

MONTECITO PLANNING COMMISSION
Coastal Zone Staff Report for the San Ysidro Roundabout



Hearing Date: April 22, 2020
Staff Report Date: April 2, 2020
Case No.: 19DVP-00000-00030, 19CDP-00000-00098
Environmental Document: Addendum to Caltrans EIR (August 2014), Revised EIR (October 2017), Addendum (June 2018)

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This site is located at the intersection of San Ysidro Road, North Jameson Lane, and the northbound Highway 101 on- and off-ramps in the Montecito Community Plan Area, First Supervisorial District. The site does not have an assigned APN.

1.0 REQUEST

Hearing on the request of County Public Works to consider the following:

- Case No. 19DVP-00000-00030 [application filed on July 11, 2019] for approval of a Development Plan in compliance with Section 35-174 of Article II, the Coastal Zoning Ordinance, on land zoned TC (Transportation Corridor), to reconfigure the intersection at San Ysidro Road, North Jameson Lane, and the northbound Highway 101 on- and off-ramps from two stop-controlled intersections to a roundabout. The project would include new sidewalks, roadway pavement, curb and gutter, median islands, landscaping, stormwater improvements/bioretention areas, lighting, signage, and fencing. One retaining wall of 110 feet long and 3.8 to 20.9 feet high is proposed. Grading would include

approximately 650 cubic yards of cut and 1,400 cubic yards of fill. The project would require the removal of 38 trees, including 8 coast live oak trees. A total of 114 replacement trees are proposed;

- Case No. 19CDP-00000-00098 [application filed on July 11, 2019] for a Coastal Development Permit in compliance with Section 35-169 of Article II, the Coastal Zoning Ordinance on land zoned TC, for improvements described under 19DVP-00000-00030, above; and
- Accept and approve the Addendum (dated March 2020) to the Environmental Impact Report (EIR) prepared for the Caltrans Highway 101 HOV project (including the EIR dated August 26, 2014, revised EIR dated October 27, 2017, and EIR Addendum dated June 1, 2018) (the EIR) pursuant to the State Guidelines for Implementation of the California Environmental Quality Act (CEQA) as there are no new significant environmental impacts as a result of this project. The EIR found potentially significant and unmitigable (Class I) effects on the environment for project-specific and cumulative Visual Resource impacts and Transportation/Circulation impacts. The EIR found potentially significant but mitigable (Class II) effects on the environment in the following categories: Biological Resources, Cultural Resources, Noise, Paleontology, and Water Quality. All documents associated with this project may be reviewed online at www.sbcountyplanning.org.

This project site is located at the intersection of San Ysidro Road, North Jameson Lane, and the northbound Highway 101 on- and off-ramps in the Montecito Community Plan Area, First Supervisorial District.

2.0 RECOMMENDATION AND PROCEDURES

Follow the procedures outlined below and conditionally approve Case Nos. 19DVP-00000-00030 and 19CDP-00000-00098 marked "Officially Accepted, County of Santa Barbara April 22, 2020 Montecito Planning Commission" based upon the project's consistency with the Comprehensive Plan, including the Montecito Community Plan and Coastal Land Use Plan, and the ability to make the required findings.

Your Commission's motion should include the following:

1. Make the required findings for approval of the project specified in Attachment A of this staff report, including CEQA findings.
2. After considering the environmental review documents included as Attachment C (Addendum dated March 2020 together with the previously certified EIR dated August 26, 2014, the Revised EIR dated October 27, 2017, and the EIR Addendum dated June 1, 2018),

determine that as reflected in the CEQA findings, no subsequent Environmental Impact Report or Negative Declaration shall be prepared for this project.

3. Approve the project, Case Nos. 19DVP-00000-00030 and 19CDP-00000-00098, subject to the conditions included as Attachment B.

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

3.0 JURISDICTION

This project is being considered by the Montecito Planning Commission (MPC) based upon the requirements of the Article II, Coastal Zoning Ordinance. The MPC is the decision-maker for the Development Plan because Article II, Section 35-174.2.4 states that Development Plans outside the jurisdiction of the Director or the Zoning Administrator shall be within the jurisdiction of the Planning Commission, and the proposed Development Plan is not under the jurisdiction of the Director or Zoning Administrator. The MPC is the decision-maker for the Coastal Development Permit because Article II, Section 35-169.4.3b (Coastal Development Permit processed in conjunction with a discretionary permit application) indicates that Coastal Development Permits processed in conjunction with a discretionary permit application (such as a Development Plan) shall be under the jurisdiction of the decision-maker for the discretionary permit.

4.0 SUMMARY

The San Ysidro Roundabout was identified in the 2017 Highway 101 HOV Project Revised EIR as a mitigation project (among other intersection improvement options) for intersection impacts that would occur as a result of the Highway 101 HOV project. Based on the Traffic Operations Analysis Report prepared for the proposed project (Omni Means, March 2018) the San Ysidro Roundabout is expected to reduce traffic delay and improve the Level of Service (LOS) at the intersection of San Ysidro Road, North Jameson Lane, and the northbound Highway 101 on- and off-ramps as compared to both existing and anticipated future conditions. Implementation of the San Ysidro Roundabout will also comply with Coastal Land Use Plan (CLUP) Policy 7-32, which requires that the San Ysidro Roundabout project, among other projects, be completed prior the completion of the adjacent Highway 101 HOV segment located within the Montecito area.

The design of the roundabout has been carefully developed through conceptual design review by the Montecito Board of Architectural Review (MBAR) and, prior to that, through input provided by a San Ysidro Roundabout working group that included a subset of members of the MBAR and Montecito Planning Commission, as well as County Public Works staff. In conformance with the character of the surrounding area, the proposed project includes sandstone grouted cobble paving,

integral-colored concrete paving, sandstone planter walls, and a mix of native and Mediterranean plant species, low level lighting, and small-container as well as mature trees.

5.0 PROJECT INFORMATION

5.1 Site Information

Comprehensive Plan Designation	Coastal, TC (Transportation Corridor) land use designation, Montecito Community Plan area
Zone	TC (Transportation Corridor), Article II Coastal Zoning Ordinance, Coastal Commission Appeals Jurisdiction
Site Size	Approximately 110,000 square feet
Present Use & Development	Roadway/Intersection
Surrounding Uses/Zone(s)	North: Residential, 20-R-1 South: Visitor-Serving Commercial, C-V and Residential, 15-R-1 East: TC, Transportation Corridor West: TC, Transportation Corridor
Public Services	Water Supply: Montecito Water District Sewage: No service required Fire: Montecito Fire Police Services: County Sheriff

5.2 Description

The proposed project is request for a Development Plan and Coastal Development Permit to reconfigure the intersection at San Ysidro Road, North Jameson Lane, and the northbound Highway 101 on- and off-ramps from two stop-controlled intersections to a single lane roundabout. The project area of impact and layout are shown in Figure 1.0 below.

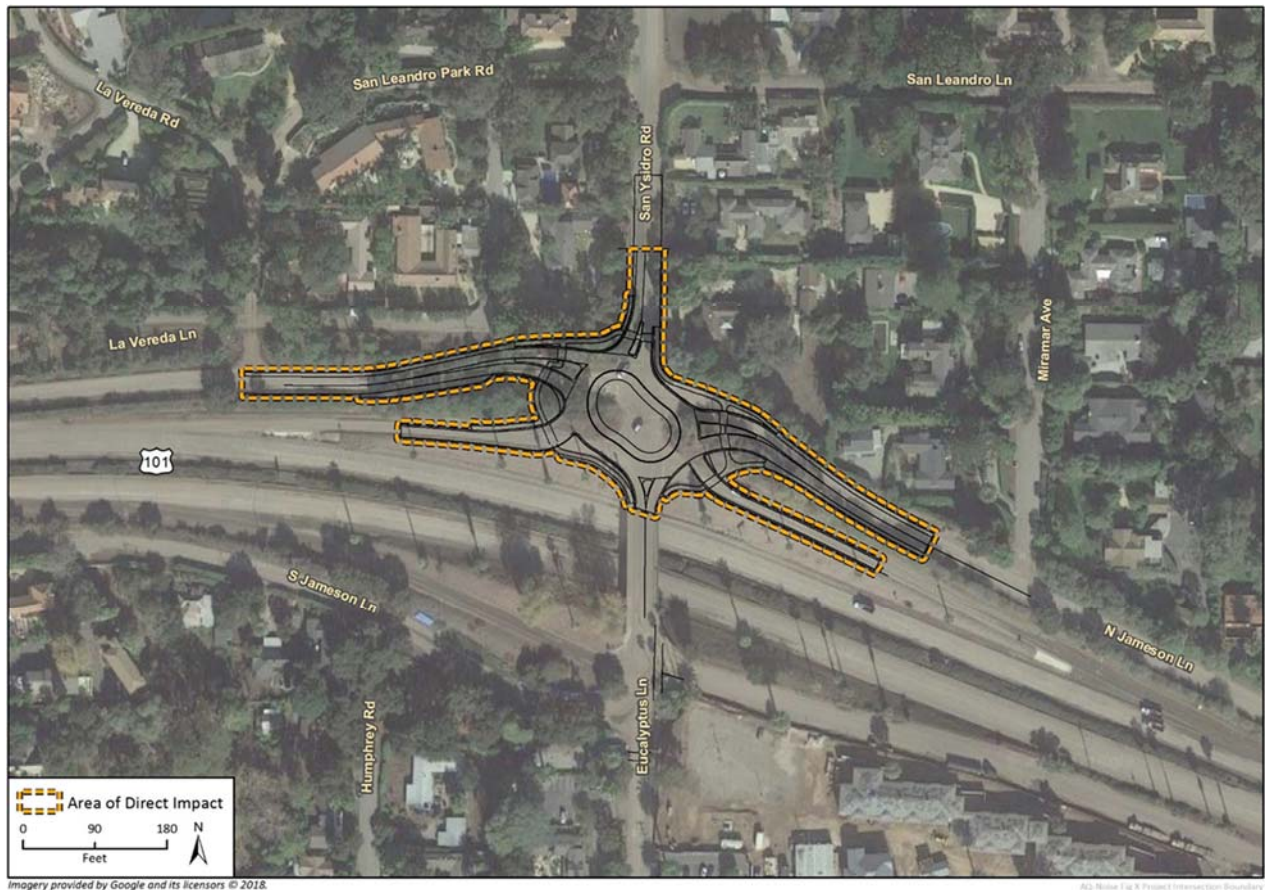


Figure 1.0 San Ysidro Roundabout

The roundabout will consist of a single lane roadway 21 feet in width, varying in diameter from 110 feet to 180 feet. The project would include new sidewalks, roadway pavement, curb and gutter, median islands, landscaping, stormwater improvements/bioretention areas, lighting, signage, and fencing. Class 2 bike lanes at San Ysidro Road and North Jameson Lane would terminate at the entrance to the roundabout and bicyclists would merge with motorists to travel through the roundabout or dismount their bikes and use the pedestrian pathways for circulation through the interchange. Pedestrian access would be provided by a new eight-foot-wide sidewalk and crosswalk. One retaining wall, 110 feet long and 3.8 to 20.9 feet high, is proposed. Nine new light standards (poles) of approximately 25 feet in height would be installed. Road safety signs would be installed at each of the roundabout legs and crosswalks. Grading would include approximately 650 cubic yards of cut and 1,400 cubic yards of fill. The project would require the removal of 38 trees, including 8 coast live oak trees. A total of 114 replacement trees are proposed, including 25 coast live oak (*Quercus agrifolia*) trees, 3 Western Sycamore trees and 87 Strawberry trees. The project includes approximately 54,000 square feet of landscaping using low water use native and Mediterranean plant species. Design elements include sandstone grouted cobble paving, integral

colored concrete paving, sandstone planter walls and natural wood split rail fencing. Water for proposed landscaping would be provided by the Montecito Water District.

5.3 Background Information

Highway 101 HOV Project

The San Ysidro Roundabout was identified as a mitigation measure in the 2017 Revised EIR (Attachment C-3) for the Highway 101 HOV project. The Highway 101 HOV project was approved on February 5, 2020. The roundabout, along with a number of other projects, will serve as mitigation for impacts to intersections that would occur due to the Highway 101 HOV project. The San Ysidro Roundabout will reduce traffic delay and improve the Level of Service (LOS) at the intersection.

Local Coastal Program Amendment

The San Ysidro Roundabout was identified through a Local Coastal Plan (LCP) Amendment as a balancing project designed to account for coastal wetland policy conflicts associated with the Highway 101 HOV project. On August 14, 2018, the Santa Barbara County Board of Supervisors adopted Resolution No. 18-199 submitting the Coastal Land Use Plan, including balancing projects, to the California Coastal Commission (CCC) as an amendment to the County's Local Coastal Program (LCP). On December 14, 2018, the CCC certified the amendment to the LCP with one suggested modification, which was subsequently accepted by the Board of Supervisors on March 19, 2019. The CCC granted final certification of the LCP, with the accepted modification, on May 9, 2019. As a part of the LCP Amendment, Coastal Land Use Plan (CLUP) policies 7-31, 7-32, and 7-33 were added. These policies require the implementation of a number of public benefit balancing projects, and require the development of pedestrian and bicycle friendly pathways in order to resolve wetland policy conflicts such that, on balance, coastal resources are protected and increased recreational, public access, and alternative transportation opportunities are provided. The San Ysidro Roundabout project is one of the projects identified in CLUP Policy 7-32 and therefore construction of the project implements the policy and aids in balancing policy conflicts from the Highway 101 HOV project.

San Ysidro Roundabout Working Group

Santa Barbara County Public Works coordinated a working group to obtain early input on the design of the San Ysidro Roundabout prior to submitting the project for review by the Montecito Board of Architectural Review (MBAR). The working group consisted of two MBAR members, two Montecito Planning commissioners, and Public Works staff/consultants. The working group

met on October 10 and November 25, 2019 and discussed site design, pedestrian safety, lighting, signage and landscaping. Recommendations from the working group are summarized as follows:

- Consider low reflective lighting without hotspots in order to maintain a neighborhood feel.
- Split-rail fencing may be acceptable.
- Minimize signage (to the extent feasible); incorporate coastal access signage; do not include wayfinding signage for individual businesses.
- Decomposed granite is preferred for walkways.

Consistent with recommendations from the working group, the plans incorporate low-level lighting (while providing adequate lighting for safety) and light distribution has been designed to avoid hotspots of concentrated lighting. The project includes split-rail fencing and signage will be limited to coastal access and safety signage. Decomposed granite was unable to be incorporated into the project due to Caltrans construction requirements. However, walkways have been designed using integral colored concrete in earth tones to maintain a semi-rural feel.

6.0 PROJECT ANALYSIS

6.1 Environmental Review

An EIR Addendum (Attachment C-1) has been prepared for the proposed project which tiers from the environmental review completed for the Highway 101 HOV project. Environmental documents prepared for the Highway 101 HOV project included a 2014 EIR (Attachment C-3), 2017 Revised EIR (Attachment C-4), and 2018 Addendum (Attachment C-5). Those documents are summarized as follows:

- **2014 EIR:** An EIR for the Highway 101 HOV project was certified on August 26, 2014. The 2014 EIR found significant (Class I) impacts as a result of both project-specific and cumulative Visual Resource impacts. The 2014 EIR identified significant but mitigable (Class II) impacts in the areas of Biological Resources, Cultural Resources, Noise, Paleontology, and Water Quality.
- **2017 Revised EIR:** In response to litigation of the 2014 EIR, a Revised EIR was prepared and certified on October 27, 2017. In addition to the impacts identified in the 2014 EIR, the 2017 Revised EIR identified significant (Class I) impacts as a result of both project-specific and cumulative traffic impacts.
- **2018 EIR Addendum:** An EIR Addendum, approved June 1, 2018, was prepared by Caltrans to address minor changes to the Highway 101 HOV project and to the affected environment.

Through the 2014 EIR and 2017 Revised EIR, mitigation measures were applied to the Highway 101 HOV project to reduce Class II impacts to less than significant and to reduce Class I impacts to the maximum extent feasible. For Class I impacts, Caltrans adopted a Statement of Overriding Considerations (Attachment C-6). The 2017 Revised EIR included mitigation projects designed to reduce impacts to intersections. Interchange improvements, including a roundabout option, were identified to reduce those impacts. An EIR Addendum dated March 2020 (Attachment C-1) has been completed to analyze the impacts of the San Ysidro Roundabout project. The Addendum addresses all issue areas covered in the EIR in addition to new issue areas that were added to the CEQA Guidelines in 2019 (i.e. Mineral Resources and Wildfire). As discussed in the Addendum, the proposed project will not create any new significant effects or a substantial increase in the severity of previously identified significant effects on the environment. Therefore, no subsequent EIR is required and the preparation of an Addendum is appropriate to fulfill environmental review requirements for the proposed project.

6.2 Comprehensive Plan Consistency

REQUIREMENT	DISCUSSION
Aesthetics/Visual Resources	
<p>Coastal Act Policy 30251. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.</p>	<p>Consistent: The project would not result in impacts to scenic public views, would be visually compatible with the character of the surrounding area, and minimizes proposed lighting while providing adequate lighting for safety purposes. No mountain, ocean or other scenic views would be obstructed by the proposed project. Reconfiguration of the existing intersections to a roundabout would maintain the overall visual character of the intersections while providing upgraded landscape and hardscape materials. Hardscape and landscape elements have been designed to be visually compatible with the surrounding area and include sandstone grouted cobble paving, integral-colored concrete paving, sandstone planter walls, and a mix of low-water use native and Mediterranean plant species. These hardscape and landscape elements are consistent with landscape and hardscape</p>
<p>MCP Policy VIS-M-1.3: Development of property should minimize impacts to open space views as seen from public roads and viewpoints.</p>	
<p>MCP Policy LU-M-2.2: Lighting of structures, roads and properties shall be minimized to protect privacy, and to maintain</p>	

<p>the semi-rural, residential character of the community.</p>	<p>materials found throughout the Montecito Community and along nearby Coast Village Road; and are consistent with the semi-rural character of the community. Proposed lighting includes nine 25-foot tall light standards (poles) which have been designed to minimize lighting, while also providing sufficient lighting for safety purposes.</p>
<p>Biological Resources</p>	
<p>CLUP Policy 9-35: 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.</p> <p>MCP Policy BIO-M-1.15: To the maximum extent feasible, specimen trees shall be preserved. Specimen trees are defined for the purposes of this policy as mature trees that are healthy and structurally sound and have grown into the natural stature particular to the species. Native or non-native trees that have unusual scenic or aesthetic quality, have important historic value, or are unique due to species type or location shall be preserved to the maximum extent feasible.</p> <p>MCP Development Standard BIO-M-1.15.1: All existing specimen trees shall be protected from damage or removal by development to the maximum extent feasible.</p> <p>MCP Policy BIO-M-1.17: Oak trees, because they are particularly sensitive to environmental conditions, shall be protected to the maximum</p>	<p>Consistent. The project would be consistent with applicable tree protection policies, as the project has been designed to preserve and protect trees to the maximum extent feasible, trees proposed for removal would be replaced at an increased ratio, and compliance with a Tree Protection and Replacement Plan is required. The project would require the removal of 38 trees, including 8 coast live oak trees. Due to geometric and engineering requirements for the roundabout, avoidance of these trees is not feasible. A total of 114 replacement trees are proposed, including 25 coast live oak (<i>Quercus agrifolia</i>) trees, 3 Western Sycamore trees and 87 Strawberry trees. Replacement trees will be a variety of sizes, including 5-gallon, 15-gallon, and 24-inch box sized trees. Condition of Approval Nos. 4-6 of Attachment B-1 require the preparation of a Tree Protection and Replacement Plan which specifies minimum replacement ratios and replacement methods as well as protective measures for trees to remain in place. Protection measures include, but are not limited to, tree protection fencing, signage, and monitoring of certain activities by an arborist or biologist.</p>

<p>extent feasible. All land use activities, including agriculture shall be carried out in such a manner as to avoid damage to native oak trees. Regeneration of oak trees shall be encouraged.</p> <p>MCP Policy BIO-M-1.16: All existing native trees regardless of size that have biological value shall be preserved to the maximum extent feasible.</p>	
Cultural Resources	
<p>CLUP Policy 10-2: When developments are proposed for parcels where archaeological or other cultural sites are located, project design shall be required which avoids impacts to such cultural sites if possible.</p> <p>CLUP Policy 10-3: When sufficient planning flexibility does not permit avoiding construction on archaeological or other types of cultural sites, adequate mitigation shall be required. Mitigation shall be designed in accord with guidelines of the State Office of Historic Preservation and the State of California Native American Heritage Commission.</p> <p>CLUP Policy 10-5: Native Americans shall be consulted when development proposals are submitted which impact significant archaeological or cultural sites.</p> <p>MCP Policy CR-M-2.1: Significant cultural, archaeological, and historic resources in the Montecito area shall be protected and preserved to the extent feasible.</p>	<p>Consistent. The proposed project would be consistent with applicable cultural resource policies as significant cultural sites would be avoided during construction, and avoidance and protection measures would be put in place during construction. An Archeological Survey Report (Rincon Consultants, 2019) and an Extended Phase I Study (Rincon Consultants, December 23, 2019) were prepared to evaluate cultural resources within the project area due to the presence of nearby recorded archeological sites. The studies found a high level of disturbance within the project area and found the likelihood of encountering intact cultural resources to be low. However, due to the presence of known cultural resources in proximity to the proposed project, Condition No. 7 of Attachment B-1 requires monitoring by an archaeologist and Native American representative during construction and, in the unexpected event that archaeological resources are found, Condition No. 8 of Attachment B-1 requires that work to be stopped and an evaluation of the site to occur.</p>
Geologic Processes	

CLUP Policy 3-13: Plans for development shall minimize cut and fill operations. Plans requiring excessive cutting and filling may be denied if it is determined that the development could be carried out with less alteration of the natural terrain.

CLUP Policy 3-14: All development shall be designed to fit the site topography, soils, 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 soil, geologic, flood, erosion or other hazards shall remain in open space.

CLUP Policy 3-17: Temporary vegetation, seeding, mulching, or other suitable stabilization method shall be used to protect soils subject to erosion that have been disturbed during grading or development. All cut and fill slopes shall be stabilized immediately with planting of native grasses and shrubs, appropriate nonnative plants, or with accepted landscaping practices.

MCP Development Standard GEO-M-1.5.3: Prior to issuance of grading permits, a determination shall be made regarding which, if any of the following measures shall be incorporated into grading plans. This decision shall be based on the project's proximity and potential impact to sensitive habitats (e.g., riparian) and the presence of steep slopes, erosive soils, etc. on or adjacent to the project site.

Consistent. The project would be consistent with applicable geologic policies as the project has been designed to minimize the need for alteration of topography (thereby limiting grading quantities), minimize the potential for geologic hazards, and incorporates Best Management Practices to treat runoff, control erosion and facilitate groundwater recharge.

Grading would be limited to approximately 650 cubic yards of cut and 1,400 cubic yards of fill. Grading would be minimized by the fact that the proposed roundabout would be constructed in an area where there are two existing intersections and significant grade alteration is not required. The project would not result in major alteration to natural landforms and a retaining wall has been incorporated into the design to limit the extent of grading. Trees would be preserved to the maximum extent feasible and replaced where avoidance is not feasible.

There is potential for liquefaction in the project area. Caltrans standards and construction methods address liquefaction by engineering a design that addresses anticipated maximum displacement conditions and/or by providing deep foundations where required.

The project includes a number of design elements and Best Management Practices (such as hydroseeding and compost incorporation) proposed to treat runoff, facilitate groundwater recharge and stabilize soils. In addition, as discussed in the water resources/flooding section below, a Stormwater Control Plan has been prepared for the proposed project, and

<p>Consideration shall be given to all of the activities which would be likely to occur as part of the permit being considered, such as grading, brushing, construction, vehicle parking, supply/equipment storage and trenching:</p> <ul style="list-style-type: none"> o Sediment, silt and grease traps (where vehicle oils or fuels may be leaked) shall be installed in paved areas to act as filters to minimize pollution reaching downstream habitats. These filters would address short-term construction and long-term operational impacts; o Temporary, low cost erosion control, such as hay bales and debris fencing shall be installed within unpaved areas during the rainy season (typically from November to March) whenever the treat of erosion and sediment movement into drainage exists; and o Graded slopes shall be temporarily seeded with non-invasive or naturalized annual grasses if landscaping is delayed past the onset of the rainy season. 	<p>Condition 10 of Attachment B1 requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) with specific details regarding BMPs used to effectively treat stormwater runoff associated with temporary construction activities.</p>
Noise	
<p>Comprehensive Plan – Noise Element Policy 1: In the planning of land use, 65 dB Day-Night Average Sound Level should be regarded as the maximum exterior noise exposure compatible with noise-sensitive uses unless noise mitigation features are included in project designs.</p> <p>MCP Policy N-M-1.1: Noise-sensitive uses (i.e., residential and lodging facilities, educational facilities, public meeting places and others specified in the Noise Element) shall be protected from significant noise impacts.</p>	<p>Consistent: Existing noise levels within the project area are currently between 70-74 decibels according to Noise Element noise contour maps (Santa Barbara County Comprehensive Plan Noise Element, May 2009). Therefore, noise levels within the project area currently exceed 65 decibels.</p> <p>As noted in the Addendum (Attachment C), the project does not include operational changes or other activities with the potential to result in changes to long-term noise impacts. The change from two stop-controlled intersections to a</p>

<p>MCP Development Standard N-M-1.1.2: Significant noise impacts shall be avoided upon development of new noise sensitive land uses (as defined by the Noise Element) through the provision of sound shielding and/or adequate design which provides sufficient attenuation or through proper siting of structures to avoid areas of elevated ambient noise.</p> <p>MCP Development Standard N-M-1.1.1: All site preparation and associated exterior construction activities related to new residential units including remodeling, demolition, and reconstruction, shall take place between 7:00 a.m. and 4:30 p.m., weekdays only.</p>	<p>roundabout is anticipated to reduce noise associated with vehicles coming to a full stop and then starting again (increased braking and engine noise).</p> <p>Measures to reduce potential impacts for temporary construction noise would also be implemented (2014 EIR, Noise Section). These include limitations of trucks/equipment passing in close proximity to sensitive receptors, the use of mufflers, and development of a public outreach plan that keeps the public notified of the construction schedule and provides contacts for complaints. In addition, Condition 9 of Attachment B-1 limits the hours of construction in accordance with Development Standard N-M-1.1.1.</p>
<p>Recreation and Access</p>	
<p>Coastal Act 30211. Development shall not interfere with the public’s right of access to the sea where acquired through use, custom, or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.</p> <p>MCP Policy PRT-M-1.6: New development shall not adversely impact existing recreational facilities and uses.</p> <p>Coastal Land Use Plan Policy 7-32: When reviewing a Coastal Development Permit(s) associated with the Highway 101: Carpinteria to Santa Barbara project and other highway improvement projects to the South Coast Highway 101, the County of Santa Barbara shall require coastal access improvements in addition to those required by Policy 7-31 within the corridor with the goals of</p>	<p>Consistent: The project would be consistent with applicable recreation policies as it would not interfere with public access or existing recreational facilities. In addition, the proposed project includes dedicated pedestrian paths together with pedestrian friendly lighting, landscape design, and safety signage for bicyclists to facilitate pedestrian and bicyclist safety, access, and circulation through the roundabout.</p> <p>The project would be consistent with Coastal Land Use Plan (CLUP) Policy 7-32 as the project itself is one of the projects identified for completion under CLUP Policy 7-32 and will therefore help to implement the policy.</p> <p>Consistent with Coastal Land Use Plan Policy 7-33, the proposed project includes dedicated pedestrian paths together with pedestrian</p>

providing alternative transportation modes and establishing connectivity of the California Coastal Trail. Projects shall be designed to eliminate gaps for non-motorized travel and enhance coastal access, and shall be completed and open to the public no later than the completion of the adjacent phase of construction for the Highway 101: Carpinteria to Santa Barbara project. The following projects shall be required to enhance coastal access and non-motorized travel within the corridor:

- a. South Padaro Lane Undercrossing Enhancements—This project includes enhanced bike and pedestrian facilities at the South Padaro Lane undercrossing and new lighting and aesthetic features.
- b. Via Real Coastal Trail Enhancements: Greenwell to North Padaro Lane Interchange—The project would include improvements along this section of Via Real to add buffered Class II bike lanes, an ADA accessible pathway on the oceanside of the roadway, and would maintain the equestrian/pedestrian trail on the mountainside of the roadway.
- c. Finney Road Coastal Access Enhancements—This project would provide benches and tables along Finney Road to enhance coastal access experience and use, particularly for those with mobility challenges.
- d. Lookout Park Enhancements—This project would provide a new group picnic area with a barbeque facility (including covered and uncovered seating areas), a walking path and a public restroom in Lookout Park.
- e. Wallace Avenue Coastal Parking and Sidewalk—This project would enhance coastal access parking and provide a sidewalk along

friendly lighting and landscape design. Existing Class 2 bike lanes at San Ysidro Road and North Jameson Lane would remain. When entering the roundabout, bike lanes would terminate and merge with motorists to travel through the roundabout. Entry and exit signage would facilitate bicyclist safety through the intersection.

Wallace Avenue to improve coastal access to the public beach at Lookout Park.

f. Evans Avenue Undercrossing Enhancements—This project includes bicycle and pedestrian facilities at the Evans Avenue Undercrossing, including new lighting and aesthetic features. The Evans Avenue Undercrossing would provide opportunities for implementation of public art.

g. Eucalyptus Lane Sidewalk Extension—The Eucalyptus Lane sidewalk extension would occur on Eucalyptus Lane from San Ysidro Road/Highway 101 Interchange to the railroad tracks. The project would complete a gap sidewalk that provides access to the public beach.

h. San Ysidro Road Roundabout—The San Ysidro Road roundabout project would establish a new roundabout in order to enhance multi-modal circulation, intersection capacity and efficiency, and improve coastal access. The project would also include new landscaping. The San Ysidro Road roundabout would be located at the intersection of San Ysidro Road and North Jameson Lane, and the Highway 101 northbound on and off ramps. An improvement to make the intersection of San Ysidro Road and South Jameson Lane and the Highway 101 southbound on and off ramps an all-way stop is also included in this project description, as both intersections function together.

i. Olive Mill Road Roundabout (Shared Jurisdiction)—The Olive Mill Road roundabout project would establish a new roundabout in order to enhance multi-modal circulation and intersection capacity and efficiency, improve coastal access, and the project would include new landscaping. The Olive Mill Road

<p>roundabout project would be located at the intersection of Olive Mill Road, North Jameson Lane, Coast Village Road, and the Highway 101 southbound on-ramp.</p> <p>Coastal Land Use Plan Policy 7-33: To encourage walking and biking as alternatives to travel by automobile, the County shall strongly encourage development of new pedestrian and/or bicycle-friendly paths along the highway corridor. Improvements to Highway 101 shall not remove existing bikeways or pedestrian paths or preclude the development of proposed bikeways or pedestrian paths that are identified in the County’s Comprehensive Plan, Coastal Land Use Plan and community plans, without providing comparable or better replacement facilities.</p>	
Services	
<p>CLUP Policy 2-6: Prior to issuance of a development permit, the County shall make the finding, based on information provided by environmental documents, staff analysis, and the applicant, that adequate public or private services and resources (i.e., water, sewer, roads, etc.) are available to serve the proposed development. The applicant shall assume full responsibility for costs incurred in service extensions or improvements that are required as a result of the proposed project . . .</p>	<p>Consistent. Adequate services are available to serve the project. No sewer services are required. Water to support landscaping associated with the project would be provided by the Montecito Water District. The project area is served by the Montecito Fire Protection District. Police protection is provided by the Santa Barbara County Sherriff and California Highway Patrol. County Public Works would provide traffic control services and coordinate with California Highway Patrol and emergency services providers during construction to ensure construction zone safety.</p>
Transportation/Circulation	
<p>Circulation Element Policy 1. Projects contributing PHTs (peak hour trips) to intersections that operate at an Estimated Future</p>	<p>Consistent: The project would be consistent with applicable transportation/circulation policies as the project would not add Peak Hour</p>

<p>Level of Service that is better than LOS C shall be found consistent with this section of this Element unless the project results in a change in V/C (volume/capacity) ratio greater than 0.20 for an intersection operating at LOS A or 0.15 for an intersection operating at LOS B.</p> <p>MCP Policy CIRC-M-1.6: The minimally acceptable Level of Service (LOS) on roadway segments and intersections in the Montecito Planning Area is "B". Exceptions to this are:</p> <p><u>Roadways:</u></p> <ul style="list-style-type: none"> o East Valley Rd/Buena Vista to Sheffield - LOS C is acceptable o Sycamore Cyn Road - LOS C is acceptable o Hot Springs Rd/Sycamore Cyn to Coast Village - LOS D is acceptable o Olive Mill Rd/Coast Village to Channel Dr. - LOS C is acceptable o San Ysidro Rd/E. Valley to North Jameson - LOS C is acceptable o San Ysidro Road/North to South Jameson - LOS D is acceptable <p><u>Intersections:</u></p> <ul style="list-style-type: none"> o Hot Springs/East Valley - LOS C is acceptable 	<p>Trips (PHTs) and would improve the Level of Service (LOS) at the project intersections. The project itself does not generate traffic and therefore will not add PHTs. Under existing conditions, and under future conditions associated with buildout of the Highway 101 widening project, a number of the area intersections operate below LOS B (Traffic Operations Analysis Report, Omni Means, March 2018). With implementation of the proposed project, LOS would improve at all intersections and all but one intersection would operate at LOS B or better. Specifically, design year intersection operations would be as follows:</p> <ul style="list-style-type: none"> • San Ysidro Rd/US 101 NB Ramps/N Jameson Ln: LOS A (AM Peak Hour); LOS B (PM Peak Hour). • San Ysidro Rd/US 101 SB Ramps: LOS C (AM Peak Hour); LOS B (PM Peak Hour). • San Ysidro Rd/S Jameson Ln: LOS A (AM Peak Hour); LOS A (PM Peak Hour). <p>As noted above, only the San Ysidro/ US 101 SB ramp would operate at LOS C during the AM Peak Hour. This represents an improvement for eastbound traffic at the same intersection, which would be LOS F without project implementation.</p>
Water Resources/Flooding	
<p>Coastal Act Policy 30231. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of</p>	<p>Consistent: The project would be consistent with applicable water resource/flooding policies as it incorporates both temporary and permanent Best Management Practices (BMPs) to treat stormwater runoff. As discussed in detail in the</p>

<p>human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging wastewater reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.</p> <p>CLUP Policy 3-18: Provisions shall be made to conduct surface water to storm drains or suitable watercourses to prevent erosion. Drainage devices shall be designed to accommodate increased runoff resulting from modified soil and surface conditions as a result of development. Water runoff shall be retained on-site whenever possible to facilitate groundwater recharge.</p> <p>CLUP Policy 3-19: Degradation of the water quality of groundwater basins, nearby streams, or wetlands shall not result from development of the site. Pollutants, such as chemicals, fuels, lubricants, raw sewage, and other harmful waste, shall not be discharged into or alongside coastal streams or wetlands either during or after construction.</p>	<p>Stormwater Management Plan dated March 2020 (Attachment G), the project includes one bioretention basin and two infiltration vaults designed to intercept and treat runoff.</p> <p>The project would be subject to the water quality protection measures specified in the HWY 101 EIR. These will include selecting stormwater treatment best management practices that will minimize pollutant discharges to surface waters, minimize stormwater discharge rates and volumes, and recharge groundwater.</p> <p>In addition, Condition 10 of Attachment B1 requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) with specific details regarding BMPs used to effectively treat stormwater runoff associated with construction activities. Temporary construction pollution prevention BMPs would be used to control potential discharges of pollutants to surface water. Pollutants, such as chemicals, fuels, lubricants, raw sewage, and other harmful waste, would not be discharged into or alongside coastal streams or wetlands either during or after construction.</p>
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6.3 Zoning: Article II

6.3.1 Purpose and Intent (Article II, Section 35-93.1)

The project is located within the Transportation Corridor (TC) Zone District. Pursuant to Article II, Section 35-93.1, the purpose of this district is to preserve and protect established and proposed transportation corridors, to regulate land uses within and adjacent to such corridors, and to provide uniform TC development standards. The proposed project would

be consistent with the purpose of the district as it would maintain the San Ysidro Road, North Jameson Lane, and the northbound Highway 101 on/off ramp intersections as a transportation corridor and would improve vehicular circulation through the installation of a roundabout.

6.3.4 Development Plans (Article II, Section 35-174)

All new development within the TC Zone District requires approval of a Final Development Plan and Coastal Development Permit. Consistent with Article II Section 35-174.2.4, the Development Plan is being heard by the Montecito Planning Commission as it is outside of the jurisdiction of the Director and Zoning Administrator. Consistent with Section 35-174.6.2 and Section 35-174.6.3, the Development Plan has been reviewed by the Board of Architectural Review and the Subdivision and Development Review Committee. Consistent with Section 35-174.6.8, a Coastal Development Permit is being processed concurrently with the Development Plan.

6.4 Subdivision/Development Review Committee

The project was reviewed by the Subdivision/Development Review Committee (SDRC) on August 1, 2019. Project Clean Water staff indicated that a Tier 4 Stormwater Control Plan would be required. That plan has been submitted, has been found to be preliminarily acceptable by Project Clean Water staff, and is included as Attachment G to this staff report. Air Pollution Control District staff indicated that standard conditions would apply. No other SDRC members provided comments. The APCD and Montecito Fire Protection District provided condition/comment letters, which are included as a part of Attachment B.

6.5 Design Review

The project was reviewed by the Montecito Board of Architectural Review (MBAR) on January 9, 2020 and February 6, 2020 (minutes included as Attachment D). On February 6, 2020, the MBAR indicated that they were comfortable with the direction of the project and that the project could proceed to the MPC and return to the MBAR following MPC approval.

7.0 APPEALS PROCEDURE

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

The action of the Board of Supervisors may be appealed to the 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. Conditions of Approval
 - B-1. Conditions of Approval for Case No. 19DVP-00000-00030
 - B-2. Conditions of Approval for Case No. 19CDP-00000-00098
- C. Environmental Review
 - C-1. Addendum, dated March 2020
 - C-2. EIR Summary Table-Caltrans Highway 101 HOV Project 2014 EIR
 - C-3. Caltrans Highway 101 HOV Project 2014 EIR
 - C-4. Caltrans Highway 101 HOV Project 2017 Revised EIR
 - C-5. Caltrans Highway 101 HOV Project 2018 Addendum
 - C-6. Caltrans Highway 101 HOV Project EIR Statement of Overriding Considerations
- D. MBAR Comments
- E. SDRC Minutes
- F.
 - F-1. Project Plans
 - F-2. Landscape Plans
- G. Stormwater Control Plan

ATTACHMENT A: FINDINGS

1.0 CEQA FINDINGS

1.1 ADDENDA TO ENVIRONMENTAL IMPACT REPORT OR NEGATIVE DECLARATION

FINDINGS PURSUANT TO PUBLIC RESOURCES CODE SECTION 21081 AND THE CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES SECTIONS 15162 and 15164:

1.1.1 CONSIDERATION OF THE ADDENDUM AND FULL DISCLOSURE

The Montecito Planning Commission has considered the Addendum dated March 2020 together with the previously certified EIR dated August 26, 2014 (2014 EIR), Revised EIR dated October 27, 2017 (2017 EIR), and EIR Addendum dated June 1, 2018, and finds that the Addendum reflects the independent judgment of the Montecito Planning Commission and has been completed in compliance with CEQA, and therefore the Addendum, together with the previously certified 2014 EIR, 2017 EIR, and EIR Addendum dated June 1, 2018, is adequate for this project. On the basis of the whole record, including the Addendum, the previously certified CEQA documents, and any public comments received, the Montecito Planning Commission finds that the project changes described in the Addendum will not create any new significant effects or a substantial increase in the severity of previously identified significant effects on the environment nor present new information of substantial importance pursuant to CEQA Guideline 15162.

1.1.2 LOCATION OF DOCUMENTS

The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the Secretary of the Montecito Planning Commission of the Planning and Development Department located at 123 East Anapamu Street, Santa Barbara, CA 93101.

1.1.3 ENVIRONMENTAL REPORTING AND MONITORING PROGRAM

Public Resources Code Section 21081.6 and CEQA Guidelines Section 15091(d) require the County to adopt a reporting or monitoring program for the changes to the project that it has adopted or made a condition of approval in order to avoid or substantially lessen significant effects on the environment. The approved project description and conditions of approval, with their corresponding permit monitoring requirements, are hereby adopted as the reporting and monitoring program for this project. The monitoring program is designed to ensure compliance during project implementation.

1.1.4 FINDINGS ADDRESSING ADDENDUM ISSUE AREAS

The Addendum prepared for the project addressed the following issues: Aesthetics, Agriculture, Air Quality, Biological Resources, Cultural Resources, Energy, Geology/Soils, Greenhouse Gas Emissions, Hazards, Hydrology and Water Quality, Land Use, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities, and Wildfire.

2.0 ADMINISTRATIVE FINDINGS

2.1.1 DEVELOPMENT PLAN FINDINGS

A. Findings required for all Preliminary and Final Development Plans. In compliance with Section 35-174.7.1 of the Article II Coastal Zoning Ordinance, prior to the approval or conditional approval of an application for a Preliminary or Final Development Plan the decision-maker shall first make all of the following findings:

1. That the site for the project is adequate in size, shape, location, and physical characteristics to accommodate the density and level of development proposed.

The Montecito Planning Commission finds that the site is adequate in size, shape, location, and physical characteristics to accommodate the density and level of development proposed. The proposed project would be located within County and Caltrans right-of-way in an area that already serves as an intersection. The proposed roundabout will not add Peak Hour Trips (PHTs), will improve the Level of Service (LOS) at area intersections, and improve overall vehicular circulation. The roundabout has been designed to meet County and Caltrans geometric requirements and the project site will accommodate adequate vehicular site distance and turning movements as well as pedestrian and bicyclist circulation, landscaping, and stormwater management.

2. That adverse impacts are mitigated to the maximum extent feasible.

The Montecito Planning Commission finds that adverse impacts are mitigated to the maximum extent feasible as discussed in Attachment C-1 (CEQA Addendum) of this Staff Report dated April 2, 2020, and incorporated herein by reference. The proposed revisions will not create new significant impacts. Significant environmental impacts will continue to be mitigated to the maximum extent feasible by the mitigation measures identified in the Caltrans HWY 101 2014 EIR as modified by the 2017 Revised EIR. All environmental impacts originally identified will continue to be mitigated to less than significant levels with implementation of the identified mitigation measures, which are incorporated through Condition 19 of Attachment B1, which requires the preparation of a Mitigation Compliance, Monitoring and Reporting Plan (MMRP). In addition to the mitigation measures, additional

conditions of approval have been imposed to ensure the project complies with applicable County policies, as discussed in Section 6.2 of the staff report dated April 2, 2020 and herein incorporated by reference. These conditions, including condition 3 (Board of Architectural Review), 4-6 (tree protection), and 7-8 (cultural resource protection) of Attachment B1 would further ensure that adverse impacts are reduced to the maximum extent feasible.

3. That streets and highways are adequate and properly designed to carry the type and quantity of traffic generated by the proposed use.

The Montecito Planning Commission finds that streets and highways are adequate and properly designed to carry the type and quantity of traffic generated by the proposed use. The project is designed to improve traffic operations at the San Ysidro Road, North Jameson Lane, and the northbound Highway 101 on- and off-ramps by converting two stop-controlled intersections to a roundabout. The project would not add Peak Hour Trips (PHTs) and would improve the Level of Service (LOS) at the project intersections. With implementation of the proposed project, LOS would improve at all intersections and traffic through the area would be better accommodated.

4. That there are adequate public services, including but not limited to fire protection, water supply, sewage disposal, and police protection to serve the project.

The Montecito Planning Commission finds that there are adequate services to serve the project. No sewer services are required to serve the proposed project. Water to support landscaping associated with the project will be provided by the Montecito Water District. Fire service in the project area is provided by the Montecito Fire Protection District, and the layout of the roundabout has been designed to meet access requirements for their engines. Police protection is provided by the Santa Barbara County Sheriff and California Highway Patrol.

5. That the project will not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood and will not be incompatible with the surrounding area.

The Montecito Planning Commission finds that the project will not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood and will not be incompatible with the surrounding area. The project is designed to improve intersection operations at the intersection at San Ysidro Road, North Jameson Lane, and the northbound Highway 101 on- and off-ramps by converting the intersection from two stop-controlled intersections to a roundabout. The project

will improve the Level of Service at the intersection and has been designed to accommodate adequate vehicular site distance and turning movements as well as pedestrian and bicyclist circulation, landscaping, and stormwater management. Reconfiguration of the existing intersection to a roundabout will maintain the overall visual character of the intersection while providing upgraded landscape and hardscape materials. Hardscape and landscape elements have been designed to be visually compatible with the surrounding area and include sandstone grouted cobble paving, integral-colored concrete paving, sandstone planter walls, and a mix of low-water use native and Mediterranean plant species. These hardscape and landscape elements are consistent with landscape and hardscape materials found throughout the Montecito community and along nearby Coast Village Road; and are compatible with the semi-rural character of the community. Proposed lighting includes nine 25-foot tall light standards (poles) which have been designed to minimize lighting, while also providing sufficient lighting for safety purposes. Measures identified in the 2014 EIR (as amended by the 2017 Revised EIR; Attachment C to the Planning Commission staff report dated April 2, 2020, incorporated herein by reference) to reduce temporary construction impacts would continue to apply to the proposed project. Measures include a Traffic Management Plan, dust control measures, noise minimization measures (such as limits on construction hours adjacent to sensitive receptors and sound control devices for construction equipment), use of low-vibration construction methods, and implementation of erosion and stormwater control best management practices. These measures will help to minimize short term construction impacts to the area and to preserve the health, safety, and comfort of the area.

- 6. That the project is in conformance with 1) the Comprehensive Plan, including the Coastal Land Use Plan, and 2) with the applicable provisions of this Article II and/or the project falls with the limited exception allowed under Section 35-161.7.**

The Montecito Planning Commission finds that the project is in conformance with the Comprehensive Plan and with the applicable provisions of Article II. As discussed in Section 6.2 and 6.3 of this staff report dated April 2, 2020, and incorporated herein by reference, the proposed project is consistent with all applicable policies of the County Comprehensive Plan, including the Coastal Land Use Plan and Montecito Community Plan, and with all requirements of the Article II Coastal Zoning Ordinance. The project does not fall within the limited exception allowed under Section 35-161.7.

7. That in designated rural areas the use is compatible with and subordinate to the scenic, agricultural and rural character of the area.

The proposed project is not located within a rural area. Therefore, this finding does not apply.

8. That the project will not conflict with any easements required for public access through, or public use of a portion of the property.

The Montecito Planning Commission finds that the project will not conflict with any easements required for public access through, or public use of a portion of the property. The proposed project will occur within County and Caltrans right-of-way areas and will not conflict with any easements required for public access through, or public use of a portion of the property. The roundabout will provide for pedestrian access through the intersection, including cyclists, and will improve vehicular flow through the intersection. During all temporary construction-related closures, detour routes will be provided for vehicles, pedestrians, and bicycles.

B. Additional findings required for sites within the Montecito Community Plan area.

1. All Preliminary and Final Development Plans. In compliance with Section 35-215 of the Article II Coastal Zoning Ordinance, prior to the approval or conditional approval of an application for a Preliminary or Final Development Plan on sites within the Montecito Community Plan area the decision-maker shall first make all of the following findings:

a. That the project meets all the applicable development standards included in the Montecito Community Plan of the Coastal Land Use Plan.

The Montecito Planning Commission finds that, as discussed in Section 6.2 of the staff report dated April 2, 2020, and incorporated herein by reference, the project meets all the applicable development standards included in the Montecito Community Plan of the Coastal Land Use Plan.

b. That the development will not adversely impact recreational facilities and uses.

The Montecito Planning Commission finds that, as discussed in Section 6.2 of the staff report dated April 2, 2020, and in Finding 2.1.2.B.6, incorporated herein by reference, the proposed project will not adversely impact recreational facilities and uses.

2.1.2 COASTAL DEVELOPMENT PERMIT FINDINGS

- A. Findings required for all Coastal Development Permits.** In compliance with Section 35-60.5 of the Article II Coastal Zoning Ordinance, prior to issuance of a Coastal Development Permit, the County shall make the finding, based on information provided by environmental documents, staff analysis, and/or the applicant, that adequate public or private services and resources (i.e., water, sewer, roads, etc.) are available to serve the proposed development.

The Montecito Planning Commission finds that, as discussed in Finding 2.1.1A.4, and incorporated herein by reference, adequate public services, including but not limited to fire protection, water supply, and police protection are available to serve the project. As discussed in Finding 2.1.1.A.3, and incorporated herein by reference, streets and highways are adequate to carry the type and quantity of traffic generated by the proposed use.

- B. Findings required for Coastal Development Permit applications subject to Section 35-169.4.3 for development that may be appealed to the Coastal Commission.**

In compliance with Section 35-169.5.3 of the Article II Coastal Zoning Ordinance, prior to the approval or conditional approval of an application for a Coastal Development Permit subject to Section 35-169.4.3 for development that may be appealed to the Coastal Commission the decision-maker shall first make all of the following findings:

1. The proposed development conforms:

- a. To the applicable provisions of the Comprehensive Plan, including the Coastal Land Use Plan;**
- b. The applicable provisions of this Article or the project falls within the limited exceptions allowed in compliance with Section 161 (Nonconforming Use of Land, Buildings and Structures).**

The Montecito Planning Commission finds that, as discussed in Section 6.2 and 6.3 of this staff report dated April 2, 2020, and incorporated herein by reference, the proposed project is consistent with all applicable policies of the County Comprehensive Plan, including the Coastal Land Use Plan and Montecito Community Plan, and with all requirements of the Article II Coastal Zoning Ordinance. The project does not fall with the limited exception allowed under Section 35-161.7.

2. The proposed development is located on a legally created lot.

The Montecito Planning Commission finds that the proposed development is located on legally created property. The proposed project would be located within County and Caltrans right-of-way areas and not within an individual lot. Pursuant to Division 1, Chapter 1, Article 3 (Department of Transportation) of the Streets and Highways Code, *“The department [of transportation] shall have full possession and control of all state highways and all property and rights in property acquired for state highway purposes. The department is authorized and directed to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission.”*

3. The subject property and development on the property is in compliance with all laws, rules and regulations pertaining to zoning uses, subdivisions, setbacks and any other applicable provisions of this Article, and any applicable zoning violation enforcement fees and processing fees have been paid. This subsection shall not be interpreted to impose new requirements on legal nonconforming uses and structures in compliance with Division 10 (Nonconforming Structures and Uses).

The Montecito Planning Commission finds that, as discussed in Section 6.3 of this staff report dated April 2, 2020, and incorporated herein by reference, the proposed project would conform to all applicable laws, rules, and regulations pertaining to the TC zone. There are no current violations associated with the subject property and all processing fees have been paid to date.

4. The development will not significantly obstruct public views from any public road or from a public recreation area to, and along the coast.

The Montecito Planning Commission finds that development will not significantly obstruct public views from any public road or from a public recreation area to, and along the coast. No mountain, ocean or other scenic views would be obstructed by the proposed project. Reconfiguration of the existing intersection to a roundabout would maintain the overall visual character of the intersection while providing upgraded landscape and hardscape materials visually compatible with the surrounding area. No element of the proposed upgrades would obstruct public views to or along the coast.

5. The proposed development will be compatible with the established physical scale of the area.

The Montecito Planning Commission finds that the proposed development will be compatible with the established physical scale of the area. No mountain, ocean or other scenic views would be obstructed by the proposed project. Reconfiguration of the existing intersection to a roundabout would maintain the overall visual character of the intersection while providing upgraded landscape and hardscape materials. Hardscape and landscape elements have been designed to be visually compatible with the surrounding area. These hardscape and landscape elements are consistent with landscape and hardscape materials found throughout the Montecito community and along nearby Coast Village Road; and is compatible with the semi-rural character of the community. Proposed lighting includes nine 25-foot tall light standards (poles) which are similar in scale to existing light poles in the area. Trees removed as a part of the project would be replaced at a ratio of 3:1 with replacement trees will be a variety of sizes, including 5-gallon, 15-gallon, and 24-inch box sized trees. Use of a mix of tree sizes, including mature trees will ensure that the proposed landscaping is compatible with existing mature vegetation within the surrounding area.

6. The development will comply with the public access and recreation policies of this Article and the Comprehensive Plan including the Coastal Land Use Plan.

The Montecito Planning Commission finds that the development will comply with the public access and recreation policies of the Article II Coastal Zoning Ordinance and the Comprehensive Plan, including the Coastal Land Use Plan and Montecito Community Plan. The project would be consistent with applicable recreation policies as it would not interfere with public access or existing recreational facilities. In addition, the proposed project includes dedicated pedestrian paths together with pedestrian friendly lighting, landscape design, and safety signage for bicyclists to facilitate pedestrian and bicyclist safety, access, and circulation through the roundabout. The project is consistent with Coastal Land Use Plan (CLUP) Policy 7-32, as the project implements the San Ysidro roundabout identified for completion under CLUP Policy 7-32. The proposed project would not interfere with the public's right of access to the sea and no elements of the proposed project would block access to the coast. During all temporary construction-related closures, detour routes would be provided for vehicles, pedestrians, and bicycles.

C. Additional findings required for sites within the Montecito Community Plan area.

1. In compliance with Section 35-215 of the Article II Coastal Zoning Ordinance, prior to approval or conditional approval of an application for a Coastal Development Permit on sites with the Montecito Community Plan area, the decision-maker shall first find for all development projects (as development is

defined in the Coastal Land Use Plan) that the project meets all the applicable development standards included in the Montecito Community Plan of the Coastal Land Use Plan.

The Montecito Planning Commission finds that, as discussed in Section 6.2 of the staff report dated April 2, 2020, and incorporated herein by reference, the project meets all the applicable development standards included in the Montecito Community Plan of the Coastal Land Use Plan.

- 2. In compliance with Section 35-215 of the Article II Coastal Zoning Ordinance, prior to the approval or conditional approval of an application for a Coastal Development Permit on sites within the Montecito Community Plan area the decision-maker shall first find for projects subject to discretionary review that the development will not adversely impact recreational facilities and uses.**

The Montecito Planning Commission finds that, as discussed in Section 6.2 of the staff report dated April 2, 2020, and in Finding 2.1.2.B.6, incorporated herein by reference, the proposed project will not adversely impact recreational facilities and uses.

