

**LOWER SYCAMORE CREEK CHANNEL WIDENING AND
PUNTA GORDA STREET BRIDGE REPLACEMENT PROJECT
FINAL MITIGATED NEGATIVE DECLARATION**

RESPONSE TO COMMENTS

APRIL 16, 2012

INTRODUCTION:

An Initial Study was prepared for the Lower Sycamore Creek Channel Widening and Punta Gorda Street Bridge Replacement Project because the California Environmental Quality Act (CEQA) requires that an environmental assessment of the proposed project be provided. The Environmental Analyst found that although the proposed project could potentially have significant adverse impacts related to Biological Resources, Noise, Public Services and Water Resources, mitigation measures described in the Initial Study and agreed to by the applicant would reduce potential impacts to less than significant levels. In addition, recommended mitigation measures were identified to reduce less than significant impacts associated with Air Quality and Transportation/Circulation.

A Draft Mitigated Negative Declaration (MND) was prepared for the proposed project, and a public review period was held from November 8, 2011 to December 8, 2011. Comment letters were received from the following during the comment period:

1. Scott Morgan, Director, State Clearinghouse, Office of Planning and Research
2. Carly Wilburton, Air Quality Specialist, Santa Barbara County Air Pollution Control District (APCD)
3. John Widner, Interested Party
4. Chris Shaeffer, California Department of Transportation (Caltrans)

On December 1, 2011 the Planning Commission conducted a public hearing to accept testimony regarding the Draft MND. The minutes from the meeting are attached. No members of the public provided verbal comments at the hearing.

Responses to the comments received regarding the Draft MND are provided below, and the comment letters received are attached. In some instances, the text of the Final MND has been revised or augmented in response to comments.

The purpose of this document is to respond to specific comments received pertaining to environmental issues in the Draft MND; however, all comments will be forwarded to the Architectural Board of Review for consideration.

COMMENTS AND RESPONSES

Letter No. 1

**Scott Morgan, Director, State Clearinghouse, Office of Planning and Research (OPR)
December 7, 2011**

Comment: Comment regarding the distribution of the MND to various State agencies. No comments regarding the MND were received from the State agencies.

Response: No response required.

Letter No. 2

**Carly Wilburton, Air Quality Specialist, Santa Barbara County Air Pollution Control District (APCD)
November 22, 2011**

Comment: APCD had no comments on the adequacy of the MND, but identified regulatory measures that apply to the project.

Response: Comment noted. No response required.

Letter No. 3

**John Widner, Interested Party
December 8, 2011**

Comment: Suggestions regarding a vertical wall and concrete channel.

Response: Comment noted. No response required.

Letter No. 4

**Chris Shaeffer, California Department of Transportation (Caltrans)
December 7, 2011.**

Comments 1 through 6: Concerns regarding an increase in downstream flows. Concerns regarding the transition area between the project boundary and the Caltrans facilities. Advises that the City continue consultations with Caltrans.

Response: Attached is email correspondence between the City and Caltrans. This includes a Memorandum from Penfield & Smith dated December 6, 2011, which explains that the downstream flows to the Caltrans right-of-way after project completion would not increase. The email correspondence confirms that the concerns regarding the downstream flows are alleviated.

As a result of further consultations with Caltrans, it was decided that the project boundary would be extended to the north side of the Highway 101 Sycamore Creek Bridge, as shown on the revised project plans. The additional improvements include the removal of portions of the existing endwalls and the chain-link mesh retaining structures connected to the culverts that run parallel to the U.S. Highway 101 Sycamore Creek Bridge and the construction of new vertical endwalls and warped wingwalls on both sides of the creek. Widening of the channel would occur in this area as well. The

creek restoration (revegetation) plan would continue to be implemented on all new earthen banks.

Only the improvements located north of the Caltrans right-of-way line are analyzed in this Initial Study/Mitigated Negative Declaration. The project description has been revised to include the additional improvements. Where applicable, additional analysis has been provided. These improvements would not create new significant environmental effects nor require revisions to any proposed mitigation measures.

The improvements that are located within the Caltrans right-of-way are being evaluated and processed separately under the existing Highway 101 Operational Improvements Project Coastal Development Permit.

Comment 7: The language should be revised to provide a more accurate discussion of flooding in the area. Clarification that US Highway 101 was widened from 4 to 6 lanes rather than 2 to 4 lanes.

Response: Clarifications have been made in the Initial Study and are identified in ~~strikeout~~/underline. The clarifications did not change the conclusions of the MND.

Planning Commission Environmental Hearing Minutes December 1, 2011

Comment: The Planning Commission was satisfied with the document. No one from the public provided verbal comments at the hearing.

Response: No response required.

- Attachments:
1. Letter from State Clearinghouse, OPR
 2. Letter from APCD
 3. Email from John Widner
 4. Letter from Caltrans/ Email correspondence with Caltrans
 5. Planning Commission Minutes, December 1, 2011



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

RECEIVED

DEC 16 2011

CITY OF SANTA BARBARA
PLANNING DIVISION

December 7, 2011

Kathleen Kennedy
City of Santa Barbara
P.O. Box 1990
Santa Barbara, CA 93102

Subject: Lower Sycamore Creek Channel Widening and Punta Gorda Street Bridge Replacement Project
SCH#: 2011111020

Dear Kathleen Kennedy:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on December 6, 2011, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2011111020
Project Title Lower Sycamore Creek Channel Widening and Punta Gorda Street Bridge Replacement Project
Lead Agency Santa Barbara, City of

Type MND Mitigated Negative Declaration
Description The project involves lower Sycamore Creek and the Punta Gorda Street Bridge and is comprised of two phases. The Phase 1 component includes channel widening beginning five feet north of the Hwy 101 right-of-way and extending approximately 150 feet upstream toward Punta Gorda Street. The Phase 2 component includes channel widening beginning at the northerly end of Phase 1 and extending 195 feet upstream to a point approximately 75 feet upstream of the Punta Gorda Street Bridge. Phase 2 includes the replacement of the Punta Gorda Street Bridge. Both phases include a creek restoration plan.

Lead Agency Contact

Name Kathleen Kennedy
Agency City of Santa Barbara
Phone (805) 564-5470 x4560 **Fax**
email
Address P.O. Box 1990
City Santa Barbara **State** CA **Zip** 93102

Project Location

County Santa Barbara
City Santa Barbara
Region
Lat / Long
Cross Streets Punta Gorda Street
Parcel No. ROW-001-603
Township **Range** **Section** **Base**

Proximity to:

Highways Hwy 101
Airports No
Railways UPRR
Waterways Sycamore Creek
Schools Cleveland, Franklin
Land Use PLU: Creek, Bridge.
Z: R-3/R-4, Multi-Family Residential.
GPD: Open Space, Stream

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Boating and Waterways; Department of Fish and Game, Region 5; Department of Parks and Recreation; Central Valley Flood Protection Board; Department of Water Resources; California Highway Patrol; Caltrans, District 5; Regional Water Quality Control Board, Region 3; Native American Heritage Commission; State Lands Commission

Date Received 11/07/2011 **Start of Review** 11/07/2011 **End of Review** 12/06/2011



**Santa Barbara County
Air Pollution Control District**

Our Vision  Clean Air

November 22, 2011

Kathleen Kennedy
City of Santa Barbara
Planning Division
P.O. Box 1990
Santa Barbara, CA 93102-1990

RECEIVED
NOV 28 2011
CITY OF SANTA BARBARA
PLANNING DIVISION

Re: APCD Comments on Draft Mitigated Negative Declaration (MND) for the Lower Sycamore Creek and Punta Gorda Street Bridge Replacement Project, MST2009-00374

Dear Ms. Kennedy:

The Air Pollution Control District (APCD) has reviewed Draft MND for the referenced project, which is comprised of two phases. The Phase 1 component includes channel improvements north of the Highway 101 right-of-way and extending upstream toward Punta Gorda Street. The Phase 2 component includes channel improvements beginning at the northerly end of Phase 1 and extending upstream of the Punta Gorda Street Bridge. Phase 2 also includes the replacement of the Punta Gorda Street Bridge. A creek restoration plan is incorporated into both phases. Approximately 3,500 cubic yards of grading will be associated with this project. The subject property, a 0.64 acre right-of-way zoned R-3/R-4 (surrounding parcels) and identified in the Assessor Parcel Map Book as ROW-001-603, is located at Sycamore Creek, and Punta Gorda Street at the Punta Gorda Street Bridge, in the City of Santa Barbara.

We have identified the following regulatory measures that apply to the project:

1. APCD Rule 345, *Control of Fugitive Dust from Construction and Demolition Activities* establishes limits on the generation of visible fugitive dust emissions at demolition and construction sites. The rule includes measures for minimizing fugitive dust from on-site activities and from trucks moving on- and off-site. The text of the rule can be viewed on the APCD website at www.sbcapcd.org/rules/download/rule345.pdf.
2. The applicant is required to complete and submit an Asbestos Demolition/Renovation Notification or an EXEMPTION from Notification for Renovation and Demolition (APCD Form ENF-28 or APCD Form ENF-28e), which can be downloaded at www.sbcapcd.org/eng/dl/dl08.htm for each regulated structure to be demolished or renovated. Demolition notifications are required regardless of whether asbestos is present or not. The completed exemption or notification should be presented, mailed, or emailed to the Santa Barbara County Air Pollution Control District with a minimum of 10 working days advance notice prior to disturbing asbestos in a renovation or starting work on a demolition. The applicant should refer to APCD's website at <http://www.sbcapcd.org/biz/asbestos.htm>, to determine whether the project triggers asbestos notification requirements or whether the project qualifies for an exemption.

If you have any questions regarding these comments, please feel free to contact me at (805) 961-8890 or via email at cvw@sbcapcd.org.

Sincerely,

A handwritten signature in cursive script that reads "Carly Wilburton".

Carly Wilburton,
Air Quality Specialist
Technology and Environmental Assessment Division

cc: TEA Chron File

Kennedy, Kathleen

From: johnwidner@netzero.net
Sent: Thursday, December 08, 2011 3:25 PM
To: Kennedy, Kathleen; johnwidner@netzero.net
Subject: Lower Sycamore Creek and Punta Gorda Street Bridge review MST2009-0037 4

Hello Kathleen Kennedy and staff:

I previously wrote P. Kelly regarding the project near Punta Gorda in the Sycamore Creek and would once more express my concern .

And suggest a vertical wall on the side of the Santa Barbara Green Mobile Home Park and the concrete channel going below the existing grading or I suggested something similar.

So perhaps the existing grading on the floor of the creek in that area will return to what it is or be similar if a concrete floor in the channel is below the existing grading for the bottom of the creek.

Thank you
John Widiner

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TDD (805) 549-3259
<http://www.dot.ca.gov/dist05/>



*Flex your power!
Be energy efficient!*

December 7, 2011

Kathleen Kennedy
City of Santa Barbara Planning
PO Box 1990
Santa Barbara, CA 93102-1990

SB 101 pm 12.31
Bridge 51-157

Subject: Lower Sycamore Creek and Punta Gorda Street Bridge Mitigated Negative Declaration

Dear Ms. Kennedy:

Thank you for the opportunity to review the subject project and to discuss the proposal with City staff. Discussions between Caltrans and the City continue, and are anticipated to continue, beyond the close of the comment period for the environmental document. Appreciating the dynamic regarding these discussions, this correspondence presents Caltrans' observations and concerns to this point. The following comments are offered:

1. Downstream Flows. The proposed project will increase the creek capacity to 2000 cfs upstream of US 101. According to the City's Flood Capacity Master Plan for Sycamore Creek there are a number of bridges downstream from US 101 that don't meet this capacity. The lead agency (City) should provide a completed analysis demonstrating the consequences of the increased flows reaching the constriction upstream of 101 (discussed below) and, very importantly, the entire reach downstream of US 101.

It is completely unknown what effects will or will not occur downstream of US 101 as a result of the proposed project. It is possible that downstream mitigation is required if design or actual flows are passed through Caltrans culvert. Without this analysis and disclosure the environmental document is incomplete.

2. According to project plans, the transition between the City's project and Caltrans facilities is unresolved and of great concern. Essential design engineering principles require a continuous seamless transition between water-carrying facilities. In this case, between the end of the City's project and its transition to Caltrans' bridge wingwalls and bridge culvert inlet. Caltrans' review of the plans has determined that the current, proposed design creates a constriction, or pinch point, at the right of way line.

The pinch point is caused by the abrupt change in channel shape and capacity at the terminus of the City's project, which in turn will create a great deal of turbulence in the transition zone. Within the transition zone, the existing channel remains in its existing condition. It appears that scour resistance within the existing channel is very low, yet the potential for scour within the new transition zone is very high.

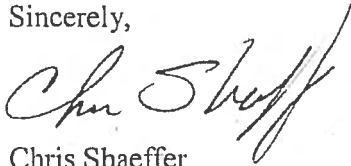
3. Along with scour, Caltrans anticipates that, as designed, the constriction will raise water surface elevations just upstream of the US 101 bridge. Increased water surface elevations could cause overtopping of the channel and the highway.
4. There are also Caltrans' culverts on both sides of the creek channel which outlet directly at, and into, the bridge culvert inlet. The constriction discussed above will reduce the efficiency of those culverts, which is also not acceptable.
5. Between the US 101 bridge wingwalls and the proposed project's limit of work, the creek banks are protected by only a wire fence revetment. With the constriction, the expected turbulence, and the strength of the anticipated scour action, Caltrans has no to low confidence that the revetment can withstand the scour action. It Caltrans' collective observation that similar revetments have failed in this type of situation. Since Caltrans' wingwalls are constructed approximately two feet into the creek bank, the consequential extension of upstream revetment failure and bank scour would be that the wingwalls and bridge abutments become subject to scour and could be at risk.
6. Caltrans strongly advises that the lead agency continue consultation with Caltrans, perhaps to include the US 101 Milpas project's structure design team, in order to arrive at a resolved design. This should be continuous until resolution is achieved and prior to approval by the lead agency.
7. Other items:
 - a. On page 1, the first paragraph contains language to the effect that Route 101 was a primary cause of flooding or major impediment to flow before the bridge was replaced. Although it is moot at this point in time, that is an inaccurate assertion. FEMA flood mapping depicts the creek flowing beyond its banks starting around Cacique Street, 3 blocks upstream of US 101, and running through the neighborhood east of the creek. The City's own study of the creek shows numerous locations where the creek has capacity for less than half, down to about a quarter, of the 100-year flow. This condition exists from US 101 up to Yanonali Street, 7 blocks upstream. From Caltrans' experience in the floods of 1995, we know that a large portion of the flow reaches US 101 in the vicinity of Canada Street but never gets to the US 101 bridge. The language in the draft initial study should be revised to provide a more accurate discussion of flooding in the area. Please refer to the City's study: Flood Capacity Master Plan for Sycamore Creek, dated 11/21/03.
 - b. On page 1, the second paragraph states that the Milpas project widened US 101 from 2 to 4 lanes; the widening was 4 to 6 lanes.

It cannot be overstated that Caltrans' is highly sensitive to upstream in-channel operations undertaken by others, which can affect the integrity of highway facilities. We hope the lead agency of the proposed project in like manner will accept these concerns.

Kathleen Kennedy
December 7, 2011
Page 3

If you have any questions pertaining this correspondence, please call me at (805) 549-3632.

Sincerely,



Chris Shaeffer
Development Review
Caltrans District 5

C: L. Wickham
D. Beard
L. Newland
L. Baca
D. McCray
H. Behrooj
C. Cesena

Kennedy, Kathleen

Subject: FW: Sycamore Creek Improvements

-----Original Message-----

From: Lyn Wickham [mailto:lyn_wickham@dot.ca.gov]
Sent: Thursday, December 08, 2011 11:35 AM
To: Craig Steward
Cc: D'Amour, Brian; Chris Shaeffer; Chuck Cesena; David Beard; Ewasiuk, John; Grant, Jessica; Michael Osborn; Kelly, Pat; Steve Senet
Subject: RE: Sycamore Creek Improvements

Craig,

Thanks for the explanation. My immediate concerns are alleviated since flow to our right of way won't increase due to the this project. Caltrans should be notified if the City is able to improve the channel further upstream in the future. The constriction point at our right of way should be improved eventually and it makes sense to do it with your current proposal. Please let us know if the City is interested in pursuing the use of our Coastal Permit.

Lyn Wickham
Caltrans District 5 Hydraulics
(805) 549-3670

Craig Steward
<cas@penfieldsmith.com>

12/07/2011 04:26
PM

To
Lyn Wickham
<lyn_wickham@dot.ca.gov>, "Grant,
Jessica"
<jgrant@SantaBarbaraCA.gov>
cc
"D'Amour, Brian"
<bdamour@santabarbaraca.gov>,
"Ewasiuk, John"
<JEwasiuk@SantaBarbaraCA.gov>,
Michael Osborn
<mlo@penfieldsmith.com>, "Kelly,
Pat" <PKelly@SantaBarbaraCA.gov>,
David Beard
<david_beard@dot.ca.gov>, Chuck
Cesena <chuck_cesena@dot.ca.gov>,
Steve Senet
<steve_senet@dot.ca.gov>, Chris
Shaeffer
<chris_shaeffer@dot.ca.gov>
Subject
RE: Sycamore Creek Improvements

Lyn:

I have attached a memo and a couple of exhibits that address the concerns you stated in our meeting yesterday. The memo likely also addresses the concerns for passing 2,000 cfs through the US101 bridge at this time.

Feel free to call me if you have any questions.

Craig A. Steward, P.E., CFM
Penfield & Smith
805-963-9538 ext 124

-----Original Message-----

From: Lyn Wickham [mailto:lyn_wickham@dot.ca.gov]
Sent: Wednesday, December 07, 2011 2:29 PM
To: Grant, Jessica
Cc: D'Amour, Brian; Craig Steward; Ewasiuk, John; Michael Osborn; Kelly, Pat; David Beard; Chuck Cesena; Steve Senet; Chris Shaeffer
Subject: RE: Sycamore Creek Improvements

Jessica,

I talked to our Environmental Permit Coordinator, the Milpas Project Manager and our Encroachment Permit Engineer about how we could help you extend your project to our bridge. There is no objection on our part to your using our Coastal Permit. The permit covers work in the creek up to our right of way, but I don't know the extent to which the amount and nature of the work is specified. It would be up to your own Planning Department to decide whether our permit would be applicable to your project. The Encroachment Permit you would need from us would be reviewed only by our Structures department and me. We should be able to expedite it if you provide a design you've already worked out with us. We can give you more detail on exactly what we want to see if you decide to pursue this route.

Our Permit Engineer raised a question I should have brought up from the start. If your project allows increased flow to get to our bridge, the facilities downstream of 101 should also be capable of accepting that flow. According to your Flood Capacity Master Plan for Sycamore Creek, there are numerous locations downstream of the UPRR bridge that don't have a capacity of 2000 cfs. The consequences of allowing the increased flow downstream should be analyzed and addressed and the City should obtain written agreement from any affected property owners.

I have been working with our Development Review Coordinator to provide comments on your project by tomorrow. Due to the short timeframe, we will be making comments on issues that are still under discussion in order to have our concerns documented.

Let me know if you have any questions.

Lyn Wickham
Caltrans District 5 Hydraulics
(805) 549-3670

"Grant, Jessica"
<jgrant@SantaBarbaraCA.gov>

12/02/2011 02:31
PM

'Craig Steward'
<cas@penfieldsmith.com>,
"Lyn_Wickham@dot.ca.gov"
<Lyn_Wickham@dot.ca.gov>

To

cc

"D'Amour, Brian"
<bdamour@santabarbaraca.gov>,
"Kelly, Pat"
<PKelly@SantaBarbaraCA.gov>,
"Ewasiuk, John"
<JEwasiuk@SantaBarbaraCA.gov>,
Michael Osborn
<mlo@penfieldsmith.com>

Subject

RE: Sycamore Creek Improvements

Thanks Craig. Lyn lets talk next week on how we can work best together to resolve this issue. The project manager, Brian D'Amour, will be back in the office next week. Please let me know your availability.

Some of the reasons we stopped at the Caltrans right of way line included:

1) it is the active 101 project boundary, 2) we wanted to stay out of the coastal zone, which has a longer permitting timeframe and could be problematic given our funding source timelines, 3) we did not to apply for a Caltrans encroachment permit, which also has a longer permitting timeframe and could be problematic given our funding source timelines.

We had the environmental scoping hearing yesterday on the draft MND. There were no issues brought up by the Planning Commission. The public comment period ends December 8th. We hope to have the MND adopted in January/February 2012, along with final design approved. The goal is to be under construction in June 2012 pending we get the NEPA approval and regulatory permits in time.

I know I sent you a copy of our plans a while ago, but please go to this link for the latest set of plans and for a copy of the draft Mitigated Negative Declaration and related attachments.

http://www.santabarbaraca.gov/Resident/Environmental_Documents/Sycamore_Creek_and_Punta_Gorda/

Have a great weekend and talk to you next week.

-Jessica

Jessica W. Grant
Project Planner
City of Santa Barbara - Transportation and Engineering Divisions 630 Garden Street Santa
Barbara, CA 93101
(p) 805-564-5338 (f) 805-564-5467
jgrant@santabarbaraca.gov
From: Craig Steward [mailto:cas@penfieldsmith.com]
Sent: Friday, December 02, 2011 1:50 PM
To: Lyn_Wickham@dot.ca.gov
Cc: D'Amour, Brian; Grant, Jessica; Kelly, Pat; Ewasiuk, John; Michael Osborn
Subject: Sycamore Creek Improvements

Lyn:

I wanted to document our conversation this afternoon. I've copied our project team members so that they are aware of your concerns.

During your review of the proposed channel plans you discovered that the Sycamore Creek Improvements are stopping at the right-of-way line with Caltrans. This means that there will be a loss of conveyance due to contraction and expansion losses. You indicated that Caltrans would be very pleased and helpful in obtaining permits and coordinating work to provide a smooth transition to the Caltrans culvert.

You said you would be in contact with someone at the City regarding this matter. I suggested Brian D'Amour when he returns next week.

Craig A. Steward, P.E., CFM
Penfield & Smith
805-963-9538 ext 124



Penfield & Smith

Engineering • Surveying • Planning • Construction Management

111 East Victoria Street • Santa Barbara, CA 93101
tel 805-963-9532 • fax 805-966-9801

MEMORANDUM

TO: Lyn Wickham (Caltrans)
FROM: Craig Steward
SUBJECT: Sycamore Creek Improvements near US101
WORK ORDER: 18767.02
DATE: December 6, 2011

In response to your questions regarding potential impacts of a delayed completion of the interface between the US101 bridge and the City channel improvements, I am responding to some of the concerns which you stated in our teleconference earlier today (December 6, 2011). The concerns I recall that you raised were centered around additional flow being delivered to US101 at Sycamore Creek instead of being spread across the pre-project overflow area and additional losses due to expansion, contraction and other losses.

We all agreed that under large storm conditions (at least 50-year and 100-year peak flow rates), there would be no appreciable difference in overflow conditions for Sycamore Creek. Per the 2003 Masterplan Report prepared by P&S (see attached Table A), the capacity of the Reach 12 (between US101 and Punta Gorda Bridge) is 1300 cfs. The capacity of Reaches 15 and 16 (between Indio Muerto Street and Cacique Street) is 1200 cfs.

In this area Sycamore Creek is a perched channel and storm water that escapes the channel generally does not return to the channel. In this case, storm water that escapes to the east flows down Canada Street where a portion of the flow is returned to Sycamore Creek via a 36" storm drain. The remainder sheets across the US101, entering the Bird Refuge and discharging from there to the Pacific Ocean. See attached exhibit.

Storm water that escapes to the west flows down to US101 at Punta Gorda and Volutario Street where it is returned via storm drain/flume to Sycamore Creek.

When the capacity of Sycamore Creek Bridge at US101 is exceeded, the water flows to the east, down US101 and into the Bird Refuge.

Therefore, since the capacity of Sycamore Creek is more restricted upstream of the proposed improvements than the capacity of the existing condition or proposed channel

December 7, 2011

Page 2

conditions, it appears that no more water will be conducted to the Caltrans Sycamore Creek Bridge via the proposed improvements than under the pre-project conditions.

With respect to losses in the channel transition to the bridge, I cannot believe that they will be significant compared to the losses introduced by the discharge of a large flume and a 36" diameter storm drain entering the channel at a 90 degree angle just short of the bridge entrance.

Although the proposed improvements will not provide significant capacity improvement in the short term, they represent the beginning (with the Caltrans Bridge replacement) of a plan that will significantly improve overall drainage conditions in this part of town in the long-term. We appreciate the cooperative effort that Caltrans extends in working with these types of project.

TABLE A

SYCAMORE CREEK EXISTING CAPACITY RESULTS

REACH #	REACH DESCRIPTION	RIVER STATION RANGE	EXISTING RUN Reach Capacity (cfs)
1	East Beach Pedestrian Bridge	0 to 344	3200
2	Cabrillo Blvd Bridge	344 to 465	3000
3	Between Cabrillo and Por La Mar Circle #1	604	3200
4	Por La Mar Circle Bridge #1	710 to 755	1800
5	Between Por La Mar Circle #1 and #2	932	1800
6	Por La Mar Circle Bridge #2	1110 to 1161	1500
7	Between Por La Mar Circle #2 and Zoo	1214	1600
8	Zoo Bridge	1270 to 1328	1100
9	Between Zoo and Railroad	1510	1300
10	Railroad Bridge	1652 to 1674	2400
11	101 Bridge	1723 to 1831	800
12	Between 101 and Punta Gorda Bridge	2051	1300
13	Punta Gorda Bridge	2144 to 2181	1400
14	Between Punta Gorda and Indio Muerto	2294 to 2529	2000
15	Indio Muerto Bridge	2729 to 2773	1200
16	Between Indio Muerto and Cacique Street	2805 to 3198	1200
17	Cacique Street Bridge	3277 to 3287	2500
18	Between Cacique and Carpinteria	3792 to 3837	3200
19	Carpinteria Bridge	3914 to 3953	2600
20	Between Carpinteria and Quinientos	4018 to 4322	2400
21	Quinientos Bridge	4440 to 4484	6000
22	Between Quinientos and Mason	4574 to 5021	5000
23	Mason Street Bridge	5112 to 5150	2500
24	Between Mason and Yanonali	5300 to 5535	2500
25	Yanonali Bridge	6139 to 6167	1400

The subsequent runs used the 3,000 cfs target creek capacity to determine what channel improvement and bridge replacement projects would be required to effectively convey this flow. Table B summarizes the projects outlined in this analysis. The three separate Sycamore Creek Flood Capacity Master Plan Project Sheets included in this report graphically and numerically illustrate the proposed projects. The profile and cross sections for this target capacity analysis are included in the attached calculations.

Approved the project, making the findings for the Tentative Subdivision Map, Development Plan, Conditional Use Permit, and Transfer of Existing Development Rights outlined in the Staff Report dated November 22, 2011, subject to the Conditions of Approval in Exhibit A of the Staff Report with the following revisions to the Conditions of Approval regarding Design Review: 1) Two of the parking spaces shall be specifically designated for patient pickup/drop off and delivery vans near the rear entrance of the building. 2) Maximize streetscape landscaping opportunity within the potential parkway zone without precluding pedestrian access from parked vehicles. 3) Maximize photo voltaic opportunity on the roof without preclusion of the required mechanical equipment.

This motion carried by the following vote:

Ayes: 6 Noes: 0 Abstain: 0 Absent: 1 (Jordan)

Chair Jostes announced the ten calendar day appeal period.

III. ENVIRONMENTAL HEARING:

ACTUAL TIME: 3:08 P.M.

APPLICATION OF CITY OF SANTA BARBARA, PUBLIC WORKS DEPARTMENT, LOWER SYCAMORE CREEK AND PUNTA GORDA STREET BRIDGE, ROW-001-603, R-3/R-4 (LIMITED MULTIPLE-FAMILY/ HOTEL-MOTEL-MULTIPLE RESIDENCE) ZONES, GENERAL PLAN DESIGNATION: OPEN SPACE/ STREAM (MST2009-00374)

The Lower Sycamore Creek Channel Widening and Punta Gorda Street Bridge Replacement Project is comprised of two phases. The Phase 1 component includes channel improvements beginning five feet north of the Highway 101 right-of-way and extending approximately 150 feet upstream toward Punta Gorda Street. The Phase 2 component includes channel improvements beginning at the northerly end of Phase 1 and extending 195 feet upstream to a point approximately 75 feet upstream of the Punta Gorda Street Bridge. Phase 2 includes the replacement of the Punta Gorda Street Bridge. A creek restoration plan is incorporated into both phases.

The purpose of the environmental hearing was to receive comments from the Planning Commission, interested agencies and the public on the Draft Initial Study and Mitigated Negative Declaration, consistent with the provisions of the California Environmental Quality Act (CEQA) Guidelines. Written comments will be accepted through December 8, 2011.

No formal action on the development proposal or environmental document took place at this hearing.

Case Planner: Kathleen Kennedy, Associate Planner
Email: KKennedy@SantaBarbaraCA.gov

Phone: 805-564-5470, ext. 4560

Melissa Hetrick, Environmental Analyst, gave the Staff presentation.

Jessica Grant, Public Works Project Planner, gave the applicant presentation. Craig Stuart, Penfield and Smith, was available to answer any of the Commission's questions.

Chair Jostes opened the public hearing at 3:25 P.M. and, with no one wishing to speak, closed the hearing.

The Commissioners made the following comments:

1. The Planning Commission was satisfied with the document. Commissioner Bartlett was concerned that the bridge is wide enough to accommodate possible future expansions of the Sycamore Creek channel.
2. Commissioner Jacobs asked that the bridge be built to accommodate all modes of transportation, including walking.
3. Commissioner Larson suggested educating the public on the effects of dumping trash by inclusion of signs with fines for dumping. Also suggested sending out status updates in water bills so that everyone knows what is going on.
4. Commissioners Schwartz and Larson strongly urged for inclusion for applying graffiti resistant treatment to any walls that are installed.

Commissioner Bartlett left the dais at 3:28 P.M

IV. ~~**ADMINISTRATIVE AGENDA:**~~

~~**ACTUAL TIME: 3:35 P.M.**~~

~~D. Committee and Liaison Reports.~~

- ~~1. Staff Hearing Officer Liaison Report~~

~~Commissioner Larson reported on the Staff Hearing Officer meetings held on November 16th and 30th, 2011.~~

- ~~2. Other Committee and Liaison Reports~~

~~a. Commissioner Larson reported on the Historic Landmarks Committee meeting of November 30, 2011.~~

~~b. Commissioner Lodge reported on the Airport Commission meeting of November 16, 2011.~~