department prior to issuance of any building permits.

   b. **Drainage and Water Quality.** The project is required to comply with Tier 3 of the Storm Water BMP Guidance Manual, pursuant to Santa Barbara Municipal Code Chapter 22.87 (treatment, rate and volume). The Public Works Department shall submit a hydrology report and worksheets from the Storm Water BMP Guidance Manual for Post Construction Practices prepared by a registered civil engineer or licensed architect demonstrating that the new development will comply with the City’s Storm Water BMP Guidance Manual.

   Project plans for grading, drainage, stormwater facilities and treatment methods, and project development, shall be subject to review and approval by the Creeks Division. Sufficient engineered design and adequate measures shall be employed to ensure that no unpermitted construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water pollutants (including, but not limited to trash, hydrocarbons, fertilizers, bacteria, etc.), or groundwater pollutants would result from the project.

   c. **Requirement for Archaeological Resources.** The following information shall be printed on the construction plans:

   If archaeological resources are encountered or suspected, work shall be halted or redirected immediately and the Planning Division shall be notified. The archaeologist shall assess the nature, extent, and significance of any discoveries and develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List, etc.

   If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Planning Division grants authorization.

   If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor
all further subsurface disturbance in the area of the find. Work in the area
may only proceed after the Planning Division grants authorization.

d. **Contractor and Subcontractor Notification.** The Owner shall notify in
writing all contractors and subcontractors of the site rules, restrictions, and
Conditions of Approval. Submit a draft copy of the notice to the Planning
Division for review and approval.

e. **Geotechnical Report.** Pursuant to Diaz-Yourman report, August 4, 2017,
field exploration consisting of a minimum of three soil borings shall be
required for the design of the Railroad Bridge. Soil samples shall be collected
for index properties, shear strength and corrosion. In addition samples shall
be saved to be provided to the contractor for optimizing design.

f. **Letter of Commitment for Neighborhood Notification Prior to
Construction.** The Public Works Department shall submit to the Planning
Division a letter of commitment to provide the written notice specified in
condition E.1 “Neighborhood Notification Prior to Construction” below. The
language of the notice and the mailing list shall be reviewed and approved by
the Planning Division prior to being distributed. An affidavit signed by the
person who compiled the mailing list shall be submitted to the Planning
Division.

g. **Hazardous Materials.** Prior to Issuance of Public Works Permit provide a
copy to the Planning Division of a report documenting the results of sampling
and testing of the project site for lead, hydrocarbon and the soils along the
natural gas pipeline for review and acceptance determination.

h. **Design Review Requirements.** Plans shall show all design, landscape and
tree protection elements, as approved by the appropriate design review board
and as outlined in Section C “Design Review,” and all elements/specifications shall be implemented on-site.

i. **Conditions on Plans/Signatures.** The final Resolution shall be provided on
a full size drawing sheet as part of the drawing sets. A statement shall also
be placed on the sheet as follows: The undersigned have read and understand
the required conditions, and agree to abide by any and all conditions which
are their usual and customary responsibility to perform, and which are within
their authority to perform.
E. **Construction Implementation Requirements.** All of these construction requirements shall be carried out in the field by the Owner and/or Contractor for the duration of the project construction, including demolition and grading.

1. **Neighborhood Notification Prior to Construction.** At least twenty (20) days prior to commencement of construction, the contractor shall provide written notice to all property owners, businesses, and residents within 300 feet of the project area. The notice shall contain a description of the project, the construction schedule, including days and hours of construction, road closures and duration, detour plans, the name and phone number of the Public Works Project Manager and Contractor, site rules and Conditions of Approval pertaining to construction activities, and any additional information that will assist Inspectors, Police Officers and the public in addressing problems that may arise during construction.

2. **Pre-Construction Conference.** Not less than 10 days or more than 20 days prior to commencement of construction, a conference to review site conditions, construction schedule, construction conditions, and environmental monitoring requirements, shall be held by the General Contractor. The conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, Community Development Department Building and Planning Divisions, Landscape Architect Biologist, Design Engineer, Public Works Project Environmental Coordinator, Contractor and each Subcontractor.

3. **Construction Contact Sign.** Immediately after Public Works permit issuance, signage shall be posted at the points of entry to the site that list the contractor and Public Works Project Manager name, telephone number(s), construction work hours, site rules, and construction-related conditions, to assist Inspectors and Police Officers in the enforcement of the conditions of approval. The font size shall be a minimum of 0.5 inches in height. Said sign shall not exceed six feet in height from the ground if it is free-standing or placed on a fence. It shall not exceed 24 square feet if in a multi-family or commercial zone.

4. **Invasive Plant Species.** Prior to beginning construction, a qualified botanist/biologist shall provide invasive plant prevention training and an appropriate
identification/instruction guide to staff and contractors. A list of target species shall be included, along with measures for early detection and eradication.

a. Prior to construction, specific areas shall be designated for cleaning of tools, vehicles, equipment, clothing and footwear, and other gear.

b. Before entering and exiting the work site, any and all tools, equipment, vehicles, clothing and footwear, and other gear shall be cleaned to remove soil, seeds, and other plant parts.

c. The reproductive parts of any invasive plants in impact areas, such as seeds, mature flowers, and roots/shoots of species that can reproduce vegetatively, shall be contained in sealed containers and removed from the site to a licensed landfill.

5. **Disturbed Ground Areas.** Prior to Public Works Final Inspection, all disturbed areas that have not been converted to hardscape, shall be hydro-seeded. If exotic species invade any areas associated with project activities, these areas shall be hydro-seeded with a mix of locally native species. Weed removal shall occur as determined by a qualified biologist.

6. **Gas Pipeline.** Submit a Site Specific Work Plan to Public Works for protection in place guidelines as required by Southern California Gas as part of the Caltrans Local Assistance Procedures Manual (LAPM) Utility Right-of-Way Certification process, which will include mitigation requirements for the Contractor working over, or near, SCG facilities. This will include heavy equipment routing that will not impact the 16" underground high pressure gas transmission pipe line. If the gas pipeline would be exposed or excavation would occur in the immediate vicinity, protection shall be provided pursuant to Southern California Gas Construction Guidelines. Southern California Gas inspection requirements shall be implemented. Southern California Gas engineering review requirements shall be implemented and if necessary relocation requirements shall be implemented.

7. **Sandstone Curb Recycling.** If any existing sandstone curb in the public right-of-way is removed and not reused, it shall be carefully salvaged and delivered to the City Corporation Annex Yard on Yanonali Street.

8. **Construction Hours.** Construction (including preparation for construction work) shall only be permitted Monday through Friday between the hours of 7:00 a.m. and 5:00 p.m. and Saturdays between the hours of 9:00 a.m. and 4:00 p.m., excluding the following holidays:
New Year's Day
Martin Luther King, Jr. Day
Presidents' Day
Memorial Day
Independence Day
Labor Day
Thanksgiving Day
Following Thanksgiving Day
Christmas Day

January 1st*
3rd Monday in January
3rd Monday in February
Last Monday in May
July 4th*
1st Monday in September
4th Thursday in November
Friday following Thanksgiving Day
December 25th*

*When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday, respectively, shall be observed as a legal holiday.

When, based on required construction type or other appropriate reasons, it is necessary to do work outside the allowed construction hours, contractor shall contact the City to request a waiver from the above construction hours, using the procedure outlined in Santa Barbara Municipal Code §9.16.015 Construction Work at Night. This process shall also apply to requests to work on Sundays or holidays. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out said construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number.

9. **Equipment Mufflers and Maintenance.** All construction equipment powered by internal combustion engines shall be properly muffled and maintained in tune. No internal combustion engine shall be operated on the site without a muffler. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory recommended mufflers.

10. **Monitoring.** Upon commencement of grading and truck hauling activities, the applicant shall have noise measurements conducted at the closest residential property line to confirm noise levels, and submit the results and average daily CNEL calculation to the Planning Division. If daily average noise levels would exceed 60 dBA CNEL at the closest residential property line, the applicant shall identify and institute additional noise reduction measures at the direction of the City.

11. **Construction Storage/Staging.** Construction vehicle/ equipment/ materials storage and staging shall be done at the approved specified site, off-site or within the public right-of-way as permitted by the Public Works Department.

12. **Acoustical Shelters.** Air compressors and generators used for construction shall be surrounded by temporary acoustical shelters. Whenever feasible, electrical power shall be used to run air compressors and similar power tools.

13. **Construction Parking.** Prior to issuance of a Public Works permit, identify free parking spaces for construction workers on-site or off-site in a location subject to the approval of the Public Works Director.
14. **Nesting Birds.** Birds and their eggs nesting on or near the project site are protected under the Migratory Bird Treaty Act and pursuing, hunting, taking, capturing, killing, or attempt to do any of the above is a violation of federal and state regulations. No trimming or removing brush or trees shall occur if nesting birds are found in the vegetation. All care should be taken not to disturb the nest(s). Removal or trimming may only occur after the young have fledged from the nest(s).

15. **Air Quality and Dust Control.** The following measures shall be shown on grading and building plans and shall be adhered to throughout grading, hauling, and construction activities:

a. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.

b. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required whenever the wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.

c. If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.

d. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads.

e. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.

f. The contractor shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control.

g. All portable diesel-powered construction equipment shall be registered with the state’s portable equipment registration program OR shall obtain an APCD permit.
h. Fleet owners of mobile construction equipment are subject to the California Air Resource Board (CARB) Regulation for In-use Off-road Diesel Vehicles (Title 13 California Code of Regulations, Chapter 9, § 2449), the purpose of which is to reduce diesel particulate matter (PM) and criteria pollutant emissions from in-use (existing) off-road diesel-fueled vehicles. For more information, please refer to the CARB website at www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.

i. All commercial diesel vehicles are subject to Title 13, § 2485 of the California Code of Regulations, limiting engine idling time. Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; electric auxiliary power units should be used whenever possible.

j. Diesel construction equipment meeting the California Air Resources Board (CARB) Tier 1 emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 2 or higher emission standards should be used to the maximum extent feasible.

k. Diesel powered equipment should be replaced by electric equipment whenever feasible.

l. If feasible, diesel construction equipment shall be equipped with selective catalytic reduction systems, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California.

m. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

n. All construction equipment shall be maintained in tune per the manufacturer’s specifications.

o. The engine size of construction equipment shall be the minimum practical size.

p. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.

16. **Unanticipated Archaeological Resources Contractor Notification.** Standard discovery measures shall be implemented per the City Master Environmental Assessment throughout grading and construction: Prior to the start of any vegetation or paving removal, demolition, trenching or grading, contractors and construction personnel shall be alerted to the possibility of uncovering unanticipated subsurface archaeological features or artifacts. If such archaeological resources are encountered or suspected, work shall be halted immediately, the City Environmental Analyst shall be notified and the Owner shall retain an archaeologist from the most current City
Qualified Archaeologists List. The latter shall be employed to assess the nature, extent and significance of any discoveries and to develop appropriate management recommendations for archaeological resource treatment, which may include, but are not limited to, redirection of grading and/or excavation activities, consultation and/or monitoring with a Barbareño Chumash representative from the most current City qualified Barbareño Chumash Site Monitors List, etc.

If the discovery consists of possible human remains, the Santa Barbara County Coroner shall be contacted immediately. If the Coroner determines that the remains are Native American, the Coroner shall contact the California Native American Heritage Commission. A Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

If the discovery consists of possible prehistoric or Native American artifacts or materials, a Barbareño Chumash representative from the most current City Qualified Barbareño Chumash Site Monitors List shall be retained to monitor all further subsurface disturbance in the area of the find. Work in the area may only proceed after the Environmental Analyst grants authorization.

A final report on the results of the archaeological monitoring shall be submitted by the City-approved archaeologist to the Environmental Analyst within 180 days of completion of the monitoring and prior to any certificate of occupancy for the project.

F. **Prior to Final Acceptance of Project Completion.** Prior to Final Acceptance of project completion, the Public Works Department shall complete the following:

1. **Repair Damaged Public Improvements.** Repair any public improvements (curbs, gutters, sidewalks, roadways, etc.) or property damaged by construction subject to the review and approval of the Public Works Department per SBMC §22.60. Where tree roots are the cause of the damage, the roots shall be pruned under the direction of a qualified arborist.

2. **Complete Public Improvements.** Public improvements, as shown in the public improvement plans or building plans, shall be completed.

3. **Hydroseeding.** Any disturbed areas during construction that are not converted to hardscape or landscaped shall be hydro-seeded with a mix of locally native species, as determined by a qualified City Creeks Division staff.

4. **Waste Containers.** Prior to Final Public Works Inspection, Historic Style waste containers shall be provided within the Project area in locations specified by City Environmental Services. The cans shall be as follows: Waste Product #MF3295-S40S40, 36 gallon flat steel waste container 304 SS (Stainless Steel) – Malaga green base w/ Malaga green lid. Includes plastic reusable liner inserts; and Recycle Product #MF3295-S40S48, 36 gallon flat steel recycle container 304 SS (Stainless Steel) – Malaga green base.
G. General Conditions.

1. **Compliance with Requirements.** All requirements of the city of Santa Barbara and any other applicable requirements of any law or agency of the State and/or any government entity or District shall be met. This includes, but is not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.), the 1979 Air Quality Attainment Plan, and the California Code of Regulations.

2. Approval Limitations.
   a. The conditions of this approval supersede all conflicting notations, specifications, dimensions, and the like which may be shown on submitted plans.
   b. All railroad bridge, roadways, parking areas and other features shall be located substantially as shown on the plans approved by the Planning Commission.
   c. Any deviations from the project description, approved plans or conditions must be reviewed and approved by the City, in accordance with the Planning Commission Guidelines. Deviations may require changes to the permit and/or further environmental review. Deviations without the above-described approval will constitute a violation of permit approval.

**NOTICE OF COASTAL DEVELOPMENT PERMIT TIME LIMITS:**

The Planning Commission action approving the Coastal Development Permit shall expire five (5) years from the date of final action upon the application, per Santa Barbara Municipal Code §28.44.230, unless:

1. Otherwise explicitly modified by conditions of approval for the coastal development permit.

2. A Public Works or Building Permit for the work authorized by the coastal development permit is issued prior to the expiration date of the approval.
EXHIBIT B

PROPOSED LAYOUT
2018-03-02
City of Santa Barbara
Public Works Department

September 7, 2017

Planning Commission
Attn.: Stephanie Diaz, Contract Planner/Environmental Analyst
630 Garden Street
Santa Barbara, CA 93101

SUBJECT: East Cabrillo Boulevard Pedestrian and Bicycle Improvements and Replacement of the Union Pacific Railroad Bridge; MST 2017-00526

Dear Chairperson Wiscomb and Commissioners:

On behalf of the City of Santa Barbara Public Works Department, we are requesting approval of a Coastal Development Permit in the appealable and non-appealable jurisdiction of the Coastal Zone for the East Cabrillo Boulevard Pedestrian and Bicycle Improvements and Replacement of the Union Pacific Railroad Bridge Project (Project). The following information henceforth is intended to provide only a brief summary of the content found in the Project Description dated April 2018. Please see the Project Description document for more detailed information.

PROJECT DESCRIPTION

The Project will create safer access to the recreational areas afforded to active transportation users traversing the Project area by constructing new bike lanes and a multi-purpose path. This will be possible, as the Project will also replace the existing Union Pacific Railroad (UPRR) Bridge, whose narrow opening currently requires pedestrians and bicyclists to share the roadway shoulders with vehicular traffic. As a result of these Project improvements, the walking and biking experience to the Beachway along East Cabrillo Boulevard and the Pacific Ocean will be dramatically improved.

The Project proposes to continue the safety enhancements and other improvements included in the South Coast Route 101 (US-101) High Occupancy Vehicle (HOV) Lanes Projects (HOV Project). The HOV Project, managed by Caltrans, proposes to reconfigure the US-101 Interchange with East Cabrillo Boulevard and enhance access for pedestrians and bicycle users under the proposed US-101 undercrossing. This Project will extend those enhancements through the Project area, including under a new railroad bridge, to connect with the existing Beachway west of the Los Patos Way/East Cabrillo Boulevard intersection.

While this Project has independent utility without the HOV Project, the Project will also address circulation and queuing impacts along the East Cabrillo Corridor resulting from the HOV Project, including improvements to alleviate the increased delay to the intersection of Los Patos Way and East Cabrillo Boulevard. The proposed new UPRR
Bridge width will accommodate a dedicated right turn lane from the US-101 southbound off-ramp onto southbound East Cabrillo Boulevard, and include a dedicated right turn lane for travel from northbound East Cabrillo Boulevard to the US-101 southbound on-ramp, improving the overall operations of the interchange.

The Project primarily contains three main features:

- A multi-use path along the east side of Cabrillo Boulevard and under the UPRR Bridge for pedestrian and bicyclists;
- Replacement of the UPRR Bridge at the intersection of Cabrillo Boulevard and U.S. 101; and
- Construction of a roundabout at East Cabrillo Boulevard/Los Patos Way/Channel Drive intersection.

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

**PROJECT LOCATION**

The Project site is located in the City of Santa Barbara on East Cabrillo Boulevard, between the Cabrillo Boulevard/U.S. 101 interchange and the intersection of Cabrillo Boulevard and Los Patos Way. The UPRR Bridge is surrounded by commercial development, open space, a cemetery, and residential development. The terrain of the roadway slopes north to south toward the ocean. The portion of Cabrillo Boulevard included in the Project is a two-lane arterial that serves as access to U.S. 101 and commercial development along Cabrillo Boulevard.

**EXISTING CONDITIONS**

**Project Roadways**

East Cabrillo Boulevard within the Project limits is primarily a two lane roadway (with the exception of approximately 700 feet on the southern end of the Project limits, where it has widened to three lanes), which runs north-south the full length of the Project limits. From the south end of the Project limits, the roadway contains two southbound lanes and one northbound lane, separated by a striped median. It continues northerly with this same configuration, until a left turn pocket for northbound traffic is introduced for turning onto Los Patos Way. At this same location, the southbound lanes taper from two lanes to one. On the north side of the Los Patos Way intersection, a left turn pocket is provided for southbound traffic to make a left turn onto Channel Drive, the east leg of the Los Patos Way/East Cabrillo Boulevard intersection. The intersection has a current Level of Service of B for the AM Peak Hour and C for the PM Peak Hour.
Channel Drive, within the Project limits, consists of the east leg of the intersection of Los Patos Way and East Cabrillo Boulevard. Channel Drive contains one lane in each direction, which are separated by a narrow, striped median, and it contains shoulders and a Class 2 bike lane along both sides of the road.

Los Patos Way within the Project limits consists of one lane in each direction, and an eastbound right turn pocket at the East Cabrillo Boulevard intersection. This intersection is stop-controlled along the Los Patos Way/Channel Drive roadway, and is free of any control along East Cabrillo Boulevard.

**Project Bridge**

The existing UPRR Bridge over East Cabrillo Boulevard is located at MP 369.66 on the Union Pacific Santa Barbara Subdivision, DOT # 745616H. It is a single span, through-plate girder, and is 44.75 feet long, and 16.5 feet wide. The UPRR Bridge has approximately a 50-degree skew angle with East Cabrillo Boulevard, and the roadway width beneath the UPRR Bridge is slightly greater than 28 feet. It is a single track bridge built with concrete abutments and wingwalls. The UPRR Bridge was built in 1917 and has abutments that currently support a single track, however the substructure was built to accommodate 2 tracks on 13-foot track centers. The UPRR right-of-way is 100 feet wide at East Cabrillo Boulevard, but narrows to 60 feet, approximately 200 feet geographically southeast of the UPRR Bridge. The existing track is located in the center of the UPRR right-of-way. The UPRR Bridge provides non-standard vertical clearance of 14 feet-11 inches, and contains 4 utility conduit lines attached, 2 each on both sides.

*The Joint BNSF Railway and UPRR Guidelines for Railroad Grade Separation Projects* specify skew angles can be no greater than 30 degrees depending on the type of structure. However, UPRR has approved the existing skew angle as documented in a letter written to the City dated September 26, 2015. The UPRR Bridge must be replaced to meet the Project goals to ensure safety for all roadway users (pedestrians, bicyclists, and motorists).

**COMMUNITY OUTREACH**

On May 3, 2017, a Community Information Meeting and Open house was conducted at the Cabrillo Pavilion in the City. The event provided meeting attendees the opportunity to view conceptual designs, Project area map, ask questions, interact with the Project Development Team, and submit written questions or comments. In advance of the Community Information Meeting and Open House, a variety of outreach activities were conducted to maximize stakeholder engagement. Outreach activities included advertisements in local publications, fact sheet and meeting notice distribution, pop-up outreach events, and phone calls to key stakeholders.
ENVIRONMENTAL REVIEW

Environmental review of the Project has been completed by Rincon Consultants. The special studies prepared for the Project and referenced in the document include the following:

- Natural Environment Study (Minimal Impacts)
- Hydrology Report
- Noise Technical Memorandum
- Archaeological Survey Report
- Historic Resources Evaluation Report
- Initial Site Assessment
- Noise Technical Memorandum
- Traffic Studies
- Scenic Resource Evaluation and Visual Impact Assessment
- Water Quality Technical Memorandum
- Tree Removal and Impact Plan
- Structure Preliminary Geotechnical Report

Biology

A Natural Environment Study (Minimal Impacts) for the Project was prepared by Rincon Consultants in July 2017. The study concluded that the proposed Project will not result in impacts to special-status species, sensitive habitats, or natural communities. The Andree Clark Bird Refuge (Bird Refuge), which is a southern coastal salt marsh, occurs approximately 70 feet west of the Project site. Project activities are not anticipated to result in direct or indirect impacts to the salt marsh. Habitats onsite are suitable for use by a variety of nesting bird and raptor species. Project-related impacts to nesting birds would be minimized and/or avoided to the maximum extent feasible with project minimization measures.

Ten street trees have been identified as needing to be removed, all of them Mexican fan palms located on the island between Cabrillo Boulevard and Channel Drive. Street trees are afforded certain protections pursuant to the City of Santa Barbara Municipal Code (City of Santa Barbara, 2009) and The Environmental Resources Element of the City of Santa Barbara’s General Plan (City of Santa Barbara, 2011). An additional 22 trees, generally adjacent or within the UPRR right-of-way, have been identified as needing to be removed as part of this Project and will be replaced with 26 new trees.

There is potential for the Project to result in the spread of invasive plant species. However, with implementation of the recommended avoidance and minimization measures outlined in Section 4 of the report, potential impacts would be reduced to a less than significant level.
CULTURAL RESOURCES
A Historic Resources Evaluation Report (HRER) was prepared by Rincon Consultants in August 2017. The HRER concluded that of the 12 historic-era properties that are located with the Area of Potential Effect (APE), two (the East Cabrillo Boulevard Historic District and the Santa Barbara Cemetery and Crematorium) are eligible for inclusion in the National Register of Historic Places and are historical resources for the purposes of the California Environmental Quality Act (CEQA).

The East Cabrillo Boulevard Historic District is also listed on the City of Santa Barbara’s Potential List of Historic Features and Landscape Elements and has been recommended eligible as a City of Santa Barbara Landmark. Not included in the total count of historic-era properties is the Charles Caldwell Park Watering Trough and Fountain located on parcel no. 017-393-002 at the junction of Los Patos Way, which is a locally designated Structure of Merit. Although located within the APE, it is also a contributing element to the East Cabrillo Boulevard Historic District (EBCHD) and is not included in the total resource count as a result. The proposed changes will not compromise, or alter, any of these contributing elements or affect the EBCHD such that it will no longer retain its historic character. The Project APE only constitutes approximately 15.6% of the entire EBCHD and the Project does not propose any direct alterations to many of the contributing elements that are within the APE, including the Bird Refuge and Charles Caldwell Park Water Trough and Fountain.

The Santa Barbara Cemetery and Crematorium is eligible for listing in the National Register of Historic Places and is located within the Project’s APE. The physical features within the property that contribute to its historic integrity would not be altered, therefore the proposed Project will not impact this property.

An Archaeological Survey Report (ASR) was also prepared by Rincon Consultants for the Project. The ASR identified that there were no archaeological resources previously recorded within the Project’s APE. Two previously recorded sites were identified within a 0.5 mile radius of the Project’s direct APE, however neither are located within the direct APE. Exploratory subsurface testing was conducted within the direct APE and were negative for archaeological materials. The report concluded that it is unlikely that archaeological deposits exist within the direct APE at any depth. The standard condition regarding the discovery of unanticipated archaeological resources applies, and this shall be on the construction plans prior to issuances of a building permit. The Project will incorporate this standard condition on the construction plans and final Project specifications.

The ASR and HRER were presented to, and approved by the Historic Landmark Commission on August 23, 2017 and March 7, 2018 respectively in concurrent with Project Concept Review.
HAZARDOUS MATERIALS
An Initial Site Assessment (ISA) was conducted by Rincon Consultants in March 2017 for the Project. The ISA includes recommending an Environmental Phase 2 Hazardous Material Report be prepared for Aerially Deposited Lead (ADL) during the next phase of the project, the Plans, Specifications, and Estimate (PS&E) Design Phase. This work is to be done in accordance with Caltrans Standard Specifications, Section 14-11.08 and 14-11.09, which has been included in the Project Description dated April 2018 as Appendix 1 – Hazardous Waste Testing, Removal and Disposal. The Project will follow Caltrans Standards for sampling, testing, handling and transporting to a licensed disposal site, and shall be governed by the appropriate laws and regulations, as specified in Caltrans Standard Specifications Section 14-11.08 and 14-11.09. During this sampling and testing efforts, the samples will be tested for hydrocarbons content, in accordance with the Recommendations paragraphs of the ISA report. The Final Phase 2 Hazardous Waste Report will be available, and any issues will be addressed, prior to Final Design Approval and the issuance of the Public Works Permit.

AIR QUALITY/GREENHOUSE GAS EMISSIONS
An Air Quality and Greenhouse Gas Technical Memorandum was prepared by Rincon Consultants for the Project on July 31, 2017. The purpose of this technical memorandum was to determine whether criteria air pollutant emissions and Greenhouse Gas (GHG) emissions from temporary Project construction would exceed the City of Santa Barbara significance thresholds. The analysis in the technical memorandum concludes the following:

The purpose of the Project is to improve/add pedestrian and bicycle facilities on Cabrillo Boulevard and to widen Cabrillo Boulevard to improve access at the existing UPRR Bridge. These improvements would encourage non-passenger vehicle modes of travel. The use of bicycles, sidewalks, and of public transit would all reduce emissions as such trips may replace passenger-vehicle trips. Therefore, implementation of the Project would not result in a substantial long-term increase in CO₂ emissions compared to existing conditions. While construction would result in a slight increase in GHG emissions during the construction period, it is anticipated that any increase in GHG emissions due to construction would be offset by the improvement in operational GHG emissions.

COMMUNITY IMPACTS
A Community Impacts Assessment technical memorandum was prepared by Rincon Consultants for the Project on July 31, 2017. The technical memorandum concluded that the Project would not result in a substantial impact to the community related to transportation and circulation during construction or operation. In addition, the Project’s roadway and intersection improvements would accommodate increased bicycle and pedestrian access to the Andree Bird Refuge, Beachway, and beach, thereby providing a community benefit. The Project would not impact the Charles Caldwell Park Memorial Trough and Fountain, and the proposed roundabout would allow road users better
vantage points of this historic resource than currently exist. Over the long-term, the Project would improve pedestrian and bicycle access at Cabrillo Boulevard and Los Patos Way, and along the northbound lane of Cabrillo Boulevard between Los Patos Way and U.S. 101. These improvements would have a positive effect on community access to recreation and parks/open space in the area. Additionally, the Project would not result in the displacement or relocation of any residences, businesses, or community facilities.

**WATER QUALITY & STORM WATER MANAGEMENT**

A Water Quality Technical Memorandum for the East Cabrillo Boulevard Pedestrian and Bicycle Improvements Project was completed on July 31, 2017. Please refer to the Water Quality Technical Memorandum and the Storm Water Data Report for specifics concerning new and replaced impervious surfaces, how the site drainage is transmitted through the Project area, all existing and proposed drainage conveyance systems located on the proposed Project, and that the Project must comply with Tier 3 Project storm water runoff requirements. Per the technical memorandum, a site-specific Storm Water Pollution Program will be required in order to identify the pollutants associated with the construction activities and to select the appropriate BMPs to be implemented onsite for preventing and minimizing the impacts of the Project on adjacent and receiving water bodies during construction. Erosion and sediment control and good housekeeping measures must be implemented during all phases of the construction activities to minimize the discharge of sediment and construction-related pollutants to the adjacent and receiving water bodies. To mitigate the post-construction impacts from increased impervious surfaces, Low Impact Design approaches will be incorporated in the Project through the use of natural systems for infiltration, evapotranspiration, treatment, and use of stormwater.

**NEPA**

It should be noted that review under NEPA is also required, and Caltrans acts as the lead agency for this review. NEPA review is currently underway and the Project is anticipated to receive a Categorical Exclusion.

**RIGHT OF WAY**

Regarding permanent property fee take acquisitions, the Project will be constructed mainly within existing City property, however property acquisitions will be required within the property located southeasterly of the southeast quadrant of the existing UPRR bridge, and within the property located at the northwest quadrant of the Los Patos Way/East Cabrillo Boulevard intersection.

The widening of East Cabrillo Boulevard will require an expansion and replacement of the existing roadway easement in place with the UP, and this will take the form of a Roadway
Easement, and documented in a Construction and Maintenance Agreement granted to the City by UP.

Similar to the permanent fee takes, temporary construction easements will be necessary from private properties for potential conform work and/or construction staging, mostly located within the properties on the northwest and northeast quadrants of the Los Patos Way/East Cabrillo Boulevard Intersection.

UTILITY INFORMATION

It will be necessary to relocate some utilities to accommodate the improvements of the Project. It is anticipated the following utilities will need either relocation or protection in-place:

- Relocation of utilities within East Cabrillo Boulevard and Los Patos Way, including water lines, fire hydrants, underground electrical lines, sewer lines, gas lines, and cable television lines.
- Temporary relocation during the UPPR Bridge construction, and resolution of final location of the fiber optic (FO) lines owned by Level 3/ATT (north of the existing bridge), and Verizon Business/MCI/Sprint (south of the existing bridge) currently attached to the existing bridge.

Please see Project Description dated April 2018 for a complete list of utilities impacted by the project. The FO lines have the potential to impact the Project’s critical path, since the relocation design will need to be done by the facility owners, and not by the Project Team, making this work dependent upon others. Close and consistent coordination, particularly with UPPR and with the facility owners during the Project design phase is a must to avoid any delays to the Project.

CONSTRUCTION

Construction Staging Area

A potential construction staging area has been identified within the Project Environmental Footprint at the property located on the southeast quadrant of the existing UP Bridge. This area is approximately 65,000 square feet and affords a flat and vast area for laydown equipment, and most of all for a staging area to construct the new bridge spans. Coordination with, and permission from, the property owner would be required in order to utilize this property during construction. It is anticipated the construction contract will fence off this area, hire security, and store all equipment (listed in the Project Description document) and materials to be utilized for the construction of the project within this secured area.
CONCLUSION

The Project will create safer access to the recreational areas and the Beachway by constructing new bike lanes and a multi-purpose path. Safer access will also be possible through the replacement of the existing UPRR Bridge, whose narrow opening currently requires pedestrians and bicyclists to share the roadway shoulders with vehicular traffic, and the construction of intersection improvements at East Cabrillo Boulevard and Los Patos Way/Channel Drive. The proposed Project fulfills the goals of the General Plan to expand alternative modes of transportation and to provide greater access to the City’s recreational facilities and coastal resources. The Project will alleviate traffic congestion and bring the intersection of Cabrillo Boulevard, Los Patos Way, and Channel Drive to a Level of Service standard B or greater. The Project incorporates all the standard avoidance and minimization measures during construction and operation of the Project. We hope the Planning Commission can make the required findings and approve the Coastal Development Permit for this important community Project.

Sincerely,

Alex Ubaldo, P.E.
Supervising Civil Engineer
CONCEPT REVIEW - CONTINUED

3. 1700 BLK E CABRILLO BLVD 1693 SEG ID

(2:30)
Assessor's Parcel Number: ROW-001-693
Application Number: MST2017-00526
Owner: City of Santa Barbara

(The City of Santa Barbara and the Santa Barbara County Association of Governments (SBCAG) are proposing the Pedestrian and Bicycle Improvements on East Cabrillo Boulevard and Union Pacific Railroad Bridge Replacement Project (Project). The Project would create a safe corridor along East Cabrillo Boulevard for pedestrians and bicyclists through the creation of a new multi-use path, bike lanes, and new sidewalks, thus eliminating a quarter mile infrastructure gap that would allow access and connectivity to and from the coastal recreational areas and to the commercial areas along Los Patos Way and Coast Village Road. To accommodate the new pedestrian and bicycle facilities and standard vehicular lane widths, the existing narrow Union Pacific Railroad Bridge would need to be replaced with a new bridge over the widened roadway. Intersection operations would also be improved with a proposed dedicated right turn lane on northbound Cabrillo Boulevard for the proposed southbound onramp onto Highway 101. There would be a reduction in traffic congestion and improved mobility with the proposed construction of a roundabout at the intersection of East Cabrillo Boulevard and Los Patos Way. The Project requires design review and approval by the Historic Landmarks Commission, a Coastal Development Permit by the Planning Commission, and Parks and Recreation Commission review and approval for the removal of 7 Mexican fan palm trees in the City right of way. Environmental Review will also be conducted.)

(A. Review of the Memorandum evaluating the Historic Resources Evaluation Report prepared by Sharon Carmack, Rincon Consultants, Inc. The Memorandum evaluating the Historic Resources Evaluation Report with the City of Santa Barbara Master Environmental Assessment Guidelines for Archaeological and Historic Structures and Sites concluded that the East Cabrillo Boulevard Historic District is eligible to be designated a City Landmark. The report found the proposed project is consistent with the Secretary of the Interior Standards for the Treatment of Historic Properties and would not result in an adverse effect to the historic resource.)

Actual time: 2:43 p.m.

Present: James Faber, Project Manager, Ty Lin International; David Black, Landscape Architect; Shannon Carmack, Architectural Historian, Rincon Consultants, Inc.; Alex Ubaldo, Project Engineer and Stephanie Diaz, Contract Planner, City of Santa Barbara

Staff comments: Ms. Hernandez stated that she agrees with the conclusions of the report that the project will not have a negative impact to the district. She also agrees that it qualifies as a Landmark district, and with this updated documentation of its significance, the Commission can move forward with designation in the next round of City Landmarks.

Public comment opened at 2:48 p.m.

EXHIBIT D
Kellam de Forest objected to a roundabout at this location.

Public comment closed at 2:49 p.m.

**Motion:** Accept the report as submitted.  
**Action:** Mahan/Drury, 7/0/0. (Orias absent.) Motion carried.

(B. Third Concept Review. Action may be taken if sufficient information is provided. Project was last reviewed on January 24, 2018.)

Actual time: 2:56 p.m.

Present: James Faber, Project Manager, Ty Lin International; David Black, Landscape Architect; Alex Ubaldo, Project Engineer and Stephanie Diaz, Contract Planner, City of Santa Barbara

Public comment opened at 3:27 p.m.

Kellam de Forest asked about the historical function of the roadway that runs along the cemetery wall. He also expressed concern about the proposed un-landscaped surfaces.

Public comment closed at 3:29 p.m.

**Motion:** Continue indefinitely to Planning Commission with comments:

1. The Commission appreciates the considerable amount of effort in the design and the accommodation of the Commission's wishes, and considers the design sufficiently appropriate to the resource to receive Project Design Approval at a future date, with the conditions as follows.
2. There should be some landscaping, such as trees, in the widest portion of the traffic median from the railroad bridge, with sufficient buffer space of rock and cobble as indicated for safety.
3. The location of the trolley stop, specifically that on Los Patos Way, and any bus stop should be carefully considered and coordinated to pedestrian circulation and use areas.
4. The entrance to the cemetery should be more simple; eliminate the pointed shape on the east side.
5. The steel and stone bridge design is generally acceptable, with the request that the steel be a uniform color, either rust or black, and that the stone walls at the bridge and the new stone walls be battered with a stone veneer.
6. Frame the pedestrian view of the fountain as it comes out of the border with the cemetery.
7. The use of boulders in the roundabout and in the median is appropriate, with a variety of boulder sizes.
8. The light fixture as proposed is acceptable. The lighting standard height of 20 feet is acceptable.
9. The stones in all the walls are to be an irregular shape.
10. The Commission finds that the Compatibility Analysis Criteria generally have been met (per SBMC 22.22.145.B.) as follows:  
a. The project follows the design guidelines applicable to its location within the City.
b. The design of the project is consistent with the architectural character of the City and the cultural landscape.

c. The size, mass, bulk, height, and scale of the bridge and other elements are appropriate to the location.

d. The adjacent historic resources are protected, and the project is sensitive to them.

e. The design of the project responds appropriately to established scenic public vistas.

f. The project includes an appropriate amount of open space and landscaping.

Action: Mahan/Drury, 6/1/0. (Grumbine opposed. Orfas absent.) Motion carried.

Individual comments: Commissioner Grumbine could not support the bridge design.
COASTAL ACT POLICIES:

ARTICLE 4

Section 30231 Biological productivity; water quality

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

ARTICLE 5

LAND RESOURCES

Section 30240 Environmentally sensitive habitat areas; adjacent developments

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Section 30244 Archaeological or paleontological resources

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

ARTICLE 6

DEVELOPMENT

Section 30252 Maintenance and enhancement of public access

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

Section 30253 Minimization of adverse impacts

New development shall do all of the following:

(a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.

(b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

(c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development.

(d) Minimize energy consumption and vehicle miles traveled.

(e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.

(Amended by Ch. 179, Stats. 2008)

Section 30254 Public works facilities

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

VISITOR SERVING USES

LCP Policy 4.2. New visitor-serving development permitted pursuant to Policy 4.1 shall be:

(1) Reviewed by the Architectural Board of Review or the Historic Landmarks Commission for compatible architectural design;
(2) Be consistent with the adopted LCP Visual Quality Policies;
(3) Provide to the maximum extent feasible, public view corridors, open spaces, and pedestrian (and/or bicycle) walkways and facilities;
(4) Provide adequate off-street parking to serve the needs generated by the development; and
(5) Provide measures to mitigate circulation impacts associated with the project, including but not limited to coordination with the Redevelopment Agency’s Transportation Plans for the area, provision of in-lieu fees, provision of bicycle facilities, or other appropriate means of mitigation.

LCP Policy 4.3. Public amenities which provide unique lower cost visitor-serving experiences, such as the Arts and Crafts Show, channel and boat viewing at the Harbor, and any other special uses shall be protected and encouraged.

LCP Policy 5.3. New development in and/or adjacent to existing residential neighborhoods must be compatible in terms of scale, size, and design with the prevailing character of the established neighborhood. New development which would result in an overburdening of public circulation and/or on-street parking resources of existing residential neighborhoods shall not be permitted.

Action

Projects in the coastal zone will be reviewed by the Architectural Board of Review or Historic Landmarks Commission in accordance with the established rules and procedures.

LCP Policy 6.9. The City shall support the programs, plans, and policies of all governmental agencies, including those of the Regional Water Quality Control Board with respect to best management practices for Santa Barbara’s watersheds and urban areas.

Andree Clark Bird Refuge

LCP Policy 6.14. Development adjacent to the Andree Clark Bird Refuge shall be designed and constructed in such a manner as to be compatible in terms of building location, character and intensity. Furthermore, new development in this area shall protect, and, where feasible, enhance the sensitive habitat of the Andree Clark Bird Refuge, specifically addressing issues of drainage, traffic, noise and aesthetics.

VISUAL QUALITY

LCP Policy 9.1. The existing views to, from, and along the ocean and scenic coastal areas shall be protected, preserved, and enhanced. This may be accomplished by one or more of the following:

(1) Acquisition of land for parks and open space;
(2) Requiring view easements or corridors in new development;
(3) Specific development restrictions such as additional height limits, building orientation, and setback requirements for new development; or

(4) Developing a system to evaluate view impairment of new development in the review process.

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

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

**CULTURAL RESOURCES**

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

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

**PUBLIC SERVICES**

Public Transit

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

**LCP Policy 11.18.** Where feasible, proposed improvements to Highway 101 shall include provisions for functional pedestrian access. The location of pedestrian access should be carefully considered in order to provide a functional, accessible, and comfortable path of travel. Sidewalks and walkways shall be wide enough to comfortably accommodate at least two persons walking side-by-side (a minimum of 4 feet), shall include shade and resting areas, and shall provide adequate protection from nearby automobile and bicycle traffic. Provision of new pedestrian access in the area of Milpas Street from Santa Barbara’s East Side to East Beach and the Santa Barbara Zoo shall be the highest priority.
Exhibit F: A Project Description Notebook, prepared by the applicant, and the Project Plans for 1700 East Cabrillo Boulevard have been distributed separately.

A copy of the Project Description Notebook and Plans are available for viewing at the Planning and Zoning Counter, 630 Garden Street, Santa Barbara, CA between the hours of 8:30 A.M and 4:30 P.M. Monday through Thursday, and every other Friday. Please check the City Calendar at www.SantaBarbaraCA.gov to verify closure dates.