

**MONTECITO PLANNING COMMISSION**  
Coastal Zone Staff Report for the Olive Mill Roundabout

Hearing Date: August 20, 2020  
Staff Report Date: July 28, 2020  
Case No.: 19DVP-00000-00024, 19CDP-00000-00048  
Environmental Document: 2020 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 Coast Village Road, North Jameson Lane, Olive Mill Road, and Highway 101 in the Montecito Community Plan Area and City of Santa Barbara, First Supervisorial District. The site does not have an assigned APN.

## 1.0 REQUEST

Hearing on the request of County Public Works and City of Santa Barbara Public Works to consider the following:

- Case No. 19DVP-00000-00024 [application filed on April 9, 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 Coast Village Road, North Jameson Lane, Olive Mill Road, and Highway 101 from a stop controlled intersection to a roundabout. The project would include new sidewalks,

landscaping, lighting, signage, and drainage facilities. Grading would include 1,400 cubic yards of cut and 2,000 cubic yards of fill. The project would require the removal of 50 trees and replacement of those trees at a 3:1 ratio. Water for proposed landscaping would be provided by the Montecito Water District.

- Case No. 19CDP-00000-00048 [application filed on April 9, 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-00000-00024, above; and
- The Addendum (dated July 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). 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 <https://www.countyofsb.org/plndev/hearings/mpc.sbc>

This project site is located at the intersection of Coast Village Road, North Jameson Lane, Olive Mill Road, and Highway 101 in the Montecito Community Plan Area and City of Santa Barbara, First Supervisorial District.

## **2.0 RECOMMENDATION AND PROCEDURES**

Follow the procedures outlined below and conditionally approve Case Nos. 19DVP-00000-00024 and 19CDP-00000-00048 marked "Officially Accepted, County of Santa Barbara August 20, 2020 Montecito Planning Commission Attachments A-G" 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 July 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-00000-00024 and 19CDP-00000-00048, 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

The project is located partly within the jurisdiction of the City of Santa Barbara and partly within the jurisdiction of Santa Barbara County. Figure 1.0, below, shows the portion of the project in the County and the portion within the City.

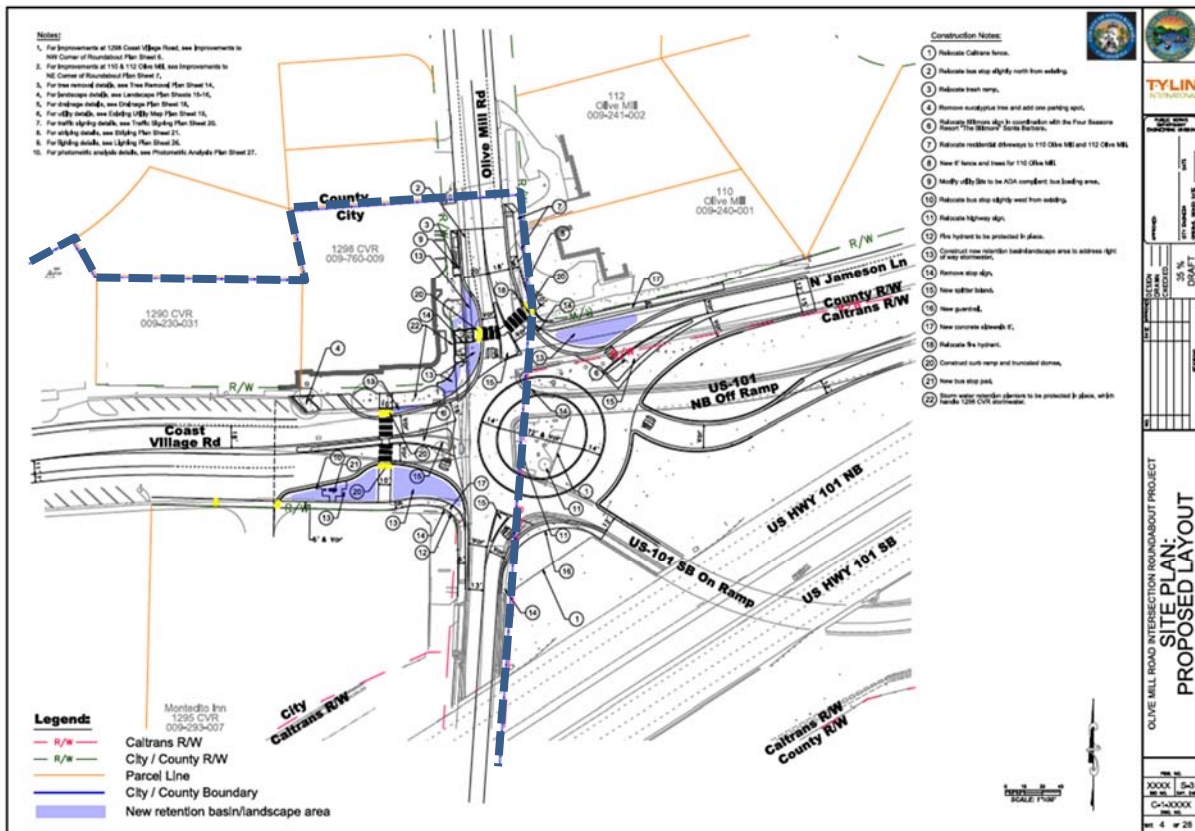


Figure 1.0 County and City Jurisdiction

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.

Due to the joint jurisdiction of the project, a joint hearing before the Montecito Planning Commission and City Planning Commission is being held for efficiency and effective coordination between the two decision makers.

#### **4.0 SUMMARY**

The Olive Mill 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. The Olive Mill Roundabout is expected to reduce traffic delay and improve the overall Level of Service (LOS) at the intersection from LOS F (extreme congestion or considerable delays) to LOS C (minimal delays) (Traffic Operations Analysis Report, Omni Means, November 2019). Implementation of the Olive Mill Roundabout will also comply with Coastal Land Use Plan (CLUP) Policy 7-32, which requires that the Olive Mill Roundabout project, among other projects, be completed prior the completion of the adjacent Highway 101 HOV segment located within the Montecito area.

The proposed roundabout would also help to remedy geometric hazards at the existing intersection. The existing intersection has six staggered legs and stop lines that vary in distance, resulting in an intersection that is difficult to navigate by motorists, bicyclists, and pedestrians (Traffic Operations Analysis Report, Omni Means, November 2019). The project will improve traffic flow through the intersection by simplifying the right-of-way, maintaining adequate sight distance, providing clear signage, and providing dedicated pedestrian pathways.

In conformance with the character of the surrounding area, the proposed project includes earthtone hardscape surfaces, a mix of native and Mediterranean plant species, low level lighting, and the planting of 15-gallon oaks, sycamores and ornamental trees.

The design of the roundabout has been carefully developed through conceptual design review by the Montecito Board of Architectural Review (MBAR) and City of Santa Barbara Architectural Review Board (ABR) and, prior to that, through input provided by an Olive Mill Roundabout working group that included a subset of members representing both the County and City of Santa Barbara. Since the project straddles both the City and County jurisdictions, it requires approval by both the Montecito Planning Commission and City Planning Commission with respect to their area of jurisdiction.

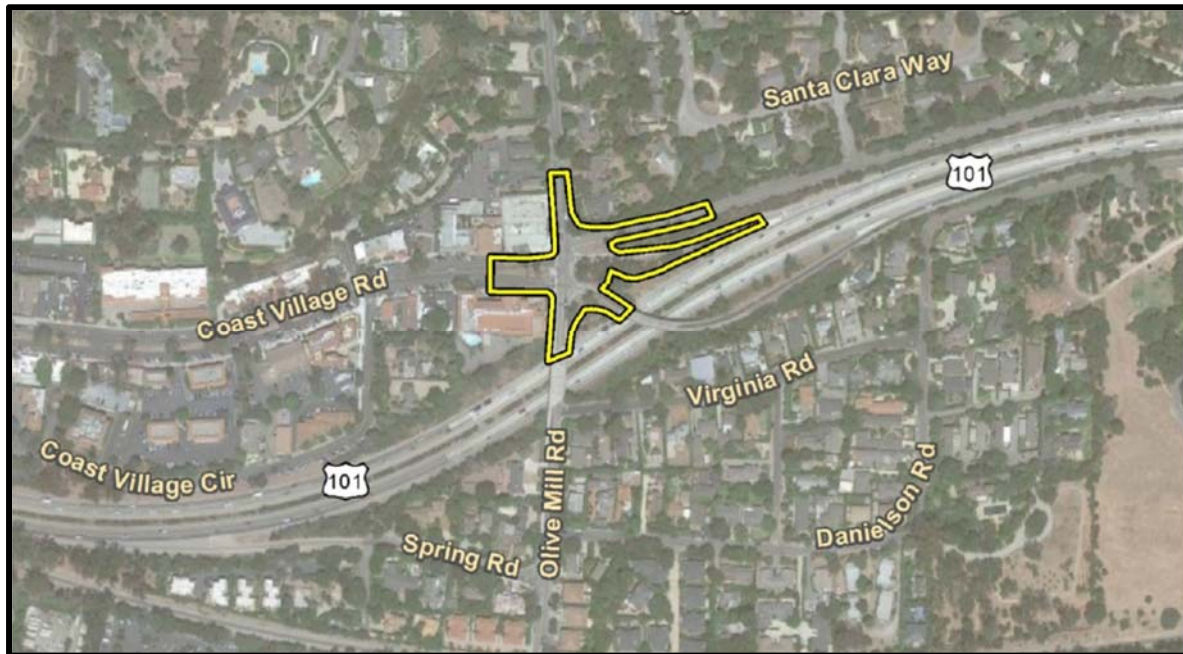
## 5.0 PROJECT INFORMATION

### 5.1 Site Information

Comprehensive Plan Designation	Coastal, Urban, TC (Transportation Corridor) land use designation, Montecito Community Plan area
Zone	TC (Transportation Corridor), Article II Coastal Zoning Ordinance, Coastal Zone
Site Size	Approximately 87,392 square feet (project footprint)
Present Use & Development	Roadway/Intersection
Surrounding Uses/Zone(s)	North: Residential, 20-R-1 and 7-R-1 South: Residential, 7-R-2 East: TC, Transportation Corridor West: City of Santa Barbara Jurisdiction
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 a request for a Development Plan and Coastal Development Permit to reconfigure a six-legged intersection at the Olive Mill Road, Coast Village Road, Jameson Lane, the HWY 101 northbound off-ramp, and HWY 101 southbound on-ramp to a single lane roundabout. The approaches to the intersection at each of the legs would be modified to include new road curvature (to slow traffic), pedestrian refuge islands, sidewalks, street lighting, signage, crosswalks, landscaping, and drainage facilities. The project area is shown in Figure 2.0 below.



**Figure 2.0 Olive Mill Roundabout**

Pedestrian access would continue to be provided on the west and north legs of the intersection and discouraged on the eastern legs near the highway on-ramps and off-ramps (aligning with the recently-repaired Olive Mill Road highway overcrossing, which intentionally eliminated the sidewalk on the east side of Olive Mill Road to concentrate pedestrian movement along the west side of Olive Mill Road). Pedestrian crossings would be improved with the addition of a crosswalk along the northern leg (Olive Mill Road North), shortened crossing lengths, refuge islands, and lighting.

The existing Class II bike lanes along Coast Village Road, Olive Mill Road (North), and North Jameson Lane would be maintained up to the roundabout approaches. The roundabout approaches would be narrowed to slow traffic and merge the vehicle lane and bike lane into a shared roadway facility. Once cyclists reach the roundabout, they would queue for their right to enter the roundabout in the same manner as vehicles. Upon exiting the roundabout, cyclists would be diverted back into the dedicated bike lanes along Coast Village Road, Olive Mill Road (North), and North Jameson Lane. Bikes would continue to share the lane on Olive Mill Road (South) because a dedicated bike lane does not exist. Cyclists wishing to not ride through the roundabout could dismount their bike and cross the west and north legs of the roundabout as pedestrians.

The 87,392-square-foot project footprint would extend beyond the existing road improvements; however, all improvements would be accommodated within existing Caltrans, City, and County right-of-way. No permanent property acquisitions are anticipated for the project. Temporary construction easements may be needed from the Montecito Inn at 1295 Coast Village Road. To accommodate the project footprint, existing vegetation within the right-of-way would need to be removed. Up to 50 trees would be removed or substantially impacted by the project. Coast live oaks and sycamores will be replaced on a 3:1 basis with 15-gallon container oaks and sycamores. Non-native trees will be also replaced on a 3:1 basis with 15-gallon container trees. The project includes approximately 30,000 square feet of landscaping using low water use native and Mediterranean plant species. Water for proposed landscaping would be provided by the Montecito Water District.

Demolition of approximately 36,200 square feet of pavement would be required to construct the roundabout. The material removed from the site (road base, concrete, and soil if necessary) would be sampled, tested, handled and transported to a licensed disposal site per State and Federal regulations, including Caltrans Standard Specifications Sections 14-11.08 and 14-11.09. Grading would include approximately 1,400 cubic yards of cut balanced onsite, and an additional 600 cubic yards of imported fill. Proposed storm water bioretention basins would be constructed with imported engineered soils suitable for drainage and compliance with State and Regional Water Quality Control Board standards and the Clean Water Act. Relocation of some utility infrastructure would also be required to accommodate the project improvements. Utility infrastructure within the project area includes fire service facilities (fire hydrants), and telephone and cable television (CATV) services. The majority of construction activities would not have ground disturbance below 18 inches in depth. However, the bioretention basins located in five planter areas on the northwest, northeast and southeast legs of the roundabout would require disturbance to approximately 6 feet in depth, and larger tree plantings would require an estimated 4 feet depth of disturbance.

Construction is anticipated to be approximately one year in duration. Although some portions of construction would require full closure of the intersection, it is anticipated that the majority of the construction can be completed with only partial closures. Based upon the circulation conditions and local/regional roadway configurations, traffic rerouting assumptions have been made and are shown on the Olive Mill Roundabout Traffic Management Plan, City of Santa Barbara, May 2020; this plan is inclusive of emergency response vehicle access requirements, as well as pedestrian and bicycle circulation during construction. Construction staging would be located onsite and on the southeast quadrant of the existing Union Pacific Bridge at Cabrillo Boulevard.

## **5.3 Background Information**

### **Highway 101 HOV Project**

The Olive Mill Roundabout was identified as a mitigation measure in the 2017 Revised EIR (Attachment C-3) for the Highway 101 HOV project. Segments 4B and 4C of the Highway 101 HOV project (covering the section between the City of Carpinteria and the eastern end of Montecito) were approved on February 5, 2020 by the County Planning Commission. 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 Olive Mill Roundabout will reduce traffic delay and improve the Level of Service (LOS) at the intersection.

### **Local Coastal Program Amendment and Coastal Land Use Plan Policy 7-32**

Implementation of the Olive Mill Roundabout project is required by Coastal Land Use Plan Policy 7-32, which was recently incorporated into the County's Local Coastal Plan. On August 14, 2018, the Santa Barbara County Board of Supervisors adopted Resolution No. 18-199 submitting the amended 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 Olive Mill 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.

### **Olive Mill Roundabout Working Group**

A working group was coordinated to obtain early input on the design of the Olive Mill Roundabout prior to submitting the project for review by the Montecito Board of Architectural Review (MBAR) and City of Santa Barbara Architectural Review Board (ABR). The working group consisted of two MBAR members, two Montecito Planning commissioners, selected City of Santa



Barbara ABR, Planning Commission and Historic Landmarks Commission members, County and City planning staff, and County and City Public Works staff/consultants. The working group met on April 23, 2019, May 28, 2019, and June 18, 2019 and discussed site design, pedestrian safety, lighting, signage and landscaping. Recommendations from the working group were incorporated into the design presented to the MBAR and City ABR.

## 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 July 2020 (Attachment C-1) has been completed to analyze the impacts of the Olive Mill Roundabout project. As discussed in the Addendum, the proposed project does not involve any substantial changes to the previously-analyzed project or the circumstances under which it will be undertaken, and there is not new

information of substantial importance showing 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
<b>Aesthetics/Visual Resources</b>	
<p><b>Coastal Act Policy 30251.</b> 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><b>MCP Policy VIS-M-1.3:</b> Development of property should minimize impacts to open space views as seen from public roads and viewpoints.</p> <p><b>MCP Policy LU-M-2.2:</b> Lighting of structures, roads and properties shall be minimized to protect privacy, and to maintain the semi-rural, residential character of the community.</p> <p><b>MCP Policy CIRC-M-3.7:</b> Roadway improvements, including configuration, signs, traffic signals, traffic lanes, curbs, gutters and sidewalks in commercial and multifamily areas, and preservation of existing trees, shall be planned by the County Public Works Department to maintain the semi-rural, village-like character of the community.</p> <p><b>MCP Development Standard CIRC-M-3.7.1:</b> Street signs and directional signs shall be "Old</p>	<p><b>Consistent:</b> The project would not result in significant impacts to scenic public views, would be visually compatible with the character of the surrounding area, and minimizes proposed lighting to that required for safety purposes. 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 landscaping includes 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 consistent with the semi-rural character of the community. Street signs are proposed to be "Old Santa Barbara Style" with the exception of Caltrans standard signs. Proposed lighting includes five 10-foot tall pedestrian lights and six 23-foot tall street lights that have been designed to minimize lighting, while also providing sufficient lighting for safety purposes.</p>

REQUIREMENT	DISCUSSION
<p>Santa Barbara Style" of white lettering on a brown background.</p>	
<b>Biological Resources</b>	
<p><b>CLUP Policy 9-35:</b> 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><b>MCP Policy BIO-M-1.15:</b> 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><b>MCP Development Standard BIO-M-1.15.1:</b> All existing specimen trees shall be protected from damage or removal by development to the maximum extent feasible.</p> <p><b>MCP Policy BIO-M-1.17:</b> Oak trees, because they are particularly sensitive to environmental conditions, shall be protected to the maximum 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><b>MCP Policy BIO-M-1.16:</b> All existing native trees regardless of size that have biological value shall be preserved to the maximum extent feasible.</p>	<p><b>Consistent.</b> 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, and compliance with a Tree Protection and Replacement Plan is required. The project would require the removal of up to 50 trees including native sycamore and coast live oak trees. Due to geometric and engineering requirements for the roundabout, avoidance of these trees is not feasible. All trees are proposed to be replaced at a ratio of 3:1 with 15-gallon or larger trees. In addition, conditions 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>

REQUIREMENT	DISCUSSION
<p><b>MCP Policy BIO-M-1.18:</b> Trees serving as known raptor nesting or key raptor roosting sites shall be preserved to the maximum extent feasible.</p>	<p><b>Consistent.</b> No trees serving as known or key raptor nests would be removed as a part of the project. No special status species or nesting sites were observed during site-specific biological surveys of the project area. The site does contain suitable habitat for nesting birds and raptors (Natural Environmental Study, Rincon Consultants for Caltrans, November 2018). Mitigation measures included in the 2014 EIR, as modified by the July 2020 Addendum, require pre-construction surveys for nesting birds and raptors and apply buffer requirements in the unexpected event that nests are found.</p>
<b>Cultural Resources</b>	
<p><b>CLUP Policy 10-2:</b> 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><b>CLUP Policy 10-3:</b> 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><b>CLUP Policy 10-5:</b> Native Americans shall be consulted when development proposals are submitted which impact significant archaeological or cultural sites.</p> <p><b>MCP Policy CR-M-2.1:</b> Significant cultural, archaeological, and historic resources in the Montecito area shall be protected and preserved to the extent feasible.</p>	<p><b>Consistent.</b> 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.</p> <p>An Archeological Survey Report (Rincon Consultants, 2019) was prepared to evaluate cultural resources within the project area. The report did not identify any prehistoric or historic archaeological resources within the area of proposed development and found the likelihood of encountering intact cultural resources to be low due to a high level of existing disturbance (due largely to prior road construction and utility installation). In addition, prior studies analyzed a broader area outside of the immediate project footprint. Those studies included an Archeological Survey Report for the San Ysidro Road Safe Routes to School Pathway (Applied Earthworks, 2010) and a Phase I Archeological Survey Report for the North Jameson Bike Path Project</p>

REQUIREMENT	DISCUSSION
	<p>(Conejo Archeological Consultants, 2001). These studies also found a high level of disturbance and a low likelihood of encountering intact cultural resources. In addition, Rincon Consultants Archaeologist Christopher Duran (email March 2020) confirmed the likelihood of encountering cultural resources within the tree planting areas to be low.</p> <p>Planting of replacement trees is proposed in a broader area than the proposed project development area. Some planting is proposed to occur within an area that was inaccessible for survey but identified in the HWY 101 EIR as having the potential for cultural resource sensitivity due to proximity to Montecito Creek. This area would be subject to monitoring per a <i>Treatment and Data Recovery Plan for the South Coast 101 HOV Project</i> which is required as mitigation through the HWY 101 EIR. In addition, per Caltrans policy, and Condition 7 of Attachment B-1, in the unexpected event that cultural materials are uncovered, work will be halted and the resource evaluated by a qualified archaeologist.</p>
<b>Geologic Processes</b>	
<p><b>CLUP Policy 3-13:</b> 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.</p> <p><b>CLUP Policy 3-14:</b> All development shall be designed to fit the site topography, soils, geology, hydrology, and any other existing</p>	<p><b>Consistent.</b> 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.</p>

REQUIREMENT	DISCUSSION
<p>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.</p> <p><b>CLUP Policy 3-17:</b> 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.</p> <p><b>MCP Development Standard GEO-M-1.5.3:</b> 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. 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"> <li>• 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</li> </ul>	<p>Grading would include approximately 1,400 cubic yards of cut balanced onsite, and an additional 600 cubic yards of imported fill. Grading would be minimized by the fact that the proposed roundabout would be constructed in an area where there are existing intersections, and significant grade alteration is not required. The project would not result in major alteration to natural landforms. Trees would be preserved to the maximum extent feasible and replaced where avoidance is not feasible.</p> <p>Based on the Olive Mill Preliminary Geotechnical Report prepared for the project in 2019, the project site has a low potential for liquefaction and seismic settlement. No active faults are located in the vicinity of the project site and the potential for surface rupture is low.</p> <p>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. The roundabout is designed to comply with State Water Resources Control Board and Regional Water Quality Control Board requirements, including the local (Santa Barbara County and City) Storm Water Management Program requirements. In addition, Condition 9 of Attachment B-1 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>

REQUIREMENT	DISCUSSION
<p>would address short-term construction and long-term operational impacts;</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Graded slopes shall be temporarily seeded with non-invasive or naturalized annual grasses if landscaping is delayed past the onset of the rainy season.</li> </ul>	
<b>Noise</b>	
<p><b>Comprehensive Plan – Noise Element Policy 1:</b> 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><b>MCP Policy N-M-1.1:</b> 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><b>MCP Development Standard N-M-1.1.2:</b> 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><b>MCP Development Standard N-M-1.1.1:</b> All site preparation and associated exterior</p>	<p><b>Consistent:</b> 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 stop-controlled intersections to a 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>In addition, the HWY 101 widening project (a separate project from the roundabout) is anticipated to include construction of a soundwall along the south side of North Jameson Lane, which, if approved, would provide noise attenuation to the neighborhood northeast of the Olive Mill Roundabout project area.</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</p>

REQUIREMENT	DISCUSSION
<p>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>keeps the public notified of the construction schedule and provides contacts for complaints. In addition, Condition 8 of Attachment B-1 limits the hours of construction in accordance with Development Standard N-M-1.1.1.</p>
<b>Recreation and Access</b>	
<p><b>Coastal Act 30211.</b> 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><b>MCP Policy PRT-M-1.6:</b> New development shall not adversely impact existing recreational facilities and uses.</p> <p><b>Coastal Land Use Plan Policy 7-32:</b> 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 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:</p>	<p><b>Consistent:</b> The project would be consistent with applicable recreation policies as it would not interfere with public access or existing recreational facilities and would improve pedestrian and bicyclist circulation and safety.</p> <p>The roundabout configuration of the intersection would improve the pedestrian and bicycle facilities by: 1) slowing the vehicular traffic approaching the roundabout; 2) improving vehicular stopping sight distance; 3) designating right-of-way to the pedestrians and bicyclists using crosswalks; 4) providing refuge islands for the crossing pedestrians; and 5) providing some missing sidewalk/bike lanes where incomplete infrastructure exists.</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 friendly lighting and landscape design.</p> <p>Existing Class II bike lanes along Coast Village Road, Olive Mill Road (North), 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</p>



REQUIREMENT	DISCUSSION
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>e. Wallace Avenue Coastal Parking and Sidewalk—This project would enhance coastal access parking and provide a sidewalk along Wallace Avenue to improve coastal access to the public beach at Lookout Park.</p> <p>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.</p> <p>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</p>	<p>facilitate bicyclist safety through the intersection.</p>

REQUIREMENT	DISCUSSION
<p>sidewalk that provides access to the public beach.</p> <p>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.</p> <p>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 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><b>Coastal Land Use Plan Policy 7-33:</b> 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</p>	

REQUIREMENT	DISCUSSION
<p>County’s Comprehensive Plan, Coastal Land Use Plan and community plans, without providing comparable or better replacement facilities.</p>	
<b>Services</b>	
<p><b>CLUP Policy 2-6:</b> 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><b>Consistent.</b> 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>
<b>Transportation/Circulation</b>	
<p><b>Circulation Element Policy 1.</b> Projects contributing PHTs (peak hour trips) to intersections that operate at an Estimated Future 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><b>MCP Policy CIRC-M-1.6:</b> 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"> <li>o East Valley Rd/Buena Vista to Sheffield - LOS C is acceptable</li> <li>o Sycamore Cyn Road - LOS C is acceptable</li> </ul>	<p><b>Consistent:</b> The project would be consistent with applicable transportation/circulation policies as the project would not add Peak Hour 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. Without implementation of the proposed roundabout, the project intersection is projected to operate at an unacceptable overall LOS F during AM and PM Peak Hours (Traffic Operations Analysis Report, Omni Means, November 2019). With implementation of the proposed project, overall LOS would improve to LOS C during the AM and PM Peak Hours. This represents an improvement over the LOS F operations that would occur without project implementation.</p> <p>The single-lane roundabout minimizes the level of improvement necessary at the intersection</p>

REQUIREMENT	DISCUSSION
<ul style="list-style-type: none"> <li>o Hot Springs Rd/Sycamore Cyn to Coast Village - LOS D is acceptable</li> <li>o Olive Mill Rd/Coast Village to Channel Dr. - LOS C is acceptable</li> <li>o San Ysidro Rd/E. Valley to North Jameson - LOS C is acceptable</li> <li>o San Ysidro Road/North to South Jameson - LOS D is acceptable</li> </ul> <p><u>Intersections:</u></p> <ul style="list-style-type: none"> <li>o Hot Springs/East Valley - LOS C is acceptable</li> </ul> <p><b>MCP Policy CIRC-M-1.1:</b> Intersections should be designed to minimize the level of improvement necessary for a given intersection in order to achieve an acceptable Level of Service at buildout.</p>	<p>while providing an improved level of service. Intersection improvement options including installation of a signal and maintaining the existing condition (with stops signs) would not provide acceptable operations (Traffic Operations Analysis Report, Omni Means, November 2019).</p>
<b>Water Resources/Flooding</b>	
<p><b>Coastal Act Policy 30231.</b> The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging wastewater reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.</p> <p><b>CLUP Policy 3-18:</b> 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</p>	<p><b>Consistent:</b> 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. The project includes permanent biofiltration basins designed to intercept and treat runoff (TYLIN International, March 4, 2020).</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 9 of Attachment B-1 requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) with specific details regarding BMPs used to effectively treat</p>

REQUIREMENT	DISCUSSION
<p>on-site whenever possible to facilitate groundwater recharge.</p> <p><b>CLUP Policy 3-19:</b> 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 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>

### 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 intersection of Coast Village Road, North Jameson Lane, Olive Mill Road, the HWY 101 on/off-ramps, 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 May 2, 2019. Project Clean Water staff indicated that long term maintenance responsibility would need to be determined but subsequently issued a letter indicating that Project Cleanwater would have no conditions, as the project would be reviewed for compliance with the City of Santa Barbara's post construction program. The Surveyors Office advised the applicant that any remainder lots created by the project will require Certificates of Compliances from the Surveyor. However, the project would not result in any remainder lots. Air Pollution Control District staff indicated that standard conditions would apply. No other SDRC members provided comments. The APCD, Public Works Flood Control/Project Cleanwater and the Montecito Fire Protection District provided condition/comment letters, which are included in Attachment B.

## **6.5 Design Review**

The project was reviewed at a joint meeting of the Montecito Board of Architectural Review (MBAR) and City of Santa Barbara Architectural Review Board (ABR) on August 12, 2019 and November 18, 2019. Each design review board issued their own comments. MBAR minutes are included as Attachment D. Following approval of the project by the Montecito Planning Commission and City Planning Commission, the project will return for additional joint meetings between the MBAR and ABR and the MBAR will take action to grant preliminary and final approval, while the ABR will take parallel actions for project design approval and final approval. Condition 3 of Attachment B1 requires that the project return to the MBAR for preliminary and final approval prior to Coastal Development Permit issuance.

## **7.0 APPEALS PROCEDURE**

The action of the Montecito Planning Commission may be appealed to the County 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-00000-00024

- B-2. Conditions of Approval for Case No. 19CDP-00000-00048
- C. Environmental Review
  - C-1. Addendum, dated July 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. Project Plans
- G. Olive Mill Roundabout Traffic Management 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 July 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 that 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 proposed project, as described in the Addendum, does not involve any substantial changes to the previously-analyzed project or the circumstances under which it will be undertaken, and there is not new information of substantial importance showing any new significant effects or a substantial increase in the severity of previously identified significant effects on the environment pursuant to State CEQA Guidelines Section 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, 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 a developed 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 July 28, 2020, and incorporated herein by reference. The proposed roundabout 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 and the July 2020 Addendum. 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 18 of Attachment B-1, 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 and herein incorporated by reference. These conditions, including Condition 3 (Board of Architectural Review), Conditions 4-6 (tree protection), and Conditions 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 Olive Mill Road, Coast Village Road, Jameson Lane, the HWY 101 northbound off-ramp, and HWY 101 southbound on-ramps by converting the intersection from a six-legged stop-control intersection to a single lane roundabout. The project will improve traffic flow through the intersection, in part by simplifying the right-of-way for motorists approaching the roundabout, where currently determining which vehicle has the right-of-way is challenging due to its current configuration. The project would not add Peak Hour Trips (PHTs) and would improve the Level of Service (LOS) at the project intersection. 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 Sherriff 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 traffic operations at the Olive Mill Road, Coast Village Road, Jameson Lane, the HWY 101 northbound off-ramp, and HWY 101 southbound on-ramps by converting the intersection from a six-legged stop-control intersection to a single lane 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 Santa Barbara sandstone, cobble paving, integral-colored concrete paving, 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 five 10-foot tall pedestrian lights and six 23-foot tall street lights which have been designed to minimize lighting, while also providing sufficient lighting for safety purposes. Measures from the 2014 HWY 101 EIR (as amended by the 2017 Revised EIR and 2018 Addendum) and included in the July 2020 Addendum (Attachment C to the July 28, 2020 staff report, 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 July 28, 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 July 28, 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 July 28, 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 July 28, 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, City, 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 July 28, 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 significantly 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 significantly 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 significantly 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 five 10-foot tall pedestrian lights and six 23-foot tall street lights that are dark-sky compliant. The style of the proposed street lights is similar to existing street lights on Coast Village Road. Trees removed as a part of the project would be replaced at a ratio of 3:1 with replacement trees of minimum 15-gallon size. Use of larger-sized

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 Olive Mill 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 July 28, 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 July 28, 2020, and in Finding 2.1.2.B.6, incorporated herein by reference, the proposed project will not adversely impact recreational facilities and uses.

