

SANTA BARBARA COUNTY PLANNING COMMISSION
Staff Report for
CalTrans State Route 192 Arroyo Parida Bridge Replacement Project

Hearing Date: May 7, 2014
Staff Report Date: April 18, 2014
Case No.: 14APL-00000-00004

Deputy Director: Alice McCurdy
Division: Planning and Development
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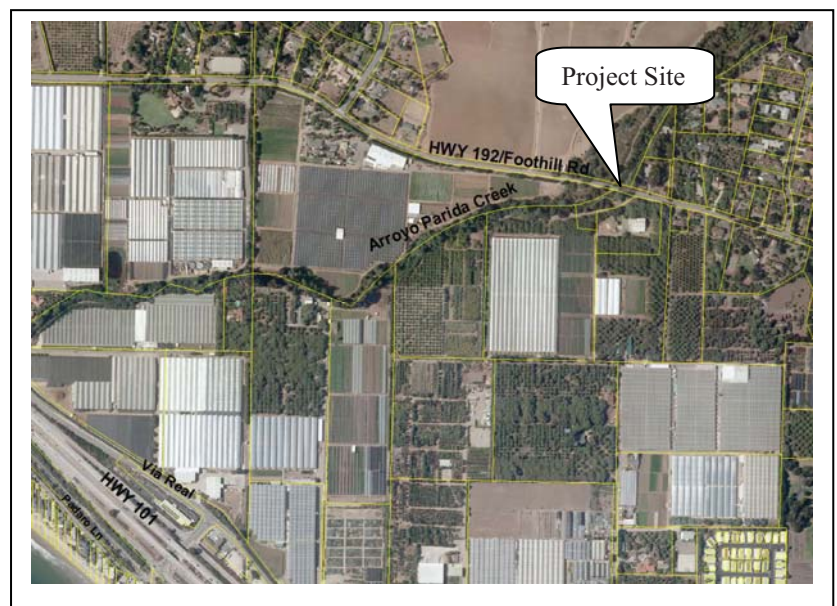
Environmental Document: Notice of Exemption CEQA Exemption 15270

OWNER/APPLICANT:

California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401
805-549-3127

AGENT:

Amy Donatello
California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401
805-549-3014



This site is identified as Assessor Parcel Numbers 005-310-007, -008, -012, -021, -025, -026, 005-320-025, -042, State Highway 192, post mile 15.4/15.6 Foothill Road, approximately ½ mile west of Cravens Lane, Carpinteria, 1st Supervisorial District.

Application Submitted: June 2, 2010
BAR Preliminary Denial: February 7, 2014
Appeal Filed on: February 18, 2014

1.0 REQUEST

Hearing on the request of Amy Donatello, agent for the California Department of Transportation to consider Case No. 14APL-00000-00004, [application filed on February 18, 2014] to appeal the South Board of Architectural Review (SBAR) denial of Case No. 12BAR-00000-00096 in compliance with Chapter 35-182 of the Article II Coastal Zoning Ordinance (CZO), on property located in the Transportation Corridor (TC) zone district in the Coastal Zone. The application involves AP Nos. 005-310-007, -008, -012, -021, -025, -026, 005-320-025, -042, located on State

Highway 192, post mile 15.4/15.6 Foothill Road, approximately ½ mile west of Cravens Lane, Carpinteria, 1st Supervisorial District.

2.0 RECOMMENDATION AND PROCEDURES

Follow the procedures outlined below and deny the appeal, Case No. 14APL-00000-00004 and affirm *de novo* the decision of the South Board of Architectural Review to deny preliminary design approval of Case No. 12BAR-00000-00096 for the CalTrans State Route 192 Arroyo Parida Bridge Replacement project, based upon the project's inconsistency with the Comprehensive Plan, including the Toro Canyon Plan and the Coastal Land Use Plan, and based on the inability to make the required findings.

Your Commission's motion should include the following:

1. Make the required findings for denial of the preliminary design approval for Case No. 12BAR-00000-00096, specified in Attachment A of this staff report, including CEQA findings.
2. Determine the denial is exempt from CEQA pursuant to CEQA Guideline Section 15270, included as Attachment B.
3. Deny the appeal, Case No. 14APL-00000-00004, thereby affirming *de novo* the decision of the SBAR to deny preliminary approval of Case No. 12BAR-00000-00096.

Refer back to staff if your Commission takes other than the recommended action for appropriate findings and conditions.

3.0 JURISDICTION

This project is being considered by the County Planning Commission based on Section 35-182.4.A.1 of Article II Coastal Zoning Ordinance, which states that a decision of the SBAR to deny preliminary approval may be appealed to the Planning Commission.

4.0 ISSUE SUMMARY

4.1 Background

The project was conceptually reviewed by the SBAR on three occasions: July 20, 2012, May 17, 2013 and October 18, 2013.

The SBAR had the same concerns throughout the conceptual reviews. Though they understood the need to replace the bridge due to its current state of deterioration, inadequate rebar, etc. they did not agree with the design of the project, including widening the roadway and flattening a vertical curve. Additionally, SBAR was opposed to the complete vegetation removal within 30 feet of the Highway 192 right-of-way, which they considered a very severe design approach to

the replacement of the bridge, that would be visually disruptive and unacceptable. The current bridge and roadway have a narrow, wooded, rural, county aesthetic and the SBAR concluded that the future stretch of Highway 192 would look more like an urban bridge and freeway; the feeling of a rural highway would be lost. The SBAR urged Caltrans to consider decreasing the scope of the project by reducing the length and width of the project overall. They also urged the applicant to leave the vertical curve, remove fewer than the proposed 64 trees and use sandstone facing on the bridge (by reusing the existing sandstone). In regard to the proposed planting, the SBAR urged the applicant to cluster the vegetation instead of planting in a linear fashion, to create a more natural look. Also, SBAR urged the installation of more mature plantings to help immediately establish the project aesthetically.

On February 7, 2014, SBAR conducted a site visit and following, conceptual/preliminary review. Preliminary review was previously requested by the applicant. Comments were heard from five neighbors who expressed concerns about the improvements causing increasing speeds and eliminating the pastoral quality of the rural roadway. The neighbors called for a compromise of the Caltrans standards in order to improve safety and to preserve the beauty of the area.

SBAR agreed with the neighbors and stated that the bridge should be restored without the removal of major trees, without flattening the vertical curve, and without creating wider lanes and shoulders along the highway to either side of the bridge. SBAR unanimously denied preliminary approval stating that required Findings 1, 8, and 9 could not be made.

On February 18, 2014, the applicant timely submitted an appeal of SBAR's denial of the project. The appellant states in the appeal application that SBAR's decision to deny preliminary approval of the project is not supported by the SBAR findings. The appeal application is included as Attachment C.

4.2 Design Review Appeal/Conditional Use Permit and Coastal Development Permit Status

Pursuant to Section 35-184.5.2 of the Coastal Zoning Ordinance Article II (CZO), the application for preliminary and final approval by the BAR shall only be accepted if the application is accompanied by a development application or if the Department is processing an existing development application for the proposed project. The proposed project is accompanied by a Conditional Use Permit (CUP) Case #10CUP-00000-00020 and a Coastal Development Permit (CDP) Case #10CDP-00000-00044, neither of which have been approved because the preliminary BAR approval was denied. Pursuant to Section 35-182.2H.3 of the CZO, the decision on the CDP has been stayed until the Planning Commission renders a decision on the BAR appeal. Because processing of the CDP is stayed so too is processing of the companion CUP. Staff did not move forward with denials of the CUP and CDP given that the underlying need to replace the bridge is unquestioned and the SBAR's denial pertained strictly to the design and scope of the project. As noted throughout their minutes, SBAR is open to a reduced project.

5.0 PROJECT INFORMATION

5.1 Site Information

Site Information	
Comprehensive Plan Designation	Rural, Coastal, Toro Canyon Community Plan, A-I-10 and A-I-40
Ordinance, Zone	Article II Coastal Zoning Ordinance, Transportation Corridor (TC)
Site Size	Approximately 97,358 sf (2.2 acres)
Present Use & Development	Highway 192, Bridge
Surrounding Uses/Zone(s)	North: Agriculture (AG-I-40) and Residential (1-E-1) South: Residential, Agriculture (AG-I-10) East: Residential (1-E-1) and Agriculture (AG-I-10) West: Agriculture (AG-I-20) and Residential (1-E-1)
Access	Highway 192
Public Services	Water Supply: N/A Sewage: N/A Fire: N/A Police Services: County Sheriff Other: N/A

5.2 Setting

The project site is located in a rural, agricultural area northwest of Carpinteria and about one half mile west of Cravens Lane. The existing bridge was built in the 1920s¹ and measures approximately 828 square feet. Highway 192 is a two lane conventional highway that serves mostly local residents and commuters but also supports light commercial use and interregional traffic. Vegetation and mature trees line the highway corridor.

5.3 Description

The project would replace the existing 1920's era Arroyo Parida Creek Bridge on State Route 192 with a new bridge measuring 60 feet long by 40 feet wide. The bridge width would provide two 12-foot lanes with 8-foot shoulders and would include bridge and bicycle rails. On the western approach to the bridge, the existing 11-foot roadway lanes would be widened to 12 feet with four-foot shoulders for about 690 feet. The eastern approach of the bridge would similarly be widened for about 290 feet. A sight distance deficiency on the western approach of roadway would be corrected by raising the profile of the road. A 74-foot long, 9 foot high retaining wall would be constructed at the southwest corner of the bridge in order to maintain the proposed elevated roadway. The top of the retaining wall would be just below the finished grade of the new pavement, requiring that the bridge and bicycle rail extend the length of the wall.

¹ Based on Caltrans' August 2007 report entitled "Supplemental Historic Property Survey Report", the bridge is not considered a historical resource.

An existing 18-inch culvert west of the bridge would be replaced by a 10-foot by 6-foot concrete box culvert. The existing 70 foot long concrete channel beneath the bridge would be removed and replaced with a hybrid roughened channel/step pool channel designed to allow fish passage and meet hydraulic requirements. The roughened channel would extend approximately 110 feet upstream and 95 feet downstream from the center line of the new bridge. Rock slope protection would be installed on the southeast creek bank, extending 95 feet downstream of the structure. In order to protect against water and wind erosion, rock slope protection would also be placed around the abutments and drainage systems serving the bridge and roadway. The project would also include the replacement of five utility poles within the Caltrans right-of-way. Existing gas lines within the project site would be replaced and realigned.

A total of 75 trees may be impacted by the project. Sixty-Four (64) of the 75 trees to be impacted are proposed to be removed. Of these, 29 are natives (including 12 sycamores and 21 oaks) and 35 are non-natives. Twelve of the 29 native trees [(6) oaks and (6) sycamores] are trees that may have more than 20% of their root zones affected during construction. The applicant will attempt to preserve the (12) trees where the root zones would be partially affected by the project, but they have been included in the removal totals and mitigation for the loss of the trees is included in the project description. All native trees removed would be restored using Santa Barbara County-approved replacement ratios with plantings ranging in size from 1-gallon to 36"- boxes. Non-native trees will be restored with native understory plants at a 12:1 ratio.

6.0 PROJECT ANALYSIS

6.1 Appeal Issues and Staff Responses

The appellant, Caltrans, is appealing the SBAR's February 7, 2014 decision to deny preliminary approval to Case No. 12BAR-00000-00096. Your Commission reviews appeals from the BAR *de novo*. As such, your Commission will independently determine whether the facts presented support making the required findings. The appellant states that the SBAR denial was an error in the discretion of the SBAR's purview and was not supported by the evidence presented for consideration. The appellant's appeal issues focus on the findings the BAR was not able to make. Accordingly, the findings relevant to the appellant's appeal issues as well as the appellant's statements have been summarized below and are followed by staff's responses. Please see Attachment C for the statement of appeal.

Appeal Issue 1

Finding #1: In areas designated as rural on the land use plan maps, the height, scale and design of structures shall be compatible with the character of the surrounding natural environment, except where technical requirements dictate otherwise. Structures shall be subordinate in appearance to natural landforms; shall be designed to follow the natural contours of the landscape; and shall be sited so as not to intrude into the skyline as seen from public viewing places.

Appellant: The project footprint has been reduced to the minimum allowed by state safety standards. The 4-foot shoulders on the roadway will provide much needed safety for bicyclists. Extra shoulder width on the bridge is desired as there is no unpaved shoulder to provide an additional margin of safety, as on the adjacent roadway. This falls within the “technical requirements” exception allowed under Finding #1 (California Government Code section 14030 (d) Planning, designing, constructing, operating and maintaining those transportation systems that the Legislature has made, or may make, the responsibility of the department). The BAR is an architectural review board, not a team of design or highway safety engineers. This decision was an error in the discretion of the board’s purview and is not supported by the evidence presented for consideration.

Staff Response: Though the appellant has stated that the project footprint has been reduced to Caltrans’ minimum allowed state safety standards, the appellant has also acknowledged to County staff that safety standards can be modified on a case-by-case basis. In this specific case, the rural character of the roadway and surrounding area, the Environmentally Sensitive Habitat of Arroyo Parida Creek, and the number of mature native trees proposed for removal provide a reasonable basis for modifying typical design standards to protect significant biological resources and visual quality. .

The SBAR’s denial was focused on the design of the project and was therefore squarely within their discretion. The proposed project would replace an existing, narrow stone bridge and would level and widen Highway 192 for a total of approximately 980 feet extending out from the bridge; thus the project does not follow the natural contours of the existing landscape. Vegetation removal necessary to build the project would denude what is now mature landscaping in a thirty foot swath on each side of Highway 192 for the entire length of the project except by the creek. Trees to be removed include specimen, +/- 80 foot tall clustered, native sycamore trees with an active hawk nest². As such, the engineered bridge and roadway design would be incompatible with the existing character of the roadway and surrounding natural environment which is narrow, wooded, scenic and rural.

Appeal Issue 2

Finding #8: Site layout, orientation and location of structures, buildings and signs are in appropriate and well-designed relationship to one another, and to the environmental qualities, open spaces, and topography of the property.

Appellant: The project involves the upgrading of an existing highway; it is not a new site development as envisioned in Finding #8. The bridge location cannot be changed without extraordinary impact to the surrounding environment.

The BAR was allowed to select its preferred options regarding every possible design element (bridge rails, concrete finish, end block and curb materials, etc.). The roadway shoulder width

² The active hawk nest was identified by a neighbor of the project area and discussed at an SBAR meeting. The existence of the nest has not been confirmed by the County biologist.

was reduced from the 8-foot standard in accordance with the BAR's desire. No hillside views will be obstructed. The vertical profile will be raised to correct a sight distance deficiency at the westerly bridge approach; the average fill depth will be about 2.5 feet with a maximum depth of 5 feet at the low point in the roadway. The bridge will remain at the current elevation. The highway's horizontal alignment is essentially the same. This was an inappropriate application of the Finding as this is not a new site development.

Staff Response: All projects subject to SBAR approval are subject to the same findings of approval, whether the project consists of a new project or a redesign of an existing structure. This finding relates directly to the proposed project as the project constitutes a replacement bridge and a newly widened and leveled stretch of highway. The proposed project would widen and level an existing stretch of narrow, scenic highway and would install a replacement bridge in the location of an existing narrow stone bridge. The widened and flattened area of the roadway would be incongruent with the stretches of highway to the east and west of the project area. Additionally, the project would require the removal of all trees within 30 feet on either side of the roadway for the entire length of the improvement thereby creating a sense of wide open highway where one does not currently exist. Therefore, the proposed project would be out of context with the rural, scenic segments of highway leading up to the project site in both directions, which makes the project incompatible with the environmental qualities of the area.

Appeal Issue 3

Finding #9: Adequate landscaping is provided in proportion to the project and the site with due regard to preservation of specimen and landmark trees, existing vegetation, selection of planting which will be appropriate to the project, and adequate provision for maintenance of all plantings.

Appellant: Adequate replacement landscaping is being provided. The replacement planting plan was based upon the BAR's wishes for a variety of replacement plant sizes and designed in accordance with the replacement ratios furnished by County Planning staff. The replacement plants are all native species indigenous to the local area and will be maintained until established, as a three year plant establishment contract is a feature of the project. During that time any plant that is damaged or fails to thrive will be replaced. The plants will be fully established at that point.

The only vegetation slated for removal is within the cut and fill limits of the proposed project, as detailed in the 3-20-13 and 10-13-13 tree removal and replacement reports prepared by Caltrans staff. The BAR is justifiably concerned about the large group of sycamore trees at the northeast corner of the bridge. As detailed in the tree reports, every effort will be made to preserve these trees and we do believe approximately 50% of the 11 trees can be saved. Nevertheless, we have provided for replacement plants in our restoration plan, and these plants will be planted even if the sycamores are preserved. The BAR's decision is not supported by the evidence presented for consideration.

Staff Response: The proposed project does not provide due regard to the preservation of specimen and landmark trees and existing vegetation. The project includes removal of numerous mature specimen trees including approximately 12 sycamores and 21 oaks, many located within a riparian corridor. Some of the trees proposed for removal reach up to 80 feet in height. Proposed new landscaping would maintain 30 feet clear on either side of the widened roadway for the entire length of the project site and would not consist of mature landscaping. Therefore, regardless of the number of new plants proposed, landscaping will not be in proportion to the project, the site, or the area adjacent to Highway 192.

6.2 Environmental Review

SBAR denied preliminary approval of the project and staff recommends denial of the appeal *de novo*. CEQA Exemption 15270 is appropriate for this action because CEQA does not apply to projects which a public agency rejects or disapproves. Attachment B of this staff report contains the CEQA Notice of Exemption.

6.3 Comprehensive Plan Consistency

REQUIREMENT	DISCUSSION
<p><i>Coastal Plan Policy 4-3:</i> <i>In areas designated as rural on the land use plan maps, the height, scale, and design of structures shall be compatible with the character of the surrounding natural environment, except where technical requirements dictate otherwise. Structures shall be subordinate in appearance to natural landforms; shall be designed to follow the natural contours of the landscape; and shall be sited so as not to intrude into the skyline as seen from public viewing places.</i></p>	<p>Inconsistent. Though the appellant has stated that the project footprint has been reduced to Caltrans' minimum allowed state safety standards, the appellant has also acknowledged that safety standards can be modified by Caltrans on a case-by-case basis; therefore, the technical requirements cited by Caltrans staff as being associated with this project do not preclude applicability of this policy. Since technical standards do not necessarily dictate the design of the project, the proposed project is inconsistent with this policy since the scale and character of the project are incompatible with the rural character of the roadway and the environmentally sensitive habitat of the creek.</p> <p>The engineered bridge and roadway design would be incompatible with the existing character of the surrounding natural environment which is narrow, scenic, wooded, and rural. The new bridge and roadway would appear more like a freeway insofar as the bridge and roadway will be flattened and widened.</p> <p>Also contributing to the degradation of the</p>

REQUIREMENT	DISCUSSION
	<p>rural character of the area is the tree and vegetation removal necessary to build the project which would denude what is now mature landscaping much of which is riparian within a 30 foot swath from the right-of-way on both sides of the highway. Vegetation to be removed includes 80-foot tall specimen trees. Proposed new landscaping would maintain 30 foot clearance zones on either side of the widened roadway. Additionally, the planting plan does not contain mature plants that would be in proportion to the project, the site, and the surrounding environment. Rather, plants are proposed to be planted at sizes between 1 gallon to 36" boxes. The scale and design of the project is incompatible with the character of the surrounding natural environment and vegetation is not preserved to the maximum extent feasible.</p> <p>The redesigned bridge and roadway would no longer be subordinate in appearance to the existing natural environment and would not follow the natural contours of the landscape.</p> <p>In summary, the project as currently configured is not consistent with this policy.</p>
<p><i>Toro Canyon Plan Policy VIS-TC-2:</i> <i>Development shall be sited and designed to be compatible with the rural and semi-rural character of the area, minimize impact on open space, and avoid destruction of significant natural resources.</i></p>	<p>Inconsistent. The proposed project would be sited within the rural, wooded and scenic Highway 192 corridor. The widening and flattening of this portion of the highway along this discreet segment will adversely affect open space views. Additionally, the project includes removal of 64 trees from within 30 feet of either side of the Highway 192 right-of-way constituting destruction of natural resources. As currently configured, the project is inconsistent with this policy.</p>
<p><i>Coastal Plan Policy 3-14:</i> <i>All development shall be designed to fit the site topography, soils,</i></p>	<p>Inconsistent. The engineered bridge and roadway design would be incompatible with</p>

REQUIREMENT	DISCUSSION
<p><i>geology, hydrology, and any other existing conditions and be oriented so that grading and other site preparation is kept to an absolute minimum. Natural features, landforms, and native vegetation, such as trees, shall be preserved to the maximum extent feasible. Areas of the site which are not suited for development because of known soils, geologic, flood, erosion, or other hazards shall remain in open space.</i></p>	<p>the existing character of the roadway which is narrow, scenic, wooded, and rural. The new bridge and roadway would appear more like a freeway insofar as the bridge and roadway will be flattened and widened.</p> <p>The proposed project would unnecessarily level and widen the road, which would cause unnecessary grading, inconsistent with the policy which states that grading shall be kept to an absolute minimum.</p> <p>Also contributing to the degradation of the rural character of the area is the tree and vegetation removal necessary to build the project which would denude what is now mature landscaping much of which is riparian. Vegetation to be removed includes 80-foot tall specimen trees, including 21 oaks and 12 sycamores. Therefore, native vegetation and trees are not preserved to the maximum extent feasible.</p> <p>In summary, the project as currently configured is inconsistent with this policy.</p>
<p><i>Coastal Act Policy 30251:</i> <i>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.</i></p>	<p>Inconsistent. The proposed project does not consider or protect the scenic and visual quality of the area. Conversely, the scenic and visual qualities of the area would be diminished as a result of the proposed project. The vertical straightening of the roadway along with the removal of a significant amount of mature trees and vegetation would significantly alter the natural environment. The redesigned bridge and roadway would not be visually compatible with the character of the surrounding area, since the project would transform a rural, bucolic corridor into an urban-like landscape. Proposed new landscaping would maintain 30 feet clearance zones on either side of the widened roadway. The replanting plan does not contain mature</p>

REQUIREMENT	DISCUSSION
	<p>plants that would help to immediately re-establish the rural aesthetic. As a result, public views would not be protected as this new stretch of highway would stand in marked contrast to the existing bucolic Highway 192 corridor adjoining the project site in both directions.</p> <p>In summary, the project as currently configured is inconsistent with this policy.</p>
<p><i>Toro Canyon Plan Policy VIS-TC-1:</i> <i>Development shall be sited and designed to protect public views.</i></p>	<p>Inconsistent. Highway 192 is a scenic roadway with mature landscaping along the shoulders and a rural, narrow corridor. The proposed project would not protect the scenic viewshed along the roadway and would degrade the public view of the project area. Therefore, as currently designed, the project is inconsistent with this policy.</p>
<p><i>Coastal Plan Policy 2-11:</i> <i>All development, including agriculture, adjacent to areas designated on the land use plan or resource maps as environmentally sensitive habitat area shall be regulated to avoid adverse impacts on habitat resources. Regulatory measures include, but are not limited to, setbacks, buffer zones, grading controls, noise restrictions, maintenance of natural vegetation, and control of runoff.</i></p>	<p>Inconsistent. Arroyo Parida Creek, in the area of the proposed project, is mapped and designated as an Environmentally Sensitive Habitat Area. The project would remove up to 64 trees, some of which are located within the riparian habitat. This is a substantial amount of natural vegetation proposed for removal; therefore, adverse impacts to the environmentally sensitive habitat are not avoided. Therefore, the project as currently configured is inconsistent with this policy.</p>
<p><i>Coastal Plan Policy 9-35:</i> <i>Oak trees, because they are particularly sensitive to environmental conditions, shall be protected. All land use activities, including cultivated agriculture and grazing, should be carried out in such a manner as to avoid damage to native oak trees. Regeneration of oak trees on grazing lands should be encouraged.</i></p>	<p>Inconsistent. The proposed project does not protect oak trees. Twenty-one (21) oak trees may be removed as a result of the project. The project as currently configured is therefore inconsistent with this policy.</p>
<p><i>Coastal Plan Policy 9-36:</i> <i>When sites are graded or developed, areas with significant</i></p>	<p>Inconsistent. The proposed project does not protect oaks or other native trees to the</p>

REQUIREMENT	DISCUSSION
<p><i>amounts of native vegetation shall be preserved. All development shall be sited, designed, and constructed to minimize impacts of grading, paving, construction of roads or structures, runoff, and erosion on native vegetation. In particular, grading and paving shall not adversely affect root zone aeration and stability of native trees.</i></p>	<p>maximum extent feasible. Twenty-one (21) oaks and 12 sycamore trees may be removed due to the proposed project.</p> <p>The proposed project would not minimize impacts caused by grading, paving, or construction of roads. The project includes unnecessarily leveling and widening of the road and clearing of 30 foot swaths of vegetation along each side of the road. The scale of the project requires significant removal of native vegetation.</p> <p>In summary, the project as currently configured is inconsistent with this policy.</p>
<p><i>Toro Canyon Plan Policy BIO-TC-13:</i> <i>Native protected trees and non-native protected trees shall be preserved to the maximum extent feasible.</i></p>	<p>Inconsistent. The proposed project does not protect native or non-native trees to the maximum extent feasible. A total of 64 native and non-native trees may be removed. Due to the scale and design of the project, the trees in the vicinity of the site are not preserved. As currently designed, the project is inconsistent with this policy.</p>
<p><i>Toro Canyon Plan DevStd BIO-TC-13.1:(COASTAL)</i> <i>A “native protected tree” is at least six inches in diameter (largest diameter for non-round trunks) as measured 4.5 feet above level ground (or as measured on the uphill side where sloped), and a “non-native protected tree” is at least 25 inches in diameter at this height. Sufficient area shall be restricted from any associated grading to protect the critical root zones of native protected trees.</i></p>	<p>Inconsistent. The proposed project does not protect native trees. Up to 21 oaks and 12 sycamores may be removed as a result of the proposed project. Many of these trees meet the criteria of a native protected tree pursuant to the definition in the Toro Canyon plan. Therefore the project as currently configured is inconsistent with this policy.</p>
<p><i>Toro Canyon Plan DevStd BIO-TC-13.2:(COASTAL)</i> <i>Development shall be sited and designed at an appropriate scale (size of main structure footprint, size and number of accessory structures/uses, and total areas of</i></p>	<p>Inconsistent. The proposed project is not designed at an appropriate scale to avoid damage to native protected trees. The proposed scale of the project requires removal of up to 21 oaks. A total of 64 native and non-native</p>

REQUIREMENT	DISCUSSION
<p><i>paving, motorcourts and landscaping) to avoid damage to native protected trees (e.g., oaks), non-native roosting and nesting trees, and nonnative protected trees by incorporating buffer areas, clustering, or other appropriate measures. Mature protected trees that have grown into the natural stature particular to the species should receive priority for preservation over other immature, protected trees. Where native protected trees are removed, they shall be mitigated and replaced in a manner consistent with County standard conditions for tree replacement. Native trees shall be incorporated into site landscaping plans.</i></p>	<p>trees may be removed.</p> <p>An active hawk nest was identified in the project site by a neighbor and discussed at an SBAR meeting. The nest has not been confirmed by the County biologist. In summary, the project as currently configured is inconsistent with this policy.</p>
<p><i>Toro Canyon Plan DevStd CIRC-TC-1.5:</i> <i>The County shall balance the need for new road improvements with protection of the area's semi-rural character. All development shall be designed to respect the area's environment and minimize disruption of the semi-rural character.</i></p>	<p>Inconsistent. Although the bridge needs to be replaced, the current design of the bridge is not congruent with the rural character of the area nor is the design sensitive to the existing environmentally sensitive environment. The result of the project would be an area with a more urban look due to the widened and flattened roadway and 30 foot swaths on either side of the roadway, denuded of vegetation. Therefore, the project as currently designed is inconsistent with this policy.</p>

6.4 Subdivision/Development Review Committee

The CUP and CDP for the project were reviewed by the Subdivision/Development Review Committee on September 15, 2011. The Flood Control District requested all relevant correspondence regarding the Federal Emergency Management Agency (FEMA).

6.5 Agricultural Preserve Advisory Committee

The CUP and CDP for the project were reviewed by the Agricultural Preserve Advisory Committee (APAC) on September 6, 2013, since the project involves a proposal to acquire a portion of the property for the bridge replacement that is covered by an Agricultural Preserve Contract (75-AP-024). The APAC unanimously found the project consistent with the Uniform Rules.

7.0 APPEALS PROCEDURE

The action of the Planning Commission may be appealed to the Board of Supervisors within 10 calendar days of said action. For developments which are appealable to the California Coastal Commission, under Section 35-182.6, no appeal fees will be charged.

The action of the Board of Supervisors may be appealed to the California Coastal Commission within ten (10) working days of receipt by the Coastal Commission of the County's notice of final action.

ATTACHMENTS

- A. Findings
- B. Notice of Exemption
- C. Appeal Letter, Board of Architectural Review Denial
- D. Board of Architectural Review Minutes (Case No. 12BAR-00000-00096)
- E. APN Sheet
- F. Site Plan

ATTACHMENT A: FINDINGS

1.0 CEQA FINDINGS

The proposed denial is exempt from environmental review pursuant to Section 15270 (Projects Which are Disapproved) of the Guidelines for Implementation of the California Environmental Quality Act. Attachment B, incorporated herein by reference, contains a more detailed discussion.

2.0 DESIGN REVIEW FINDINGS

Findings required for all Design Review applications for sites outside of the Montecito Community Plan area. In compliance with Section 35-184.6 of the Article II Zoning Ordinance, prior to the approval or conditional approval of an application for Design Review for sites outside of the Montecito Community Plan area, the review authority shall first make all of the following findings. However, as a result of the recommendation for project denial, only those findings which cannot be made are discussed below.

- 1. In areas designated as rural on the land use plan maps, the design, height, and scale of structures shall be compatible with the character of the surrounding natural environment, except where technical requirements dictate otherwise. Structures shall be subordinate in appearance to natural landforms; shall be designed to follow the natural contours of the landscape; and shall be sited so as not to intrude into the skyline as seen from public viewing places.*

Though the appellant has stated that the project footprint has been reduced to Caltrans' minimum allowed state safety standards, the appellant has also discussed with County staff that safety standards can be modified on a case by case basis; therefore, staff's opinion is that this is a case where the safety standards should be modified to consider the specific environment of the project site, including the rural character of the roadway and the environmentally sensitive habitat of the creek.

The proposed project would replace an existing, narrow stone bridge and would level and widen Highway 192 for a total of approximately 690 feet on the western approach and 290 feet on the eastern approach. The engineered bridge and roadway design would be incompatible with the existing character of the roadway which is narrow, scenic, and rural. Vegetation removal necessary to build the project would denude what is now mature landscaping including specimen, +/- 80 foot tall clustered sycamore trees. The project includes removal of up to 64 mature, specimen trees including 12 sycamores and 21 oaks, many located within a riparian corridor. Therefore, the scale and design of the project is not subordinate to the surrounding natural environment and is incompatible with the character of the surrounding natural environment.

8. *Site layout, orientation, and location of structures, buildings, and signs are in an appropriate and well designed relationship to one another, and to the environmental qualities, open spaces, and topography of the property.*

All projects subject to SBAR approval are subject to the same findings of approval, whether the project consists of a new project or a redesign of an existing structure.

The proposed project would widen and level an existing stretch of narrow, scenic highway and would install a replacement bridge in the location of an existing narrow stone bridge. Construction of the project would necessarily flatten the existing topography. Additionally, the project would require the removal of all trees within 30 feet on either side of the roadway for the entire 980 foot length of the improvement thereby creating a sense of wide open highway where one does not currently exist. The project includes removal of up to 64 trees, many of which are mature, specimen trees including 12 sycamores and 21 oaks. Therefore, the project does not respect the environmental quality and topography of the area.

9. *Adequate landscaping is provided in proportion to the project and the site with due regard to preservation of specimen and landmark trees, existing vegetation, selection of planting which will be appropriate to the project, and adequate provisions for maintenance of all plantings.*

The proposed project does not have due regard to the preservation of specimen and landmark trees and existing vegetation. The project includes removal of numerous mature specimen trees including approximately 12 sycamores and 21 oaks, many located within a riparian corridor. Some of the trees proposed for removal reach up to 80 feet in height. Proposed new landscaping would maintain 30 feet clear on either side of the widened roadway for the entire length of the project site. Therefore, regardless of the number of new plants proposed, landscaping will not will not be in proportion to the project, the site, or the area adjacent to Highway 192.

ATTACHMENT B

NOTICE OF EXEMPTION

TO: Santa Barbara County Clerk of the Board of Supervisors

FROM: Jennifer Siemens, Contract Planner, Planning and Development Department

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

APN: 005-310-007, -008, -012, -021, -025, -026, 005-320-025, -042

Case No.: 14APL-00000-00004, 12BAR-00000-00096

Location: State Highway 192, post mile 15.4/15.6- Foothill Road about ½ mile west of Cravens Lane

Project Title: Caltrans Bridge Replacement Appeal

Project Applicant: California Department of Transportation

Project Description: The project would replace the existing 1920's era Arroyo Parida Creek Bridge on State Route 192 with a new bridge measuring 60 feet long by 40 feet wide. The bridge width would provide shoulders and include bridge and bicycle rails. A 74-foot retaining wall would be constructed at the southwest corner of the bridge. The top of the retaining wall would be just below the finished grade of the new pavement, requiring that the bridge and bicycle rail extend the length of the wall. An existing 18-inch culvert west of the bridge would be replaced by a 10-foot by 6-foot concrete box culvert. A new hybrid roughened channel/step pool channel designed to allow fish passage and meet hydraulic requirements. Rock slope protection would be installed on the southeast creek bank, extending 95 feet downstream of the structure. Rock slope protection would also be placed around the abutments and drainage systems serving the bridge and roadway. A total of (75) trees could be impacted by the project. Forty-one of these trees are natives [(21) oaks, (12) sycamores, (2) walnuts, and (6) willows]; the remaining 34 are non-native trees. Twelve of the native trees [(6) oaks and (6) sycamores] are trees that may have more than 20% of their root zones affected during construction. Mitigation planting is included in the project. The project would also include the replacement of five utility poles within the Caltrans right-of-way. Existing gas lines within the project site would be replaced and realigned.

Name of Public Agency Denying Project: Santa Barbara County

Name of Person or Agency Carrying Out Project: California Department of Transportation

Exempt Status: (Check one)

☐ Ministerial
☒ Statutory Exemption
☐ Categorical Exemption
☐ Emergency Project
☐ Declared Emergency

Cite specific CEQA and/or CEQA Guideline Section: Section 15270 (Projects which are disapproved)

Reasons to support exemption findings:

The proposed denial is exempt from environmental review pursuant to Section 15270 (Projects which are disapproved) of the Guidelines for Implementation of the California Environmental Quality Act. Section 15270 statutorily exempts projects from CEQA review which a public agency rejects or disapproves.

Lead Agency Contact Person: Jennifer Siemens, Contract Planner

Phone #: 805-568-2000

Department/Division Representative: _____

Date: _____

Acceptance Date: _____

Distribution: Case file (Jennifer Siemens, Contract Planner)
Hearing Support Staff

Date Filed by County Clerk: _____.

ATTACHMENT C

**APPEAL LETTER,
BOARD OF ARCHITECTURAL REVIEW DENIAL**



PLANNING & DEVELOPMENT APPEAL FORM

SITE ADDRESS: State Highway 192, post mile 15.4/15.6. – Foothill Rd. about ½ mile west of Cravens Lane, Carpinteria _____

PARCEL NUMBER: 005-310-007,008,012,021,025,026; 005-320-025,042. _____

PARCEL SIZE (acres/sq.ft.): Gross 5,000 sq/ft _____ Net _____

COMPREHENSIVE/COASTAL PLAN DESIGNATION: _____ ZONING: Transportation Corridor _____

Are there previous permits/applications? ☐ no ☒ yes numbers: 10CUP-00000-00020
(include permit# & lot # if tract)

Are there previous environmental (CEQA) documents? ☐ no ☒ yes numbers: SCH#2003011041

1. Appellant: California Dept. of Transportation _____ Phone: 805-549-3127 _____

Mailing Address: 50 Higuera Street, San Luis Obispo, CA 93401 _____ E-mail: _____
Street City State Zip

2. Owner: Tim Gubbins, District Director _____ Phone: 805-549-3127 _____

Mailing Address: same as appellant _____ E-mail: tim.gubbins@dot.ca.gov _____
Street City State Zip

3. Agent: Amy Donatello, Project Manager _____ Phone: 805-549-3014 _____

Mailing Address: same as appellant _____ E-mail: amy.donatello@dot.ca.gov _____
Street City State Zip

4. Attorney: _____ Phone: _____ FAX: _____

Mailing Address: _____ E-mail _____
Street City State Zip

14APL-00000-00004

COUNTY USE ONLY

Case
Supe CALTRANS BRIDGE APPEAL
Appli SANTA BARBARA, CA 2/18/14
Proje
Zonin SANTA BARBARA 111-111-111

Companion Case Number: _____
Submittal Date: _____
Receipt Number: _____
Accepted for Processing: _____
Comp. Plan Designation: _____

COUNTY OF SANTA BARBARA APPEAL TO THE :

☐ BOARD OF SUPERVISORS

☒ PLANNING COMMISSION: ☒ COUNTY ☐ MONTECITO

RE: Project Title Arroyo Parida Bridge Replacement

Case No. 12BAR-00000-00096

Date of Action 02/07/2014

I hereby appeal the ☐ approval ☐ approval w/conditions ☒ denial of the:

☒ Board of Architectural Review – Which Board? South County

☐ Coastal Development Permit decision

☐ Land Use Permit decision

☐ Planning Commission decision – Which Commission?

☐ Planning & Development Director decision

☐ Zoning Administrator decision

Is the appellant the applicant or an aggrieved party?

☒ Applicant

☐ Aggrieved party – if you are not the applicant, provide an explanation of how you are and "aggrieved party" as defined on page two of this appeal form:

Reason of grounds for the appeal – Write the reason for the appeal below or submit 8 copies of your appeal letter that addresses the appeal requirements listed on page two of this appeal form:

- A clear, complete and concise statement of the reasons why the decision or determination is inconsistent with the provisions and purposes of the County's Zoning Ordinances or other applicable law; and
- Grounds shall be specifically stated if it is claimed that there was error or abuse of discretion, or lack of a fair and impartial hearing, or that the decision is not supported by the evidence presented for consideration, or that there is significant new evidence relevant to the decision which could not have been presented at the time the decision was made.

The findings the BAR did not make were:

Finding #1 - In areas designated as rural on the land use plan maps, the height, scale, and design of structures shall be compatible with the character of the surrounding natural environment, except where technical requirements dictate otherwise. Structures shall be subordinate in appearance to natural landforms; shall be designed to follow the natural contours of the landscape; and shall be sited so as not to intrude into the skyline as seen from public viewing places.

The project footprint has been reduced to the minimum allowed by State safety standards. The 4-foot shoulders on the roadway will provide much needed safety for bicyclists. Extra shoulder width on the bridge is desired as there is no unpaved shoulder to provide an additional margin of safety, as on the adjacent roadway. This clearly falls within the "technical requirements" exception allowed under Finding #1 (California Government Code Section 14030 (d) Planning, designing, constructing, operating, and maintaining those transportation systems that the Legislature has made, or may make, the responsibility of the department. California Government Code Section 14030 (d) Planning, designing, constructing, operating, and maintaining those transportation systems that the Legislature has made, or may make, the responsibility of the department.). The BAR is an architectural review board, not a team of design or highway safety engineers. This decision was an error in the discretion of the board's purview and is not supported by the evidence presented for consideration.

Finding #8 - Site layout, orientation, and location of structures, buildings and signs are in appropriate and well designed relationship to one another, and to the environmental qualities, open spaces, and topography of the property.

The project involves the upgrading of an existing highway, it is not a new site development as envisioned in Finding #8. The bridge location cannot be changed without extraordinary impact to the surrounding environment.

The BAR was allowed to select its preferred options regarding every possible design element (bridge rails, concrete finish, end block and curb materials, etc.). The roadway shoulder width was reduced from the 8-foot standard in accordance with the BAR's desire. No hillside views will be obstructed. The vertical profile will be raised to correct a sight distance deficiency at the westerly bridge approach; the average fill depth will be about 2.5 feet with a maximum depth of 5 feet at the low point in the roadway. The bridge will remain at the current elevation. The highway's horizontal alignment is essentially the same. This was an inappropriate application of the Finding as this is not a new site development.

Finding #9 - Adequate landscaping is provided in proportion to the project and the site with due regard to preservation of specimen and landmark trees, existing vegetation, selection of planting which will be appropriate to the project, and adequate provision of maintenance of all planting.

Adequate replacement landscaping is being provided. The replacement planting plan was based upon the BAR's wishes for a variety of replacement plant sizes and designed in accordance with the replacement ratios furnished by County Planning staff. The replacement plants are all native species indigenous to the

local area and they will be maintained until established as a three year plant establishment contract is a feature of the project. During that time any plant that is damaged or fails to thrive will be replaced. The plants will be fully established at that point.

The only vegetation slated for removal is within the cut and fill limits of the proposed project, as detailed in the 3-20-2013 and 10-13-2013 tree removal and replacement reports prepared by Caltrans staff. The BAR is justifiably concerned about the large group of sycamore trees at the northeast corner of the bridge. As detailed in the tree reports, every effort will be made to preserve these trees and we do believe approximately 50% of the 11 trees can be saved. Nevertheless, we have provided for replacement plants in our restoration plan, these plants will be planted even if the sycamores are preserved. The BAR's decision is not supported by the evidence presented for consideration.

Specific conditions imposed which I wish to appeal are (if applicable):

- a. _____
- b. _____
- c. _____
- d. _____

Please include any other information you feel is relevant to this application.

CERTIFICATION OF ACCURACY AND COMPLETENESS Signatures must be completed for each line. If one or more of the parties are the same, please re-sign the applicable line.

Applicant's signature authorizes County staff to enter the property described above for the purposes of inspection.

I hereby declare under penalty of perjury that the information contained in this application and all attached materials are correct, true and complete. I acknowledge and agree that the County of Santa Barbara is relying on the accuracy of this information and my representations in order to process this application and that any permits issued by the County may be rescinded if it is determined that the information and materials submitted are not true and correct. I further acknowledge that I may be liable for any costs associated with rescission of such permits.

Print name and sign - Firm

Date

Chuck Cesena

Chuck Cesena

2-14-2014

Print name and sign - Preparer of this form

Date

Print name and sign - Applicant

Date

for

Amy Donatello

David Beard

2-14-2014

Print name and sign - Agent

Date

Print name and sign - Landowner

Date

ATTACHMENT D

**BOARD OF ARCHITECTURAL REVIEW MINUTES
CASE NO. 12BAR-00000-00096**

V. SBAR MEMBERS INFORMATIONAL BRIEFINGS: None.

VI. STAFF UPDATE: None.

VII. STANDARD AGENDA:

1. **12BAR-00000-00096 Caltrans State Route 192 New Bridge Carpinteria**
10CUP-00000-00020 (Nicole Lieu, Planner) Jurisdiction: Toro
Request of Kelso Vildal, agent for the applicant, Caltrans, Dennis Reeves, to consider Case No. 12BAR-00000-00096 for **conceptual review of a replacement of a new bridge of approximately 2,400 square feet and retaining wall of approximately 1,650 square feet on State Route 192. The proposed wall is 22 feet in height and 75 feet in length; however, the exposed wall height will vary from 0 feet up to a maximum of 9 feet. This exposed wall is not anticipated to be visible from the roadway.** The following structures currently exist on the parcel: a bridge of approximately 828 square feet and second existing structure is a retaining wall of approximately 350 square feet. The proposed project will require 5,400 cubic yards of cut (2,702 cubic yards: structures) and 5,634 cubic yards of fill (2,216 cubic yards: structures). The property is a 5,000 square foot parcel zoned Transportation Corridor and shown as Assessor's Parcel Numbers 005-310-007; 005-310-008; 005-310-012; 005-310-026; 005-310-021; 005-310-025; 005-320-025; 005-320-042, located at **Post mile 15.5 on State Route 192 (Foothill blvd) northwest from the City of Carpinteria in the Carpinteria area, First Supervisorial District.**

COMMENTS:

Public comment: Lou Goodfield

SBAR Comments:

- a. The SBAR has fundamental design objections to the proposed project. While the SBAR understands that the bridge needs to be replaced (deteriorating, inadequate rebar, etc.), this project is a very severe design approach to replacing the bridge which will be visually disruptive and unacceptable. What is and currently has the aesthetic of a county road bridge will have the aesthetic of a freeway bridge or will simply go unnoticed to the public; the feeling of the rural highway crossing a stream will be lost. Additionally, the bridge replacement may not work to improve safety as cars will increase their speeds over the bridge given planned removal of the vertical and horizontal curves. While the drawings are very far along, CalTrans needs to consider a new approach to the design of the bridge replacement that leaves at least the vertical curve, does not remove 63 trees and uses sandstone facing.
- b. Project does not respond to the site and is not contextual; redesign needs to retain aesthetic of a country highway crossing a creek with a bridge. The project as designed will be an abrupt change from the existing character of the area. Redesign to decrease scope of project as much as feasible. Length of bridge need to appear shorter.
- c. Any (facing) material but sandstone on the new bridge is inappropriate. Reuse sandstone of existing bridge.
- d. Planting should not be linear but rather should be clustered in a natural aesthetic. Redesign to remove as few mature trees as possible. Need some substantial plant materials that go in immediately to help establish the project aesthetically.

Project received conceptual review only, no action was taken. Applicant to return for further conceptual review.

Project received conceptual review only, no action was taken. Applicant was requested to return for further conceptual review.

14. **12BAR-00000-00017** **Wood New Barn, Stables,
Storage/Office and Reservoir** **Carpinteria**
12CDP-00000-00052 (Errin Briggs, Planner) **Jurisdiction: Ridgeline - Rural**
Request of Price Post Parma LLP, Chris Price, Agent and Appleton and Associates Inc, Ken Mineau, architect for the owner Scott Wood, to consider Case No. 12BAR-00000-00017 for preliminary/final approval for proposed removal of existing open air corrals, stalls and sheds of approximately 55,556 square feet and construction of a new Stable 1 of approximately 2,512 square feet, a new Stable 2 of approximately 2,658 square feet, an owner's tack of approximately 1,688 square feet, a trainer's tack of approximately 1,612 square feet, a second floor staff screening area of approximately 1,130 square feet, a covered aisle of approximately 9,982 square feet, and a barn of approximately 810 square feet. The proposed project will require approximately 135 cubic yards of cut and 1,996 cubic yards of fill. The property is a 51.86 acre parcel zoned AG-I-20 and shown as Assessor's Parcel Number 005-210-047, located at 200 Lambert Road in the Carpinteria area, First Supervisorial District.
(Continued 2/17/12 & 7/20/12 & 4/19/13 & 5/03/13)

ACTION: Romano moved, seconded by Pujo and carried by a vote of 6 to 0 to drop the item from the Standard Agenda. *See Agenda Status Report.*

15. **12BAR-00000-00096** **Caltrans State Route 192 New Bridge** **Carpinteria**
10CUP-00000-00020 (Nicole Lieu, Planner) **Jurisdiction: Toro**
Request of Kelso Vidal, agent for the applicant, Caltrans, Dennis Reeves, to consider Case No. 12BAR-00000-00096 for further conceptual review of a replacement of a new bridge of approximately 2,400 square feet and retaining wall of approximately 1,650 square feet on State Route 192. The proposed wall is 22 feet in height and 75 feet in length; however, the exposed wall height will vary from 0 feet up to a maximum of 9 feet. This exposed wall is not anticipated to be visible from the roadway. The following structures currently exist on the parcel: a bridge of approximately 828 square feet and second existing structure is a retaining wall of approximately 350 square feet. The proposed project will require 5,400 cubic yards of cut 2,702 cubic yards: structures) and 5,634 cubic yards of fill (2,216 cubic yards: structures). The property is a 5,000 square foot parcel zoned Transportation Corridor and shown as Assessor's Parcel Numbers 005-310-007; 005-310-008; 005-310-012; 005-310-026; 005-310-021; 005-310-025; 005-320-025; 005-320-042, located at Post Mile 15.5 on State Route 192 (Foothill Blvd.) northwest from the City of Carpinteria in the Carpinteria area, First Supervisorial District.
(Continued from 7/20/12 & 4/19/13)

COMMENTS:

- a. CalTrans offered many typical design standards to choose from but SBAR needs a better sense of the local context of the project.
- b. Serious concerns about the extent of landscape removal; not enough time to truly comment on landscape plan and scope of project.
- c. SBAR specified the following preferences on the bridge and landscape design:
 - o Bear River: type 80.
 - o Low curb cast from existing bridge and post.
 - o Cast concrete timber beam driftwood finish.
 - o Darkened bike rail and guard rail continuous along entire length.
 - o End block to be as short as code allows.
 - o Maybe use concrete cast piers at ends to minimize height of cast stone.
 - o Plants should be clustered in naturalistic fashion.
 - o Need a variety of larger box size trees.
- d. Return with sections through project including landscaping.
- e. Very good presentation for the purpose of narrowing down design option. However, at the next SBAR review return with a project proposal.

10. 13BAR-00000-00175 Leonard New Residence and Guest House Carpinteria
13CDP-00000-00052 (J. Ritterbeck, Planner) Jurisdiction: Ridgeline - Rural

Request of James Zimmerman, architect for the owners, Clif and Heike Leonard, to consider Case No. 13BAR-00000-00175 for **further conceptual review of a new residence of approximately 3,057 square feet and guesthouse of approximately 670 square feet.** No structures currently exist on the parcel. The proposed project will require 125 cubic yards of cut and fill. The property is a 2.3 acre parcel zoned AG-I-10 and shown as Assessor's Parcel Number 001-130-021,- 022, located at **(no street number) Gobernador Canyon Road** in the Carpinteria area, First Supervisorial District. (Continued from 9/20/13 & 10/04/13)

COMMENTS:

- Looks good; low slung. Matches the rural character of Gobernador Canyon.
- Return for preliminary and final reviews with a landscape plan and information from the arborist.

Project received further conceptual review only, no action was taken. Applicant may return for preliminary and final approval.

11. 12BAR-00000-00096 Caltrans State Route 192 New Bridge Carpinteria
10CUP-00000-00020 (Nicole Lieu, Planner) Jurisdiction: Toro

Request of Kelso Vidal, agent for the applicant, Caltrans, Dennis Reeves, to consider Case No. 12BAR-00000-00096 for **further conceptual review of a replacement of a new bridge of approximately 2,400 square feet and retaining wall of approximately 1,650 square feet on State Route 192.** The proposed wall is 22 feet in height and 75 feet in length; however, the exposed wall height will vary from 0 feet up to a maximum of 9 feet. This exposed wall is not anticipated to be visible from the roadway. The following structures currently exist on the parcel: a bridge of approximately 828 square feet and second existing structure is a retaining wall of approximately 350 square feet. The proposed project will require 5,400 cubic yards of cut 2,702 cubic yards: structures) and 5,634 cubic yards of fill (2,216 cubic yards: structures). The property is a 5,000 square foot parcel zoned Transportation Corridor and shown as Assessor's Parcel Numbers 005-310-007; 005-310-008; 005-310-012; 005-310-026; 005-310-021; 005-310-025; 005-320-025; 005-320-042, located at **Post Mile 15.5 on State Route 192 (Foothill Blvd.) northwest from the City of Carpinteria** in the Carpinteria area, First Supervisorial District. (Continued from 7/20/12, 4/19/13 & 5/17/13)

COMMENTS:

- SBAR clarified with the applicant team that the bridge is 40 feet in length but the area of impact extends in either direction for 1,000 feet for a total area of disturbance of about 2000 linear feet.
- Project presents a straight and level stretch of roadway within a long, winding, curving rural highway in a distinctly rural context. Straight alignment will encourage speeding. SBAR questioned CalTrans about proposed way to mitigate resulting traffic hazards. Project seems overly aggressive.
- SBAR noted that the proposed roadway alignment will cause drivers to speed creating a dangerous situation and exacerbating any existing traffic problems.
- SBAR has fundamental concerns about the appropriateness of the project and would like to see a different design that lessens impacts both to circulation and to surrounding landscape. Strongly recommend simply replacing the bridge in kind and doing nothing to straighten roadway or remove landscaping.
- In respect to design of the bridge: timber end block bridge design is appropriate. In respect to landscaping: materials are appropriate.
- SBAR will conduct a site visit prior to the next hearing on this project.

Project received further conceptual review only, no action was taken. Applicant was request to return for further conceptual review with a scheduled site visit.

feet and storage building of approximately 338 square feet. The proposed project will require approximately 20 cubic yards of cut and fill. The property is a 2.58 acre parcel zoned 1.5-EX-1 and shown as Assessor's Parcel Number 061-301-003, located at **501 Via Sinouso** in the Hope Ranch area, Second Supervisorial District. (Continued from 1/24/14)

ACTION: Froscher moved, seconded by Ettinger and carried by a vote of 7 to 0 to grant preliminary and final approval of 13BAR-00000-002567.

15. **13BAR-00000-00207 Honey Residence Addition Toro Canyon**
13LUP-00000-00439 (Kimberly McCarthy Planner) Jurisdiction: Toro
Request of Clay Aurrell, architect for the owners, Ryan and Tamara Honey, to consider Case No. 13BAR-00000-00207 for **preliminary approval of a residence addition of approximately 198 square feet.** The following structure currently exists on the parcel: a residence of approximately 1,090 square feet. The proposed project will not require grading. The property is a .95 acre parcel zoned 1-E-1 and shown as Assessor's Parcel Number 155-100-001, located at **848 Ladera Lane** in the Toro Canyon area, First Supervisorial District. (Continued from 11/01/13, 12/06/13, 1/10/14 & 1/24/14)

ACTION: Chappell moved, seconded by Froscher and carried by a vote of 6 to 0 (Yardy not present at this time) to drop 13BAR-00000-00207 from the agenda at the request of the applicant. See Agenda Status Report.

16. **14BAR-00000-00017 Smith New Residence Carpinteria**
(No Assigned Planner) Jurisdiction: Ridgeline - Rural
Request of Dylan Chappell, architect for the owner, Aaron Smith, to consider Case No. 14BAR-00000-00017 for **conceptual review of a new residence of approximately 1,467 square feet.** No structures currently exist on the parcel. The proposed project will require 150 cubic yards of cut and 15 cubic yards of fill. The property is a 2.9 acre parcel zoned AG and shown as Assessor's Parcel Number 001-080-027, located at **(no number) Bega Way** in the Carpinteria area, First Supervisorial District.

COMMENTS:

- a. Need a watertable to be traditional to Board and Battt. Band should be at floor level. Area below could be stone or other alternative treatment.
- b. Consider adding a trellis over the deck.
- c. Would look better with a 4:12 roofline.
- d. Need a landscape plan for disturbed areas.

Project received conceptual review only, no action was taken. Applicant may return for preliminary and final approval.

17. **12BAR-00000-00096 Caltrans State Route 192 Arroyo Parida Bridge Replacement Project Carpinteria**
10CUP-00000-00020 (Nicole Lieu, Planner) Jurisdiction: Toro
Request of Kelso Vidal, agent for the applicant, Caltrans, Dennis Reeves, to consider Case No. 12BAR-00000-00096 for **further conceptual/preliminary approval of a replacement of a new bridge of approximately 2,400 square feet and retaining wall of approximately 1,650 square feet on State Route 192.** The proposed wall is 22 feet in height and 75 feet in length; however, the exposed wall height will vary from 0 feet up to a maximum of 9 feet. This exposed wall is not anticipated to be visible from the roadway. The following structures currently exist on the parcel: a bridge of approximately 828 square feet and second existing structure is a retaining wall of approximately 350 square feet. The proposed project will require 5,400 cubic yards of cut 2,702 cubic yards: structures) and 5,634 cubic yards of fill (2,216 cubic yards: structures). The property is a 5,000 square foot parcel zoned Transportation Corridor and shown as Assessor's Parcel Numbers 005-310-007; 005-310-008; 005-310-012; 005-310-026; 005-310-021; 005-310-025; 005-320-025; 005-320-042, located at **Post Mile 15.5 on State Route 192 (Foothill Blvd.) northwest from the City of Carpinteria** in the Carpinteria area, First Supervisorial District. (Continued from 7/20/12, 4/19/13, 5/17/13, 10/18/13 & 11/01/13)

Public speakers: Rik Prussing, Llew Goodfield, Maude Brersene, Annie Bardach, Robert Lesser.

COMMENTS:

- The proposed wider bridge and wider roadway will nullify the safety improvements by increasing speeds.
- Project eliminates pastoral quality of the rural roadway.
- A compromise of CalTrans standards could and should be made for safety and for the beauty of the area. It makes no sense to approve a segment of "improved roadway" in an iconic scenic rural road when the rest of the highway is not being improved.
- Need to listen to neighbors who are opposed because the project does not save trees or lower traffic speed through design. SBAR is in agreement with neighbors. The Board would like to see the old bridge restored without removing major trees, without flattening the vertical curve and without creating wider shoulders. SBAR understands that with these changes would require design exceptions from CalTrans.
- The adverse aesthetic impacts of the project do not justify the project.
The project received an unanimous denial based on the SBAR's inability to make SBAR finding 1., *in areas designated as rural on the land use plan maps, the height, scale and design of structures shall be compatible with the character of the surrounding natural environment...* (The proposed project would replace an existing, narrow stone bridge and would level and widen Hwy 192 for a total of approximately 1,000 feet extending out from the bridge. The engineered bridge and roadway design would be incompatible with the existing character of the roadway which is narrow, scenic, rural, and winding. Vegetation removal necessary to build the project would denude what is now mature landscaping including specimen, +/- 80 foot tall clustered sycamore trees with an active hawk nest. Therefore the scale and design of the project is incompatible with the character of the surrounding natural environment.), finding 6., *Site layout, orientation and location of structures, buildings, and signs are in an appropriate and well designed relationship to one another, respecting the environmental qualities, open spaces and topography of the property.*, (The proposed project would widen and level an existing stretch of narrow, winding, scenic highway and would install a replacement bridge in the location of an existing narrow stone bridge. Construction of the project would necessarily flatten the existing topography. Additionally, the project would require the removal of all trees within 30 feet on either side of the roadway for the entire length of the improvement thereby creating a sense of wide open highway where one does not currently exist. Therefore, the project does not respect the environmental quality and topography of the area.), and finding 7., *Adequate landscape is provided in proportion to the project and the site with due regard to preservation of specimen and landmark trees...* (The project includes the removal of numerous mature specimen riparian trees including sycamores and oaks. Proposed new landscaping would maintain 30 feet clear on either side of the widened roadway. Therefore, regardless of the number of new plants proposed, landscaping will not recreate the existing rural aesthetic of the roadway and will not be in proportion to the project and the site.)

ACTION: Chappell moved, seconded by Romano and carried by a vote of 7 to 0 to deny 12BAR-00000-00096.

18. **14BAR-00000-00013** **Warkentin Two Employee Dwellings** **Santa Barbara**
(No Assigned Planner) **Jurisdiction: Goleta**

Request of Dylan Chappell, architect for the owner, John Warkentin, to consider Case No. 14BAR-00000-00013 for conceptual review of two new employee dwellings with attached garages of approximately 2,500 square feet each. No structures currently exist on the parcel. The proposed project will require 200 cubic yards of cut and 300 cubic yards of fill. The property is a 84.25 acre parcel zoned AG-1-40 and shown as Assessor's Parcel Number 153-340-057, located at 1400 San Marcos Pass Road in the Santa Barbara area, Second Supervisorial District.

COMMENTS:

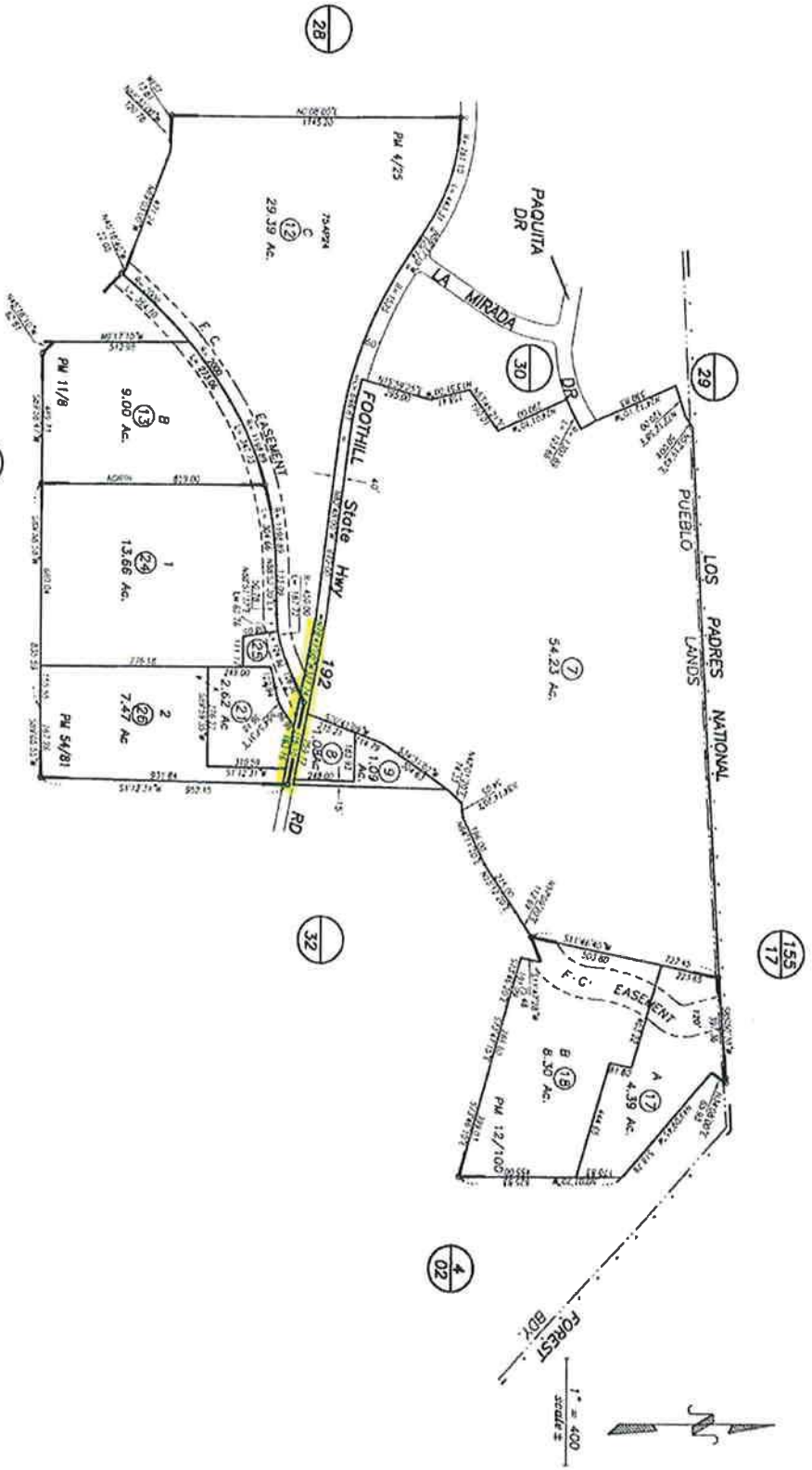
- a. Size, bulk and scale of buildings are acceptable.
- b. House #1: Design is acceptable however, there's an opportunity to do classic adobe ranch style. Entry does not have a relaxed hacienda feeling. Entry is narrow and tall and stone material makes it a grand entry which is unnecessary to the design. House

ATTACHMENT E

APN SHEETS

POR. PUEBLO LANDS

005-31



NOTICE

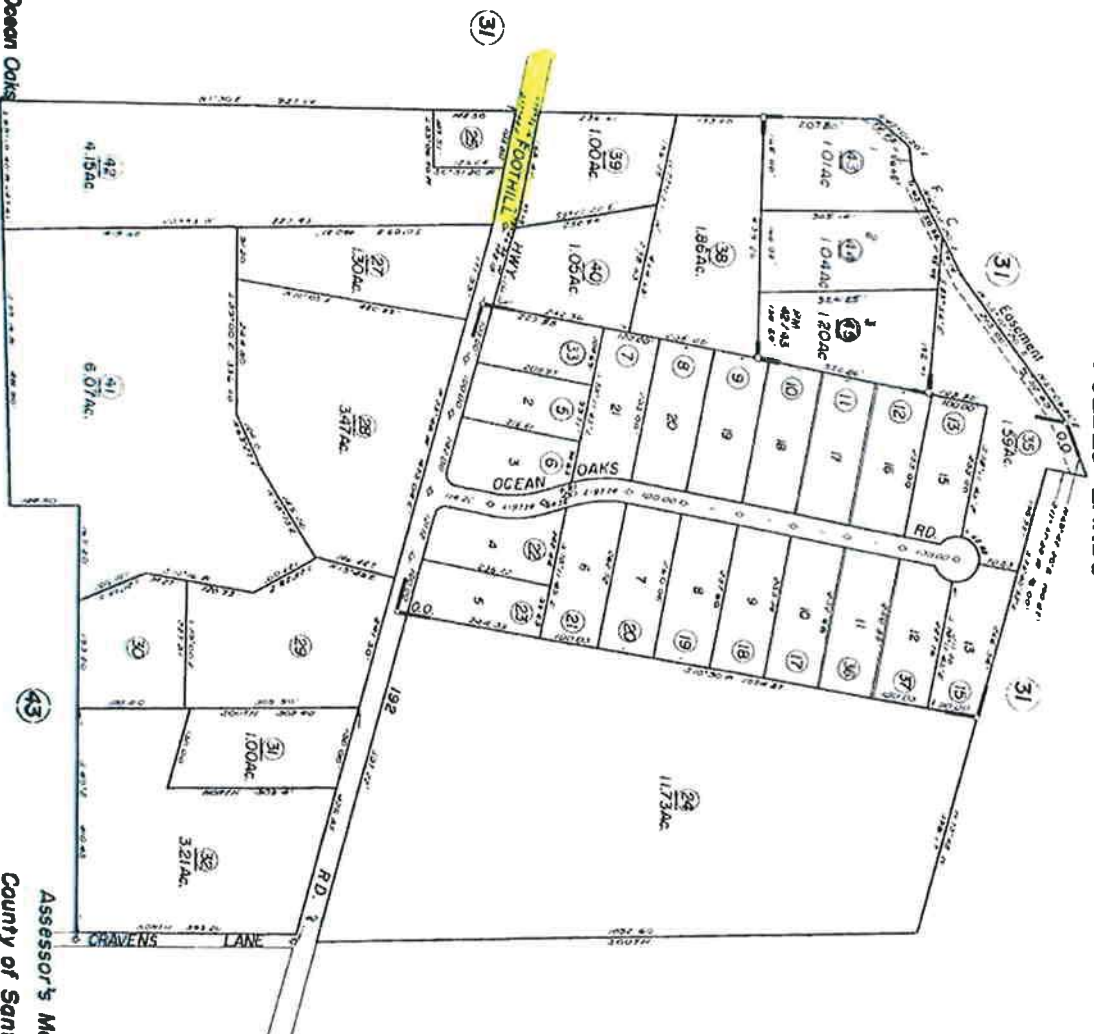
Assessor's Parcels are for tax assessment purposes only and do not indicate either parcel legacy or a valid building site.

Assessor's Map Bk, 005-Pg, 31
County of Santa Barbara, Calif.

09/00 19 & 22 Pds 24-26

PUEBLO LANDS

5 - 32



R. M. Bk. 15, Pg. 264 - Ocean Oaks

NOTE - Assessor's Block Numbers Shown in Ellipses
Assessor's Parcel Numbers Shown in Circles

Assessor's Map Bk. 5 - Pg. 32
County of Santa Barbara, Calif.

767 24 / 11/19 42, 44 & 45

Bk 3

ATTACHMENT F

SITE PLAN

