**COUNTY OF SANTA BARBARA**
**PLANNING AND DEVELOPMENT**

# MEMORANDUM

TO: County Planning Commission

FROM: Jeff Wilson, Deputy Director
Staff Contact: Tess Harris, Planner

DATE: June 1, 2018

RE: Case Nos. 17GPA-00000-00003 and 18ORD-00000-00004
Highway 101: Carpinteria to Santa Barbara Local Coastal Program Amendment

On May 2, 2018, your Commission continued the Highway 101: Carpinteria to Santa Barbara Local Coastal Program Amendment and requested that staff return with the following information:

1. *Additional outreach to the Summerland Community residents before the June 6, 2018 hearing.*

   County staff and SBCAG staff attended a Summerland Citizens Association meeting on May 30, 2018 to discuss the feasibility of access to the beach along Colville Street and design options along Evans Avenue. Staff's presentation consisted of an overview of the Colville tunnel concept, Evans Avenue undercrossing options, North Padaro/Via Real overlook, and a discussion about the Coastal Commission's reaction regarding potential changes to the Highway 101 HOV package of balancing projects and Coastal Development Permit projects. Members of the public were supportive of the Evans Avenue undercrossing, but were divided in their opinions on whether the Colville tunnel should be built.

   In addition to the May 30, 2018 meeting, outreach has occurred on the following dates for the Highway 101 project between Caltrans and the Summerland Citizens Association:
   - May 13, 2009
   - July 13, 2009
   - November 17, 2010
   - July 5, 2011
   - August 2, 2011
   - September 6, 2011
   - October 24, 2011
   - November 17, 2011
   - March 14, 2012
   - April 11, 2012

   During these meetings, Caltrans provided updates about the status of the Highway 101 project, listened to attendees concerns, and answered questions. Subsequent meetings

included reports back to the Summerland Citizens Association on follow up items from previous meetings. Items discussed during these meetings (which were subsequently assessed by Caltrans) included, but were not limited to:

- Alternative widening configurations;
- Noise questions and concerns;
- Pavement type;
- Sound-wall potential and visual implications;
- Potential for tunneling the freeway through Summerland;
- Potential for pedestrian undercrossing; and
- Improved access to Lookout Park via Evans Avenue.

Further, as a result of the August 2014 Highway 101 Environmental Impact Report (EIR) and October 2017 Final Revised EIR, numerous general public meetings were noticed to Summerland residents, including the following:

- A Notice of Preparation was circulated for 30 days, beginning May 1, 2009.

- Three scoping information meetings/open houses were held on the following dates:
    - July 7, 2009—Canalino Elementary School in Carpinteria
    - July 8, 2009—Montecito Country Club in Montecito
    - July 16, 2009—Summerland Presbyterian Church

- Three public information meetings were held on the following dates to provide a project update, overview of alternatives under study, preliminary findings for sound-wall locations, and updates on additional environmental and technical studies:
    - November 15, 2011—Montecito Country Club in Montecito
    - November 16, 2011—Carpinteria High School in Carpinteria
    - November 17, 2011—QAD in the community of Summerland

- The Draft EIR was circulated for public review and comment between March 23, 2012 and July 9, 2012. Two public hearings were held to further solicit public comment on the document on the following dates:
    - April 24, 2012—Montecito Country Club in Montecito
    - April 25, 2012—Carpinteria High School in Carpinteria

- The Revised Final EIR was circulated for public review and comment between December 1, 2016 and January 31, 2017. A public hearing was held on the following date to further solicit public comment on the document:
    - December 15, 2016 – Chase Palm Park Center in Santa Barbara

Additional meetings with the Montecito Association and other entities are discussed in the August 2014 EIR Comments and Coordination section (Chapter 4), which can be found here: http://dot.ca.gov/dist05/projects/sb_101hov/final/comm_coord.pdf. In addition to the list of meetings above, SBCAG and County staff met with the Summerland Citizens Association numerous times during the same period of time regarding the Highway 101 project.

Further, the SBCAG Board frequently discusses the Highway 101 HOV project during their monthly SBCAG board meetings, including discussion of funding applications, progress on the design, and other status reports either through information items on the Board's agenda or through the Executive Director's report to the Board.

The Highway 101 HOV project website also accepts public comment, at www. sbroads.com.

2. *Cost of the underground pedestrian tunnel at Colville.*

   The Colville pedestrian tunnel is estimated to cost approximately $4,600,000. Please see Attachment 1 for the Colville Tunnel to the Beach Feasibility Analysis.

3. *Explain the ability for the Commission to modify the package of projects and/or modify the language of each policy to include a catch-all phrase that does not preclude the addition of projects.*

   Your Commission can recommend that the Board of Supervisors modify the proposed language for the LCP Amendment, including the package of projects, to accommodate additional projects and/or modify the package of projects. As currently proposed, CLUP Policy 7-33 provides a policy basis for requiring additional projects as part of future phases of the Highway 101 project. Specifically, CLUP Policy 7-33 states:

   > **CLUP 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.

   This language encourages additional alternative transportation projects along the highway corridor.

   The Coastal Commission is supportive of Policy 7-33, which allows for additional alternative transportation projects. However, County staff discussed the LCP Amendment language with Coastal Commission staff on May 17, 2018 and May 21, 2018, and the Coastal Commission staff indicated that they would not be supportive of language that allows an exchange of balancing projects or Coastal Development Permit projects with other projects that have not been identified in the LCP Amendment.

   Further, Caltrans and SBCAG received Senate Bill 1 funding in May 2018 for Phases 4B and 4C of the Highway 101 project, including the coastal access balancing and Coastal Development Permit projects adjacent to Phases 4B and 4C. With this funding for transportation-related improvements comes a responsibility to deliver on these projects in a specific period of time. There is no funding available to add additional balancing projects or

CDP projects for Phases 4B and 4C, and Caltrans and SBCAG did not receive additional funding for projects not yet identified in Phases 4B and 4C of the LCP Amendment.

However, Phase 4D will be funded during a future funding cycle, which includes funding for the Eucalyptus Lane Sidewalk Extension, San Ysidro Roundabout, Olive Mill Roundabout (shared jurisdiction), and potential additional improvement projects as part of Phase 4D of the HOV expansion project. Policy 7-33 also provides the policy basis for including such projects as part of that later phase.

For these reasons, County staff recommends that the Amendments to the Coastal Land Use Plan and Article II remain as proposed, without the addition of language that would identify additional projects or modify the list of balancing projects or Coastal Development Permit projects.

4. *Explain the pocket-park, including cost and what the park entails.*

The pocket-park would be located on the Via Real coastal trail, and is anticipated to include picnic tables, a bench to view the coastline, and green space. The pocket park would cost approximately $10,000. Details and cost estimate information for the park will be discussed by Public Works staff at the June 6, 2018 Planning Commission hearing.

**Attachments**

Attachment 1 – Feasibility Analysis for Colville Tunnel to Beach
Attachment 2 – Via Real Coastal Trail Pocket-Park Concept

Attachment 1

**Wallace Avenue Improvements &**
**Colville Pedestrian Undercrossing Details**

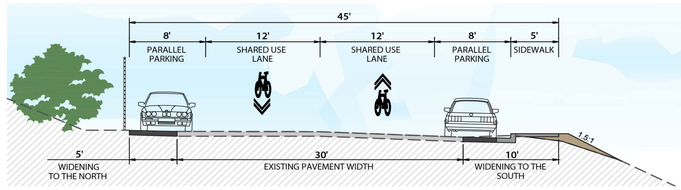
**LEGEND**

- Retaining Walls (RW)
- Sound Walls (SW)
- Barriers

0 50 100 200

SCALE: 1" = 50'

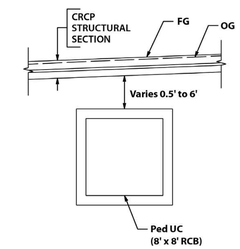
## WALLACE AVENUE STREET IMPROVEMENTS



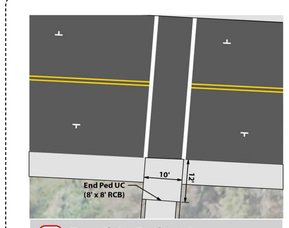

A Wallace Avenue - Typical Section

## COLVILLE PEDESTRIAN UNDERCROSSING PROFILE

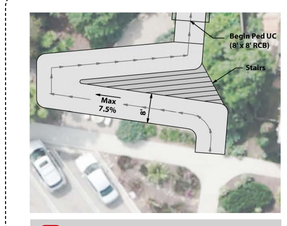
## COLVILLE PEDESTRIAN UNDERCROSSING DETAILS




B Cross Section - Pedestrian Undercrossing Structure

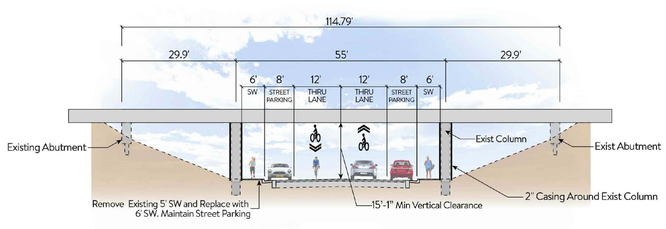



1 Detail 1 - Pedestrian Undercrossing, South Ramp

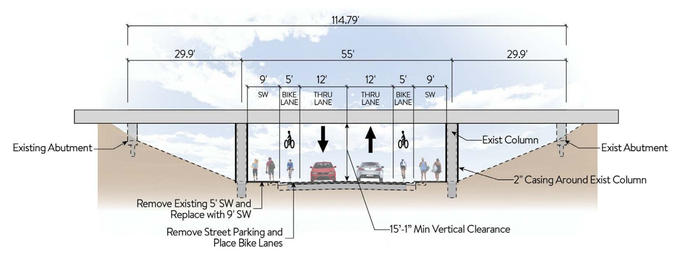



2 Detail 2 - Pedestrian Undercrossing, North Ramp

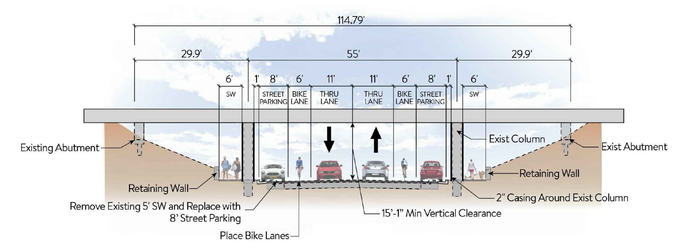
## EVANS AVENUE UNDERCROSSING ALTERNATIVES




C Evans Avenue Section - Option 1




C Evans Avenue Section - Option 2 (as shown above)



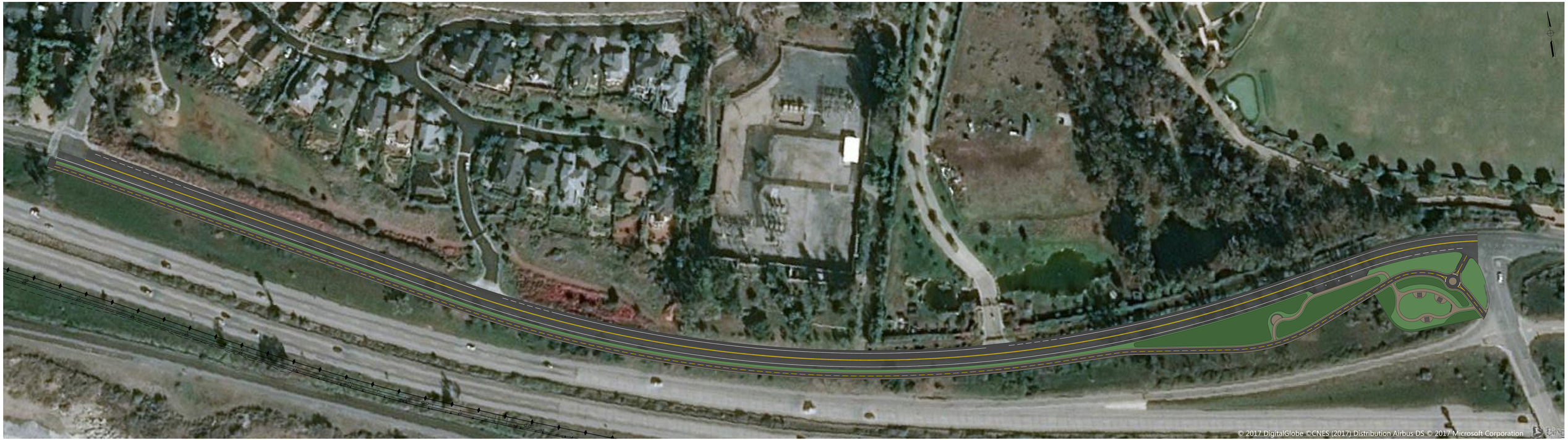

C Evans Avenue Section - Option 3

LEGEND

- Retaining Walls (RW)
- Sound Walls (SW)
- Barriers

**Evans Avenue Undercrossing, Wallace Avenue Improvements & Preliminary Concept for Colville Pedestrian Undercrossing**

| Coleville Pedestrian UC - Concept Estimate | | | | | |
|---|---|---|---|---|---|
| **Item No.** | **Item Description** | **Unit of Measure** | **Estimated Quantity** | **Unit Cost** | **Amount** |
| 1 | Clearing and Grubbing | LS | 1 | $ 20,000.00 | $ 20,000.00 |
| 2 | Roadway Excavation | CY | 3200 | $ 100.00 | $ 320,000.00 |
| 3 | Structural Backfill | CY | 2500 | $ 100.00 | $ 250,000.00 |
| 4 | Concrete Pavement | CY | 300 | $ 800.00 | $ 240,000.00 |
| 5 | Retaining Wall | LF | 140 | $ 250.00 | $ 35,000.00 |
| 6 | RCB (8'x8') | LF | 200 | $ 2,500.00 | $ 500,000.00 |
| 7 | Architectural Treatment | SF | 4000 | $ 30.00 | $ 120,000.00 |
| 8 | Pedestrian Railing | LF | 260 | $ 200.00 | $ 52,000.00 |
| 9 | Cable Railing | LF | 200 | $ 30.00 | $ 6,000.00 |
| 10 | Drainage | LS | 1 | $ 100,000.00 | $ 100,000.00 |
| 11 | Minor Concrete (Sidewalk/Path) | LF | 130 | $ 170.00 | $ 22,100.00 |
| 12 | Traffic Control | LS | 1 | $ 500,000.00 | $ 500,000.00 |
| 13 | K-Rail | LF | 9000 | $ 20.00 | $ 180,000.00 |
| 14 | Lighting | LS | 1 | $ 50,000.00 | $ 50,000.00 |
| 15 | Miscellaneous Minor Items (10%) | LS | 1 | $ 217,000.00 | $ 217,000.00 |
| | Mobilization (10%) | LS | 1 | $ 217,000.00 | $ 217,000.00 |
| | Contingency (30%) | LS | 1 | $ 650,000.00 | $ 650,000.00 |
| | Project Development Cost (40%) | LS | 1 | $ 1,050,000.00 | $ 1,050,000.00 |
| | | | | **Total** | $ 4,529,100.00 |
| | | | | **USE** | $ 4,600,000.00 |

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1 inch = 40 ft.

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1 inch = 40 ft.