

**CITY OF SANTA BARBARA
CITY COUNCIL**

Helene Schneider
Mayor
Bendy White
Mayor Pro Tempore
Grant House
Ordinance Committee Chair
Dale Francisco
Finance Committee Chair
Frank Hotchkiss
Randy Rowse
Michael Self



James L. Armstrong
City Administrator

Stephen P. Wiley
City Attorney

City Hall
735 Anacapa Street
<http://www.SantaBarbaraCA.gov>

**APRIL 26, 2011
AGENDA**

ORDER OF BUSINESS: Regular meetings of the Finance Committee and the Ordinance Committee begin at 12:30 p.m. The regular City Council meeting begins at 2:00 p.m. in the Council Chamber at City Hall.

REPORTS: Copies of the reports relating to agenda items are available for review in the City Clerk's Office, at the Central Library, and <http://www.SantaBarbaraCA.gov>. In accordance with state law requirements, this agenda generally contains only a brief general description of each item of business to be transacted or discussed at the meeting. Should you wish more detailed information regarding any particular agenda item, you are encouraged to obtain a copy of the Council Agenda Report (a "CAR") for that item from either the Clerk's Office, the Reference Desk at the City's Main Library, or online at the City's website (<http://www.SantaBarbaraCA.gov>). Materials related to an item on this agenda submitted to the City Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office located at City Hall, 735 Anacapa Street, Santa Barbara, CA 93101, during normal business hours.

PUBLIC COMMENT: At the beginning of the 2:00 p.m. session of each regular City Council meeting, and at the beginning of each special City Council meeting, any member of the public may address the City Council concerning any item not on the Council's agenda. Any person wishing to make such address should first complete and deliver a "Request to Speak" form prior to the time that public comment is taken up by the City Council. Should City Council business continue into the evening session of a regular City Council meeting at 6:00 p.m., the City Council will allow any member of the public who did not address them during the 2:00 p.m. session to do so. The total amount of time for public comments will be 15 minutes, and no individual speaker may speak for more than 1 minute. The City Council, upon majority vote, may decline to hear a speaker on the grounds that the subject matter is beyond their jurisdiction.

REQUEST TO SPEAK: A member of the public may address the Finance or Ordinance Committee or City Council regarding any scheduled agenda item. Any person wishing to make such address should first complete and deliver a "Request to Speak" form prior to the time that the item is taken up by the Finance or Ordinance Committee or City Council.

CONSENT CALENDAR: The Consent Calendar is comprised of items that will not usually require discussion by the City Council. A Consent Calendar item is open for discussion by the City Council upon request of a Councilmember, City staff, or member of the public. Items on the Consent Calendar may be approved by a single motion. Should you wish to comment on an item listed on the Consent Agenda, after turning in your "Request to Speak" form, you should come forward to speak at the time the Council considers the Consent Calendar.

AMERICANS WITH DISABILITIES ACT: In compliance with the Americans with Disabilities Act, if you need special assistance to gain access to, comment at, or participate in this meeting, please contact the City Administrator's Office at 564-5305 or inquire at the City Clerk's Office on the day of the meeting. If possible, notification at least 48 hours prior to the meeting will enable the City to make reasonable arrangements in most cases.

TELEVISION COVERAGE: Each regular City Council meeting is broadcast live in English and Spanish on City TV Channel 18 and rebroadcast in English on Wednesdays and Thursdays at 7:00 p.m. and Saturdays at 9:00 a.m., and in Spanish on Sundays at 4:00 p.m. Each televised Council meeting is closed captioned for the hearing impaired. Check the City TV program guide at www.citytv18.com for rebroadcasts of Finance and Ordinance Committee meetings, and for any changes to the replay schedule.

ORDER OF BUSINESS

- 12:00 Noon - Special Finance Committee Meeting, David Gebhard Public Meeting Room, 630 Garden Street
- 12:30 p.m. - Ordinance Committee Meeting, Council Chamber
- 2:00 p.m. - City Council Meeting

SPECIAL FINANCE COMMITTEE MEETING - 12:00 NOON IN THE DAVID GEBHARD PUBLIC MEETING ROOM, 630 GARDEN STREET (120.03)

1. Subject: March 31, 2011, Investment Report And March 31, 2011, Fiscal Agent Report

Recommendation: That the Finance Committee recommend that Council:

- A. Accept the March 31, 2011, Investment Report; and
- B. Accept the March 31, 2011, Fiscal Agent Report.

(See Council Agenda Item No. 1)

2. Subject: Finance Committee Review Of The Proposed Two-Year Financial Plan For Fiscal Years 2012 And 2013

Recommendation: That the Finance Committee hear a report from staff on the Proposed Two-Year Financial Plan for Fiscal Years 2012 and 2013, including the Recommended Budget for Fiscal Year 2012.

ORDINANCE COMMITTEE MEETING - 12:30 P.M. IN THE COUNCIL CHAMBER (120.03)

Subject: Amendment To Adopted Plumbing Code

Recommendation: That the Ordinance Committee recommend that Council adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Amending Section 22.04.030 of Chapter 22.04 of Title 22 of the Santa Barbara Municipal Code Concerning Local Amendments to the California Plumbing Code.

REGULAR CITY COUNCIL MEETING – 2:00 P.M.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CHANGES TO THE AGENDA

PUBLIC COMMENT

CONSENT CALENDAR

1. **Subject: March 31, 2011, Investment Report And March 31, 2011, Fiscal Agent Report (260.02)**

Recommendation: That Council:

- A. Accept the March 31, 2011, Investment Report; and
- B. Accept the March 31, 2011, Fiscal Agent Report.

2. **Subject: Economic Development Designation For 34 West Victoria Street Project (640.09)**

Recommendation: That Council find that the development project at 34 West Victoria Street meets the definition of an Economic Development Project, and grant the project a Final Economic Development Designation for an allocation of 3,437 square feet of nonresidential floor area.

3. **Subject: Integrated Pest Management 2010 Annual Report (330.01)**

Recommendation: That Council accept the Integrated Pest Management 2010 Annual Report.

4. **Subject: 2904 State Street Lease By Housing Authority To WillBridge (660.04)**

Recommendation: That Council approve the leasing of the affordable rental property at 2904 State Street by the Housing Authority to WillBridge for use as transitional housing for formerly homeless persons.

CONSENT CALENDAR (CONT'D)

NOTICES

5. The City Clerk has on Thursday, April 21, 2011, posted this agenda in the Office of the City Clerk, on the City Hall Public Notice Board on the outside balcony of City Hall, and on the Internet.

This concludes the Consent Calendar.

REPORT FROM THE FINANCE COMMITTEE

REPORT FROM THE ORDINANCE COMMITTEE

CITY COUNCIL ADMINISTRATIVE AND ATTORNEY REPORTS

ADMINISTRATIVE SERVICES DEPARTMENT

6. **Subject: Recommendation To Conduct The 2011 General Municipal Election As A Vote-By-Mail Election And Authorization To Purchase Signature Verification System (110.03)**

Recommendation: That Council:

- A. Authorize the City Clerk to conduct the November 2011 General Municipal Election as a Vote-By-Mail (VBM) Election; and
- B. Appropriate \$12,000 from Appropriated Reserves to purchase a signature verification system.

MAYOR AND COUNCIL REPORTS

7. **Subject: Request From Councilmembers Frank Hotchkiss And Randy Rowse Regarding City Enforcement Of Existing State Laws And Municipal Ordinances (Transient Related Street Crimes) (660.04)**

Recommendation: That Council hold a discussion to examine the effectiveness of City enforcement of existing State laws and the City's municipal ordinances concerning transient related street crimes.

PUBLIC HEARINGS

- 8. Subject: Appeals Of The Planning Commission Approval Of The Highway 101 Operational Improvements Salinas Ramps Coastal Development Permit Amendment (640.07)**

Recommendation: That Council deny both appeals and uphold the decision of the Planning Commission to approve the Highway 101 Operational Improvements Salinas Ramps Coastal Development Permit Amendment.

COUNCIL AND STAFF COMMUNICATIONS

COUNCILMEMBER COMMITTEE ASSIGNMENT REPORTS

CLOSED SESSIONS

- 9. Subject: Conference With Labor Negotiator (440.05)**

Recommendation: That Council hold a closed session, per Government Code Section 54957.6, to consider instructions to City negotiator Kristy Schmidt, Employee Relations Manager, regarding negotiations with General, Treatment and Patrol, and Supervisory bargaining units, and regarding discussions with unrepresented management about salaries and fringe benefits.

Scheduling: Duration, 30 minutes; anytime

Report: None anticipated

- 10. Subject: Conference With Real Property Negotiators - 319 W. Haley Street (330.03)**

Recommendation: That Council hold a closed session pursuant to the authority of Government Code Section 54956.8 in order to provide direction to the City Administrator and to the City Attorney regarding the possible City disposition of the real property known as 319 W. Haley Street. Property: 319 W. Haley Street. City Negotiator: City Transportation Planning Manager and the City Attorney's office. Negotiating Party: Santa Barbara County Association of Governments. Under Negotiation: Price, terms of payment, possible exchange terms.

Scheduling: Duration, 20 minutes; anytime

Report: None anticipated

ADJOURNMENT

CITY OF SANTA BARBARA
FINANCE COMMITTEE
SPECIAL MEETING AGENDA

DATE: April 26, 2011

Dale Francisco, Chair

TIME: 12:00 p.m.

Michael Self

PLACE: David Gebhard Public Meeting Room
630 Garden Street

Bendy White

James L. Armstrong
City Administrator

Robert Samario
Finance Director

ITEMS TO BE CONSIDERED:

1. Subject: March 31, 2011, Investment Report And March 31, 2011, Fiscal Agent Report

Recommendation: That Finance Committee recommend that Council:

- A. Accept the March 31, 2011, Investment Report; and
- B. Accept the March 31, 2011, Fiscal Agent Report.

(See Council Agenda Item No. 1)

2. Subject: Finance Committee Review Of The Proposed Two-Year Financial Plan For Fiscal Years 2012 And 2013

Recommendation: That the Finance Committee hear a report from staff on the Proposed Two-Year Financial Plan for Fiscal Years 2012 and 2013, including the Recommended Budget for Fiscal Year 2012.



CITY OF SANTA BARBARA

FINANCE COMMITTEE AGENDA REPORT

AGENDA DATE: April 26, 2011

TO: Finance Committee

FROM: Administration Division, Finance Department

SUBJECT: Finance Committee Review Of The Proposed Two-Year Financial Plan For Fiscal Years 2012 And 2013

RECOMMENDATION:

That the Finance Committee hear a report from staff on the Proposed Two-Year Financial Plan for Fiscal Years 2012 and 2013, including the Recommended Budget for Fiscal Year 2012.

DISCUSSION:

On Tuesday, April 19, 2011, the Proposed Two-Year Financial Plan for Fiscal Years 2012 and 2013 ("Proposed Plan") was submitted to Council. That day, Council heard an overview of the Proposed Plan and approved the Schedule of Council Budget Review Meetings and Public Hearings.

Earlier that day, the Finance Committee also approved its own budget review schedule, as well as the additional topics that it will review. The approved Finance Committee budget review schedule is attached to this report.

Consistent with the approved Finance Committee review schedule, today's meeting will cover three topics:

1. General Fund budget balancing strategy,
2. General Fund non-departmental revenues and growth assumptions, and
3. Citywide proposed changes to authorized positions.

The next meeting for the Committee's budget review is scheduled on Tuesday, May 3, 2011, from 11:30 a.m. – 1:45 p.m. when the Committee will begin its review of proposed changes to fees and service charges for General Fund departments and the Golf Enterprise Fund.

ATTACHMENT: Approved Finance Committee Budget Review Schedule

PREPARED BY: Jill Taura, Treasury Manager

SUBMITTED BY: Robert Samario, Finance Director

APPROVED BY: City Administrator's Office

CITY OF SANTA BARBARA

Approved Finance Committee Budget Review Schedule
Two-Year Financial Plan for Fiscal Years 2012 and 2013

| Meeting Date & Time | Department |
|--|--|
| Tuesday, April 26, 2011 12:00 p.m. – 1:45 p.m. | <ul style="list-style-type: none"> ➤ General Fund balancing strategy (20 min) ➤ General Fund non-departmental revenues and growth assumptions (20 min) ➤ Proposed changes to authorized positions (20 mins) |
| Tuesday, May 3, 2011 11:30 a.m. – 1:45 p.m. | <ul style="list-style-type: none"> ➤ General Fund proposed departmental fee changes (1 hour) ➤ Golf Enterprise Fund proposed fees (20 min) |
| Tuesday, May 10, 2011 11:00 a.m. – 1:45 p.m. | <ul style="list-style-type: none"> ➤ General Fund proposed departmental fee changes – Part 2 (30 min) ➤ Enterprise fund proposed fee changes (1 hour 45 min) – Water, Wastewater, Waterfront, and Solid Waste |
| Tuesday, May 17, 2011 12:00 p.m. – 1:45 p.m. | <ul style="list-style-type: none"> ➤ Review of Citywide reserve balances and policies (30 min) ➤ Follow-up on items requested by Finance Committee, if any |
| Tuesday, May 24, 2011 12:00 p.m. – 1:45 p.m. | <ul style="list-style-type: none"> ➤ Follow-up on items requested by Finance Committee, if any ➤ Staff recommended adjustments to FY 2012 Budget, if any |

CITY OF SANTA BARBARA

ORDINANCE COMMITTEE MEETING

MEETING AGENDA

DATE: April 26, 2011
TIME: 12:30 p.m.
PLACE: Council Chamber

Grant House, Chair
Frank Hotchkiss
Randy Rowse

Office of the City
Administrator

Office of the City
Attorney

Lori Pedersen
Administrative Analyst

Stephen P. Wiley
City Attorney

ITEMS FOR CONSIDERATION

Subject: Amendment To Adopted Plumbing Code

Recommendation: That the Ordinance Committee recommend that Council adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Amending Section 22.04.030 of Chapter 22.04 of Title 22 of the Santa Barbara Municipal Code Concerning Local Amendments to the California Plumbing Code.



CITY OF SANTA BARBARA

ORDINANCE COMMITTEE AGENDA REPORT

AGENDA DATE: April 26, 2011

TO: Ordinance Committee Members

FROM: Building and Safety Division, Community Development Department

SUBJECT: Amendment To Adopted Plumbing Code

RECOMMENDATION:

That the Ordinance Committee recommend that Council adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Amending Section 22.04.030 of Chapter 22.04 of Title 22 of the Santa Barbara Municipal Code Concerning Local Amendments to the California Plumbing Code.

DISCUSSION:

This amendment would restore two previous requirements that were inadvertently dropped when the new building codes were adopted this last January. These items were originally requested by our Water Resources Division as tools in State and Federal required Water Conservation Best Management Practices several code cycles ago and should have been brought forward as part of our current adopting ordinance.

Proposed Changes:

The proposed changes involve the addition of a new subsection B to Section 22.04.030 of the Municipal Code that will add two subsections to Section 402 of the California Plumbing Code. The first subsection requires fountains to have "recirculation" pumps and to not be connected to the potable water system. The second subsection requires car wash facilities to recycle their rinse water for use as wash water on subsequent washes.

ATTACHMENT: Draft Building Code Ordinance Amendments

PREPARED BY: Chris Hansen, Inspection/Plan Check Supervisor

SUBMITTED BY: Paul Casey, Assistant City Administrator/Community Development Director

APPROVED BY: City Administrator's Office

ORDINANCE COMMITTEE DISCUSSION DRAFT 4/26/2011
SHOWING ADDITIONS TO EXISTING CODE

ORDINANCE NO. _____

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SANTA BARBARA AMENDING SECTION 22.04.030 OF CHAPTER 22.04 OF TITLE 22 OF THE SANTA BARBARA MUNICIPAL CODE CONCERNING LOCAL AMENDMENTS TO THE CALIFORNIA PLUMBING CODE

WHEREAS, model construction codes are developed and published periodically by professional organizations of building official experts; and

WHEREAS, these codes are adopted by the State of California and by local communities with amendments pertinent to local conditions; and

WHEREAS, the City of Santa Barbara relies on local ground and surface water for its local water supplies; and

WHEREAS, drought conditions are common occurrences within Santa Barbara and the surrounding areas; and

WHEREAS, local topography and climate present unique fire hazard and fire abatement conditions; and

WHEREAS, local geological conditions present unique geophysical hazards; and

WHEREAS, the City Council of the City of Santa Barbara finds that such local geological, topographic and climatic conditions warrant certain amendments to the model codes related to construction;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SANTA BARBARA DOES ORDAIN AS FOLLOWS:

SECTION 1. Section 22.04.030 of Chapter 22.04 of Title 22 of the Santa Barbara Municipal Code is amended to read as follows:

22.04.030 Amendments to California Plumbing Code.

The 2010 California Plumbing Code, as adopted by reference pursuant to this Chapter, is amended as set forth in this Section 22.04.030.

A. Section 103.4.1 of the California Plumbing Code is deleted in its entirety and readopted to read as follows:

103.4.1 Permit Fees. The fee for each permit shall be established by resolution of the City Council of the City of Santa Barbara.

B. Section 402 of the California Plumbing Code is amended by the addition of subsections 402.7 and 402.8 to read as follows:

402.7 Fountains. All fountains and other decorative bodies of water shall be equipped with a recirculation system and shall be designed to operate without a continuous supply of water.

402.8 Vehicle Wash Facilities.

402.8.1. All vehicle wash facilities using conveyORIZED, touchless and/or rollover in-bay technology shall reuse a minimum of fifty percent (50%) of water from previous vehicle rinses in subsequent washes.

402.8.2. Vehicle wash facilities using reverse osmosis to produce water rinse with a lower mineral content, shall incorporate the unused concentrate in subsequent vehicle washes.

402.8.3. All hoses pipes and faucets designed for the manual application of water to vehicles at vehicle wash facilities shall be equipped with a positive shut-off valve designed to interrupt the flow of water in the absence of operator applied pressure.

BC. Section 412.1 of the California Plumbing Code is amended to read as follows:

412.1 Fixture Count. Plumbing fixtures shall be provided for the type of building occupancy and in the minimum number shown in Table 4-1[OSHPD 1, 2, 3 and 4] and Table 4-2.

Exception: Within existing buildings, the Chief Building Official may make alternate consideration findings for partial compliance on the basis of the following criteria:

1. The cost of compliance is in excess of 15% of all cost of construction as proposed or incurred within one (1) year before or after the work proposed; and
2. The proposed use does not intensify the occupant load by more than 15% of the existing occupant load; and
3. Water closets are not reduced by more than one fixture from that required under CPC Table 4-1 criteria for the use proposed; and
4. Other physical constraints of existing buildings and occupancies relative to disabled access regulations exist.

CD. Chapter 4 of the California Plumbing Code is amended to add Section 419 “Water Meters Required,” to read as follows:

419. Water Meters Required.

419.1. Group R Occupancies. Each dwelling unit, including, but not limited to, apartments units, shall be served by a separate City water meter. Except in projects of less than five (5) dwelling units, such meter shall serve only uses within the dwelling unit, and other uses shall be served by an additional separate City water meter.

419.2. Occupancies Other Than Group R. All occupancies other than Group R on a single parcel of land may be served by a single meter, except that no such meter shall also serve any Group R occupancy.

DE. Section 603.0 of the California Plumbing Code is amended to read as follows:

603.0 Cross-Connection Control. Cross-connection control shall be provided in accordance with the provisions of this chapter and Sections 7583 through 7630, “Drinking Water Supplies,” of Title 17 of the California Administrative Code, and where there is a conflict between the requirements, the higher level of protection shall apply.

No person shall install any water-operated equipment or mechanism, or use any water-treating chemical or substance, if it is found that such equipment, mechanism, chemical, or substance causes pollution or contamination of the domestic water supply. Such equipment or mechanism shall be permitted only when equipped with an approved backflow prevention device or assembly.

EF. Section 608.2 of the California Plumbing Code is amended to read as follows:

608.2 Excessive Water Pressure. Regardless of the pressure at the main, all occupancies served by the City of Santa Barbara Water Resources Division shall be equipped with an approved pressure regulator preceded by a strainer (unless a strainer is built into the device). Any irrigation system or other secondary piping that bypasses said regulator shall be equipped with its own approved pressure regulator and strainer, installed upstream of any piping, backflow device, valve, solenoid or outlet. Such regulator(s) shall control the pressure to all water outlets in the building unless otherwise approved by the Authority Having Jurisdiction. Each such regulator and strainer shall be accessibly located above ground or in a vault equipped with a properly sized and sloped bore-sighted drain to daylight, shall be protected from freezing, and shall have the strainer readily accessible for cleaning without removing the regulator or strainer body or disconnecting the supply piping. Pipe size determinations shall be based on 80 percent of the reduced pressure when using Table 6-6. An approved expansion tank shall be installed in the cold water distribution piping downstream of each such regulator to prevent excessive pressure from developing due to thermal expansion and to maintain the pressure setting of the regulator. The expansion tank shall be properly sized and installed in accordance with the manufacturer's instructions and listing. Systems designed by registered engineers shall be permitted to use approved pressure relief valves in lieu of expansion tanks, provided such relief valves have a maximum pressure relief setting of one hundred (100) pounds per square inch (689 kPa) or less.

FG. Section 710.0 of the California Plumbing Code is amended to add Sections 710.14 and 710.15 to read as follows:

710.14 Sewage Pump Signaling Device. Specially designed sewage disposal systems which depend upon a sewage lift pump or ejector for their operation shall be provided with an approved audible signaling device to warn building occupants in the event of pump failure.

710.15. Approved Type Backwater Valve. When the valuation of an addition, alteration, or repair to a building exceeds \$1,000.00, or when additions, alterations, or repairs are made to the plumbing system or fixtures and a permit is required, an approved backwater valve shall be installed in accordance with Section 710.0 of this Code.

Exception: Repairs to the exterior surface of a building are exempt from the requirements of this section.

GH. Section 713.0 of the California Plumbing Code is amended to read as follows:

713.2. When no public sewer intended to serve any lot or premises is available in any thoroughfare or right-of-way abutting such lot or premises, drainage piping from any building or works shall be connected to an approved private sewage disposal system.

Approved private systems may be used until a public system is available. Upon written notice by the Chief Building Official to the record owner of title, such private systems shall be abandoned in accordance with the provisions of Section 722.0 of this code, and permits to connect to the public system must be secured.



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: April 26, 2011
TO: Mayor and Councilmembers
FROM: Treasury Division, Finance Department
SUBJECT: March 31, 2011, Investment Report And March 31, 2011, Fiscal Agent Report

RECOMMENDATION: That Council:

- A. Accept the March 31, 2011, Investment Report; and
- B. Accept the March 31, 2011, Fiscal Agent Report.

DISCUSSION:

On a quarterly basis, staff submits a comprehensive report on the City's portfolio and related activity pursuant to the City's Annual Statement of Investment Policy. The current report covers the investment activity for January through March 2011.

Financial markets continued to post strong growth in the first quarter of 2011, due to strong corporate earnings as both consumer and business spending continue to grow. The Dow Jones Industrial Average (DJIA) index, which measures stocks from 30 industrial "blue-chip" companies, was up 6.41 percent from the previous quarter; the S&P 500, composed of 500 "large-cap" companies across various sectors, was up 5.92 percent; and NASDAQ, which largely measures technology stocks, was up 4.84 percent.

At its March meeting, the Federal Reserve Bank's Open Market Committee (FOMC) gave its most optimistic assessment of the economy since the recession ended, noting the "firmer footing" of the economy due to increased spending and gradual improvement in the jobs market. Although the committee downplayed the risk of inflation, a minority of committee members noted that acceleration in inflation could weaken the economic recovery, given the large increase in energy prices over the past 12 months that is being passed through to consumers. However, the committee maintained the current federal funds rate at a target range of 0-1/4 percent "for an extended period". With respect to its quantitative easing stimulus program (QE2) announced last November, the committee voted unanimously to continue QE2 as planned. Under QE2, the Fed has planned to purchase \$600 billion in Treasuries through June 2011 in an effort to keep interest rates low, spur economic growth, and return the inflation rate to the target of 2

percent. It was noted by some committee members that the current levels of economic growth and the potential for accelerating inflation might warrant downsizing the program before June.

The Consumer Price Index (CPI) is a general measure of inflation showing the average change over time in prices of goods and services purchased by households. The seasonally adjusted CPI for all items was up by 0.5 percent in March. The CPI reflects increases in gasoline and food prices, which accounted for three quarters of the increase. The energy index has increased 15.5 percent over the past 12 months, with the gasoline index up 27.5 percent.

Treasury note yields were higher by the end of the quarter, after dipping slightly in January. As shown in the table to the right, the increase in yield ranged from an increase of only 1 basis point on the 1-year Treasury note to an increase of 27 basis

| U.S. Treasury Market | | | | | |
|----------------------|------------|-----------|-----------|-----------|-------------------|
| | 12/31/2010 | 1/31/2011 | 2/28/2011 | 3/31/2011 | Cumulative Change |
| 3 Month | 0.13% | 0.15% | 0.13% | 0.09% | -0.04% |
| 6 Month | 0.18% | 0.16% | 0.16% | 0.17% | -0.01% |
| 1 Year | 0.26% | 0.24% | 0.24% | 0.27% | 0.01% |
| 2 Year | 0.59% | 0.56% | 0.68% | 0.82% | 0.23% |
| 3 Year | 0.99% | 0.96% | 1.16% | 1.30% | 0.31% |
| 4 Year | 1.50% | 1.45% | 1.65% | 1.79% | 0.29% |
| 5 Year | 2.01% | 1.94% | 2.14% | 2.28% | 0.27% |
| 10 Year | 3.30% | 3.37% | 3.43% | 3.46% | 0.16% |
| 30 Year | 4.34% | 4.57% | 4.50% | 4.50% | 0.16% |
| LAIF | 0.46% | 0.51% | 0.51% | 0.51% | 0.05% |

points on the 5-year Treasury note. Yields on the 5-year Treasury note have continued to climb after hitting an all time low of 1.17% in October 2010. The Treasury curve remains steep as investors expect the economic recovery to be, at minimum, prolonged, given concern over the growing U.S. debt, the potential for early termination of QE2 (and its effect on the economic recovery), continuing economic woes in other parts of the world, and disruptions in oil production.

Investment Activity

As shown in the table on the next page, the City invested \$19 million during the quarter. The purchases consisted of \$7 million in "AAA" rated Federal Agency callable securities, \$10 million in "AAA" rated Federal Agency bullets (non-callable securities), and \$2 million in "AA+" rated corporate notes (General Electric Capital Corporation). During the quarter, \$8 million of "AAA" rated Federal Agency securities were called and \$8 million securities matured.

Council Agenda Report
 March 31, 2011, Investment Report And March 31, 2011, Fiscal Agent Report
 April 26, 2011
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| Issuer | Face Amount | Purchase Date | Final Maturity | Call Date | Yield To Call | Yield To Maturity |
|--|-------------|---------------|----------------|-----------|---------------|-------------------|
| <i>Purchases:</i> | | | | | | |
| Federal Home Loan Mortgage Corp (FHLMC) | 2,000,000 | 01/06/11 | 02/25/14 | - | - | 1.375% |
| General Electric Capital Corp. (GECC) | 2,000,000 | 01/07/11 | 01/07/14 | - | - | 2.100% |
| Federal Farm Credit Bank (FFCB) | 1,500,000 | 02/02/11 | 02/02/15 | 02/02/12 | 2.000% | 2.000% |
| Federal Home Loan Bank (FHLB) | 2,000,000 | 02/09/11 | 01/29/15 | - | - | 1.750% |
| Federal Farm Credit Bank (FFCB) | 2,000,000 | 02/10/11 | 02/10/14 | - | - | 1.375% |
| Federal Home Loan Mortgage Corp (FHLMC) | 2,000,000 | 02/11/11 | 04/02/14 | - | - | 1.615% |
| Federal Farm Credit Bank (FFCB) | 2,000,000 | 02/16/11 | 02/16/16 | - | - | 2.570% |
| Federal National Mortgage Association (FNMA) | 2,000,000 | 02/17/11 | 02/17/16 | 02/17/12 | 2.500% | 2.500% |
| Federal Home Loan Mortgage Corp (FHLMC) | 1,500,000 | 02/22/11 | 08/22/14 | 08/22/11 | 1.700% | 1.700% |
| Federal Farm Credit Bank (FFCB) | 2,000,000 | 03/09/11 | 03/09/16 | 03/09/12 | 2.702% | 2.621% |
| | 19,000,000 | | | | | |
| <i>Calls:</i> | | | | | | |
| Federal Farm Credit Bank (FFCB) | 2,000,000 | 01/13/10 | 01/13/15 | 01/13/11 | 3.180% | 3.180% |
| Federal National Mortgage Association (FNMA) | 2,000,000 | 02/27/09 | 02/24/12 | 02/24/11 | 2.250% | 2.250% |
| Federal National Mortgage Association (FNMA) | 2,000,000 | 03/18/09 | 09/18/12 | 03/18/11 | 2.500% | 2.500% |
| Federal Home Loan Bank (FHLB) | 2,000,000 | 03/30/10 | 09/30/13 | 03/30/11 | 2.000% | 2.000% |
| | 8,000,000 | | | | | |
| <i>Maturities:</i> | | | | | | |
| Wells Fargo & Co. (WFC) | 2,000,000 | 05/30/07 | 01/12/11 | - | - | 5.260% |
| Federal Farm Credit Bank (FFCB) | 2,000,000 | 11/07/06 | 01/18/11 | - | - | 5.000% |
| Federal Home Loan Bank (FHLB) | 2,000,000 | 07/09/07 | 02/15/11 | - | - | 5.308% |
| General Electric Capital Corporation (GECC) | 2,000,000 | 01/10/07 | 02/22/11 | - | - | 5.100% |
| | 8,000,000 | | | | | |

The weighted average yield to maturity measures the average yield for securities with varying interest rates to help provide a measure of the future rate of return on the investment portfolio. The weighted average yield to maturity on the quarter's purchases totaled 1.966 percent, compared to 3.825 percent on the quarter's called and matured investments, reflecting the low interest rate environment.

The average rate at which the City earned interest at the Local Agency Investment Fund (LAIF), the State's managed investment pool, was 0.51 percent for the quarter ended March 31, 2011. Staff expects to reinvest a portion of the City's LAIF balances in short-term or callable securities during the next quarter.

Summary of Cash and Investments

The book rate of return, or portfolio yield, measures the percent return of actual interest earnings generated from the portfolio. During the quarter, the City's book rate of return decreased by 15.3 basis points from 2.075 percent at December 31, 2010 to 1.922 percent at March 31, 2011. The book rate of return continues to decline through the attrition of higher-yielding securities, and reinvestment at considerably lower market rates. The portfolio's average days to maturity increased by 44 days from 1,000 to 1,044 days which includes the 20-year Airport promissory note authorized by Council in July 2009. The portfolio's average days to maturity excluding

| Mo. Ended | Yield | Days to Maturity |
|------------|--------|------------------|
| 12/31/2010 | 2.075% | 1,000 |
| 1/31/2011 | 1.873% | 916 |
| 2/28/2011 | 1.889% | 1,041 |
| 3/31/2011 | 1.922% | 1,044 |

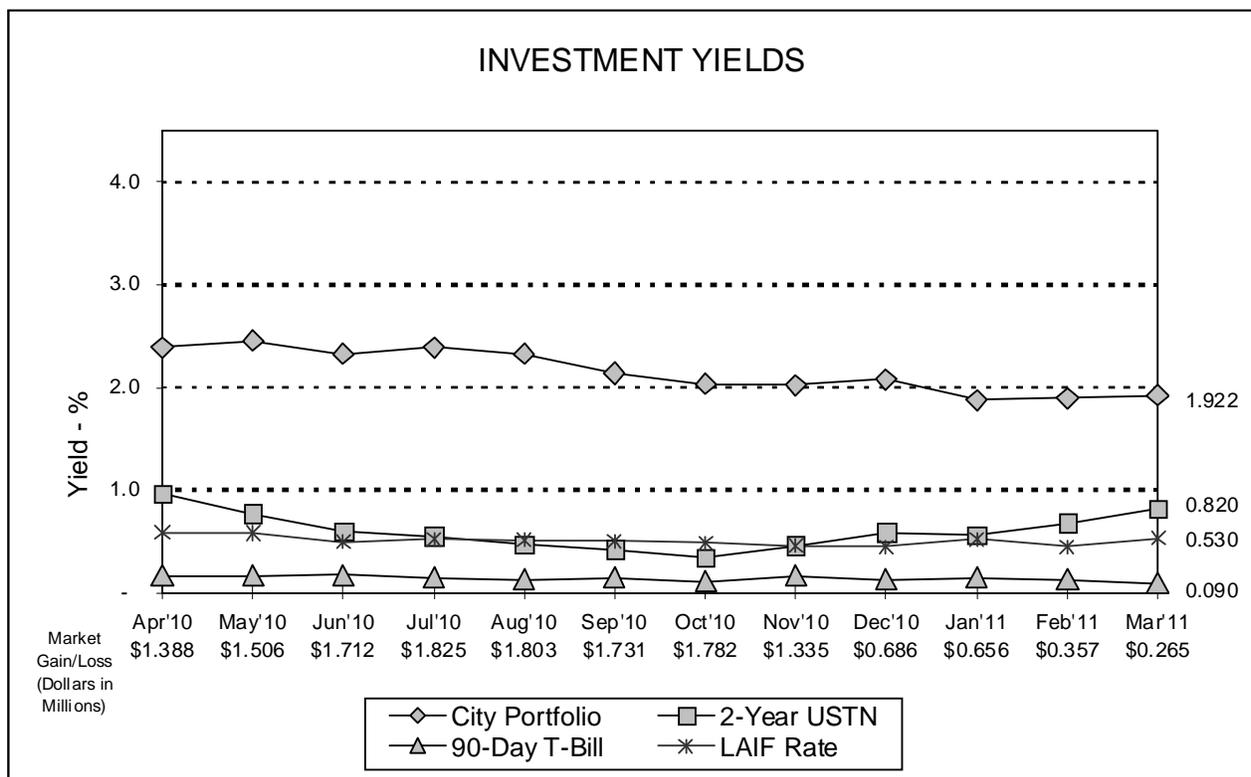
the Airport note is 830 days, reflecting reinvestment of maturities and calls during the quarter in the one to five year range for regular day-to-day investment activities in accordance with the City's Annual Statement of Investment Policy.

Credit Quality on Corporate Notes

Over the quarter ended March 31, 2011, there were no credit quality changes to the two corporate issuers of the medium-term notes held in the portfolio (i.e., General Electric Capital Corp and Berkshire Hathaway Financial). All ratings remain within the City's Investment Policy guidelines of "A" or better.

Portfolio Market Gains/Losses

As shown on the Investment Yields on the next page, the City's portfolio continues to significantly outperform the three benchmark measures (the 90 day T-Bill, 2 year T-Note and LAIF). The portfolio also reflects unrealized market gains during the quarter due to lower market yields compared to the yields on securities held in the portfolio. At March 31, 2011 the overall portfolio had an unrealized market gain of \$0.265 million.



On a quarterly basis, staff reports the five securities with the largest percentage of unrealized losses when comparing book value to market value at the end of the quarter. Note, however, since securities in the portfolio are held to maturity, no market losses will be realized.

| Issuer | Face Amount | Maturity | \$ Mkt Change | % Mkt Change |
|-------------------------------|-------------|----------|---------------|--------------|
| GENERAL ELECTRIC CAPITAL CORP | \$2,000,000 | 11/09/15 | -\$78,660 | -3.93% |
| FEDERAL FARM CREDIT BANK | \$2,000,000 | 10/28/15 | -\$60,600 | -3.03% |
| FEDERAL HOME LOAN MTG CORP | \$2,000,000 | 11/23/15 | -\$54,300 | -2.72% |
| FEDERAL NATL MORTGAGE ASSN | \$2,000,000 | 09/09/15 | -\$47,122 | -2.36% |
| FEDERAL FARM CREDIT BANK | \$2,000,000 | 11/23/15 | -\$41,960 | -2.10% |

On a quarterly basis, staff also reports all securities with monthly market declines of greater than 1 percent compared to the prior month. There were no securities with market decline of greater than 1 percent compared to the prior month.

The following confirmations are made pursuant to California Code Sections 53600 et seq.: (1) the City's portfolio as of March 31, 2011 is in compliance with the City's Statement of Investment Policy; and (2) there are sufficient funds available to meet the City's expenditure requirements for the next six months.

Fiscal Agent Investments

In addition to reporting requirements for public agency portfolios, a description of any of the agency's investments under the management of contracted parties is also required on a quarterly basis. Attachment 2 includes bond funds and the police and fire service retirement fund as of March 31, 2011.

ATTACHMENTS: 1. March 31, 2011 Investment Report
 2. March 31, 2011 Fiscal Agent Report

PREPARED BY: Jill Taura, Treasury Manager

SUBMITTED BY: Robert Samario, Finance Director

APPROVED BY: City Administrator's Office

CITY OF SANTA BARBARA
Activity and Interest Report
March 31, 2011

INVESTMENT ACTIVITY

PURCHASES OR DEPOSITS

| | |
|-------------------------------------|----------------------|
| 3/1 LAIF Deposit - City | \$ 1,000,000 |
| 3/3 LAIF Deposit - City | 1,500,000 |
| 3/9 Federal Farm Credit Bank (FFCB) | 2,000,000 |
| 3/17 LAIF Deposit - City | 1,000,000 |
| 3/21 LAIF Deposit - City | 1,500,000 |
| 3/29 LAIF Deposit - City | 1,000,000 |
| 3/30 LAIF Deposit - City | 2,000,000 |
| Total | \$ 10,000,000 |

SALES, MATURITIES, CALLS OR WITHDRAWALS

| | |
|--|------------------------|
| 3/8 LAIF Withdrawal - City | \$ (2,000,000) |
| 3/10 LAIF Withdrawal - City | (3,000,000) |
| 3/14 LAIF Withdrawal - City | (1,500,000) |
| 3/18 Federal National Mortgage Association (FNMA) - Call | (2,000,000) |
| 3/24 LAIF Withdrawal - City | (3,000,000) |
| 3/30 Federal Home Loan Bank (FHLB) - Call | (2,000,000) |
| Total | \$ (13,500,000) |

ACTIVITY TOTAL

\$ (3,500,000)

INTEREST REVENUE

POOLED INVESTMENTS

| | |
|--------------------------------|-------------------|
| Interest Earned on Investments | \$ 262,212 |
| Amortization | (8,786) |
| Interest on SBB&T Accounts | 145 |
| Total | \$ 253,571 |

RDA INVESTMENTS

| | |
|---------------------------------------|------------------------|
| Interest Earned on Investments (LAIF) | <u>\$ 6,752</u> |
|---------------------------------------|------------------------|

TOTAL INTEREST EARNED

\$ 260,323

CITY OF SANTA BARBARA
Investment Portfolio
March 31, 2011

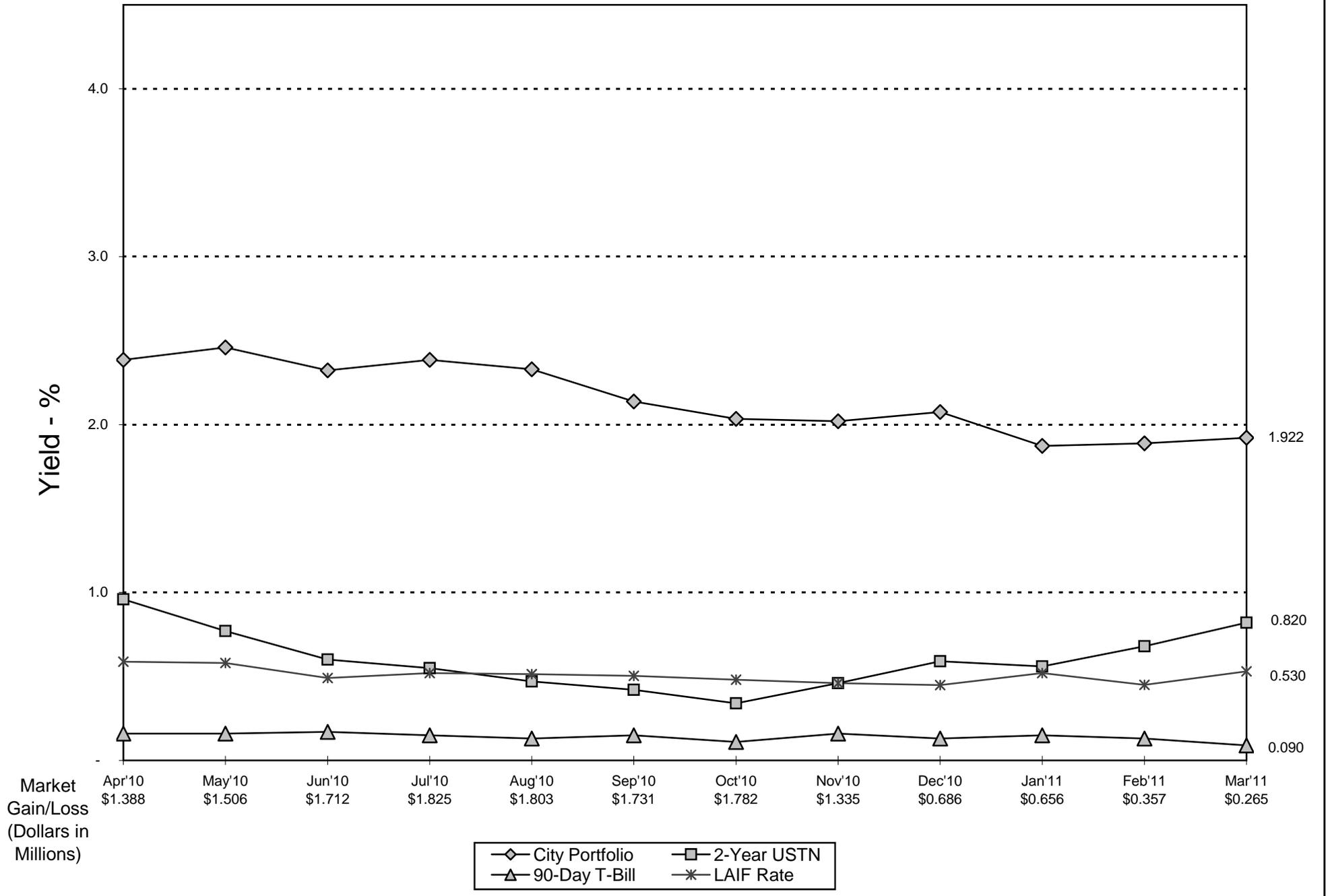
| DESCRIPTION | PURCHASE | MATURITY | QUALITY RATING | | STATED | YIELD AT | FACE | BOOK | MARKET | BOOK | COMMENTS |
|--|----------|----------|----------------|-------|--------|----------|---------------|---------------|---------------|-------------|-----------------------------------|
| | DATE | DATE | MOODY'S | S & P | | | | | | | |
| LOCAL AGENCY INVESTMENT FUNDS | | | | | | | | | | | |
| LOCAL AGENCY INVESTMENT FUND | - | - | - | - | 0.530 | 0.530 | 25,500,000.00 | 25,500,000.00 | 25,500,000.00 | 0.00 | |
| LOCAL AGENCY INV FUND/RDA | - | - | - | - | 0.530 | 0.530 | 15,000,000.00 | 15,000,000.00 | 15,000,000.00 | 0.00 | |
| Subtotal, LAIF | | | | | | | 40,500,000.00 | 40,500,000.00 | 40,500,000.00 | 0.00 | |
| CERTIFICATES OF DEPOSIT | | | | | | | | | | | |
| MONTECITO BANK & TRUST | 11/18/09 | 11/18/11 | - | - | 1.750 | 1.750 | 2,000,000.00 | 2,000,000.00 | 2,000,000.00 | 0.00 | |
| Subtotal, Certificates of deposit | | | | | | | 2,000,000.00 | 2,000,000.00 | 2,000,000.00 | 0.00 | |
| FEDERAL AGENCY ISSUES - COUPON | | | | | | | | | | | |
| FEDERAL FARM CREDIT BANK | 03/06/09 | 04/24/12 | Aaa | AAA | 2.250 | 2.120 | 2,000,000.00 | 2,002,668.78 | 2,038,990.00 | 36,321.22 | |
| FEDERAL FARM CREDIT BANK | 10/28/10 | 10/28/15 | Aaa | AAA | 1.540 | 1.540 | 2,000,000.00 | 2,000,000.00 | 1,939,400.00 | (60,600.00) | Callable 10/28/11, then cont. |
| FEDERAL FARM CREDIT BANK | 12/10/10 | 12/08/14 | Aaa | AAA | 1.500 | 1.662 | 2,000,000.00 | 1,991,375.70 | 1,980,090.00 | (11,285.70) | Callable 12/08/11, then cont. |
| FEDERAL FARM CREDIT BANK | 02/02/11 | 02/02/15 | Aaa | AAA | 2.000 | 2.000 | 1,500,000.00 | 1,500,000.00 | 1,501,402.50 | 1,402.50 | Callable 02/02/12, then cont. |
| FEDERAL FARM CREDIT BANK | 02/10/11 | 02/10/14 | Aaa | AAA | 1.375 | 1.375 | 2,000,000.00 | 2,000,000.00 | 2,000,820.00 | 820.00 | |
| FEDERAL FARM CREDIT BANK | 03/09/11 | 03/09/16 | Aaa | AAA | 2.600 | 2.621 | 2,000,000.00 | 1,998,122.22 | 1,998,940.00 | 817.78 | Callable 03/09/12, then cont. |
| FEDERAL FARM CREDIT BANK | 12/15/10 | 12/15/15 | Aaa | AAA | 2.480 | 2.480 | 2,000,000.00 | 2,000,000.00 | 1,982,490.00 | (17,510.00) | Callable 12/15/11, then cont. |
| FEDERAL FARM CREDIT BANK | 03/04/09 | 01/17/12 | Aaa | AAA | 2.000 | 2.002 | 2,000,000.00 | 2,000,000.00 | 2,027,000.00 | 27,000.00 | |
| FEDERAL FARM CREDIT BANK | 03/05/09 | 03/04/13 | Aaa | AAA | 2.600 | 2.600 | 2,000,000.00 | 2,000,000.00 | 2,068,510.00 | 68,510.00 | |
| FEDERAL FARM CREDIT BANK | 05/08/09 | 04/08/13 | Aaa | AAA | 2.200 | 2.200 | 2,000,000.00 | 2,000,000.00 | 2,053,950.00 | 53,950.00 | |
| FEDERAL FARM CREDIT BANK | 06/19/09 | 06/18/12 | Aaa | AAA | 2.125 | 2.125 | 2,000,000.00 | 2,000,000.00 | 2,039,690.00 | 39,690.00 | |
| FEDERAL FARM CREDIT BANK | 09/30/09 | 10/03/11 | Aaa | AAA | 1.125 | 1.125 | 2,000,000.00 | 2,000,000.00 | 2,008,770.00 | 8,770.00 | |
| FEDERAL FARM CREDIT BANK | 04/30/10 | 04/09/15 | Aaa | AAA | 2.900 | 2.916 | 2,000,000.00 | 1,999,199.77 | 2,010,600.00 | 11,400.23 | Callable 04/09/12, once |
| FEDERAL FARM CREDIT BANK | 11/23/10 | 11/23/15 | Aaa | AAA | 2.000 | 2.000 | 2,000,000.00 | 2,000,000.00 | 1,958,040.00 | (41,960.00) | Callable 05/23/12, then cont. |
| FEDERAL FARM CREDIT BANK | 02/16/11 | 02/16/16 | Aaa | AAA | 2.570 | 2.570 | 2,000,000.00 | 2,000,000.00 | 2,017,640.00 | 17,640.00 | |
| FEDERAL HOME LOAN BANK | 05/22/07 | 06/10/11 | Aaa | AAA | 5.250 | 5.005 | 2,000,000.00 | 2,000,837.65 | 2,019,120.00 | 18,282.35 | |
| FEDERAL HOME LOAN BANK | 03/04/09 | 06/08/12 | Aaa | AAA | 4.375 | 2.110 | 1,700,000.00 | 1,743,894.07 | 1,770,592.50 | 26,698.43 | |
| FEDERAL HOME LOAN BANK | 04/15/10 | 10/15/13 | Aaa | AAA | 2.000 | 2.000 | 2,000,000.00 | 2,000,000.00 | 2,039,840.00 | 39,840.00 | |
| FEDERAL HOME LOAN BANK | 08/05/10 | 09/12/14 | Aaa | AAA | 1.375 | 1.375 | 2,000,000.00 | 2,000,000.00 | 1,981,360.00 | (18,640.00) | |
| FEDERAL HOME LOAN BANK | 12/28/10 | 07/28/14 | Aaa | AAA | 0.650 | 1.816 | 2,000,000.00 | 2,000,000.00 | 2,003,190.00 | 3,190.00 | SU 2.05% Callable 07/28/11, once |
| FEDERAL HOME LOAN BANK | 06/30/09 | 06/30/14 | Aaa | AAA | 2.000 | 3.733 | 2,000,000.00 | 2,000,000.00 | 2,003,770.00 | 3,770.00 | SU 5%, Callable 06/30/11, once |
| FEDERAL HOME LOAN BANK | 09/17/09 | 12/13/13 | Aaa | AAA | 3.125 | 2.440 | 2,000,000.00 | 2,034,909.35 | 2,092,810.00 | 57,900.65 | |
| FEDERAL HOME LOAN BANK | 01/15/10 | 10/30/12 | Aaa | AAA | 1.700 | 1.700 | 2,000,000.00 | 2,000,000.00 | 2,032,890.00 | 32,890.00 | |
| FEDERAL HOME LOAN BANK | 04/05/10 | 11/29/13 | Aaa | AAA | 2.000 | 2.000 | 2,000,000.00 | 2,000,000.00 | 2,037,840.00 | 37,840.00 | |
| FEDERAL HOME LOAN BANK | 06/29/10 | 10/29/12 | Aaa | AAA | 1.125 | 1.125 | 2,000,000.00 | 2,000,000.00 | 2,014,850.00 | 14,850.00 | |
| FEDERAL HOME LOAN BANK | 05/23/08 | 06/10/11 | Aaa | AAA | 3.125 | 3.520 | 2,000,000.00 | 1,998,569.68 | 2,010,640.00 | 12,070.32 | |
| FEDERAL HOME LOAN BANK | 05/28/10 | 05/28/15 | Aaa | AAA | 2.000 | 2.653 | 2,000,000.00 | 2,000,000.00 | 2,035,950.00 | 35,950.00 | SU 3.35%, Callable 11/28/12, once |
| FEDERAL HOME LOAN BANK | 06/30/10 | 06/30/14 | Aaa | AAA | 1.125 | 2.277 | 2,000,000.00 | 2,000,000.00 | 2,015,430.00 | 15,430.00 | SU 3% Callable 12/30/11, once |
| FEDERAL HOME LOAN BANK | 09/17/09 | 09/13/13 | Aaa | AAA | 4.375 | 2.272 | 2,000,000.00 | 2,097,978.16 | 2,155,620.00 | 57,641.84 | |
| FEDERAL HOME LOAN BANK | 02/22/10 | 12/13/13 | Aaa | AAA | 3.125 | 2.130 | 2,000,000.00 | 2,051,315.36 | 2,092,810.00 | 41,494.64 | |
| FEDERAL HOME LOAN BANK | 03/26/10 | 06/08/12 | Aaa | AAA | 1.375 | 1.325 | 2,000,000.00 | 2,001,164.55 | 2,021,900.00 | 20,735.45 | |

CITY OF SANTA BARBARA
Investment Portfolio
March 31, 2011

| DESCRIPTION | PURCHASE | MATURITY | QUALITY RATING | | STATED | YIELD AT | FACE | BOOK | MARKET | BOOK | COMMENTS |
|--|----------|----------|----------------|-------|--------|----------|----------------|----------------|----------------|-------------|--|
| | DATE | DATE | MOODY'S | S & P | RATE | 365 | VALUE | VALUE | VALUE | GAIN/(LOSS) | |
| FEDERAL HOME LOAN BANK | 07/14/10 | 07/14/15 | Aaa | AAA | 2.000 | 2.336 | 2,000,000.00 | 2,000,000.00 | 2,010,210.00 | 10,210.00 | SU 2.0%-3.5% Call 07/14/11, then qtrly |
| FEDERAL HOME LOAN BANK | 02/09/11 | 01/29/15 | Aaa | AAA | 1.750 | 1.750 | 2,000,000.00 | 2,000,000.00 | 1,991,300.00 | (8,700.00) | |
| FEDERAL HOME LOAN MTG CORP | 04/08/09 | 04/08/13 | Aaa | AAA | 2.500 | 2.526 | 2,000,000.00 | 1,999,980.56 | 2,000,880.00 | 899.44 | Callable 04/08/11, once |
| FEDERAL HOME LOAN MTG CORP | 05/19/09 | 11/19/12 | Aaa | AAA | 2.170 | 2.170 | 2,000,000.00 | 2,000,000.00 | 2,004,940.00 | 4,940.00 | Callable 05/19/11, once |
| FEDERAL HOME LOAN MTG CORP | 09/03/09 | 09/21/12 | Aaa | AAA | 2.125 | 1.699 | 2,000,000.00 | 2,012,163.93 | 2,044,820.00 | 32,656.07 | |
| FEDERAL HOME LOAN MTG CORP | 11/23/10 | 11/23/15 | Aaa | AAA | 1.750 | 1.845 | 2,000,000.00 | 1,994,200.00 | 1,939,900.00 | (54,300.00) | Callable 11/23/11, once |
| FEDERAL HOME LOAN MTG CORP | 01/06/11 | 02/25/14 | Aaa | AAA | 1.375 | 1.375 | 2,000,000.00 | 2,000,000.00 | 2,000,920.00 | 920.00 | |
| FEDERAL HOME LOAN MTG CORP | 05/13/09 | 05/13/13 | Aaa | AAA | 2.400 | 2.400 | 2,000,000.00 | 2,000,000.00 | 2,005,040.00 | 5,040.00 | Callable 05/13/11, once |
| FEDERAL HOME LOAN MTG CORP | 12/15/10 | 12/15/15 | Aaa | AAA | 2.100 | 2.100 | 2,000,000.00 | 2,000,000.00 | 1,977,360.00 | (22,640.00) | Callable 06/15/11, then qtrly |
| FEDERAL HOME LOAN MTG CORP | 02/22/11 | 08/22/14 | Aaa | AAA | 1.700 | 1.700 | 1,500,000.00 | 1,500,000.00 | 1,493,160.00 | (6,840.00) | Callable 08/22/11, once |
| FEDERAL HOME LOAN MTG CORP | 06/09/09 | 08/17/12 | Aaa | AAA | 1.000 | 2.420 | 2,000,000.00 | 1,962,549.41 | 2,008,780.00 | 46,230.59 | |
| FEDERAL HOME LOAN MTG CORP | 03/26/10 | 04/25/12 | Aaa | AAA | 1.125 | 1.197 | 1,000,000.00 | 999,241.23 | 1,007,640.00 | 8,398.77 | |
| FEDERAL HOME LOAN MTG CORP | 06/30/10 | 06/30/15 | Aaa | AAA | 2.000 | 2.914 | 2,000,000.00 | 2,000,000.00 | 2,010,080.00 | 10,080.00 | SU 2.0%-4.5%, Call 06/30/11, annually |
| FEDERAL HOME LOAN MTG CORP | 02/11/11 | 04/02/14 | Aaa | AAA | 4.500 | 1.615 | 2,000,000.00 | 2,168,219.27 | 2,174,100.00 | 5,880.73 | |
| FEDERAL NATL MORTGAGE ASSN | 07/07/10 | 07/07/15 | Aaa | AAA | 2.350 | 2.350 | 2,000,000.00 | 2,000,000.00 | 1,993,730.00 | (6,270.00) | Callable 07/07/11, once |
| FEDERAL NATL MORTGAGE ASSN | 02/17/11 | 02/17/16 | Aaa | AAA | 2.500 | 2.500 | 2,000,000.00 | 2,000,000.00 | 2,004,940.00 | 4,940.00 | Callable 02/17/12, once |
| FEDERAL NATL MORTGAGE ASSN | 05/24/10 | 06/24/13 | Aaa | AAA | 2.000 | 2.000 | 2,000,000.00 | 2,000,000.00 | 2,006,400.00 | 6,400.00 | Callable 06/24/11, once |
| FEDERAL NATL MORTGAGE ASSN | 08/10/10 | 08/10/15 | Aaa | AAA | 2.000 | 2.055 | 2,000,000.00 | 1,996,468.33 | 1,967,370.00 | (29,098.33) | Callable 08/10/12, once |
| FEDERAL NATL MORTGAGE ASSN | 11/17/10 | 11/17/14 | Aaa | AAA | 1.300 | 1.300 | 2,000,000.00 | 2,000,000.00 | 1,977,560.00 | (22,440.00) | Callable 05/17/11, once |
| FEDERAL NATL MORTGAGE ASSN | 12/28/10 | 12/28/15 | Aaa | AAA | 2.000 | 2.011 | 2,000,000.00 | 1,999,258.33 | 1,972,320.00 | (26,938.33) | Callable 12/28/11, once |
| FEDERAL NATL MORTGAGE ASSN | 08/05/10 | 08/05/15 | Aaa | AAA | 2.125 | 2.125 | 2,000,000.00 | 2,000,000.00 | 1,973,310.00 | (26,690.00) | Callable 08/05/11, once |
| FEDERAL NATL MORTGAGE ASSN | 09/09/10 | 09/09/15 | Aaa | AAA | 1.850 | 1.871 | 2,000,000.00 | 1,999,122.22 | 1,952,000.00 | (47,122.22) | Callable 09/09/11, once |
| FEDERAL NATL MORTGAGE ASSN | 12/15/10 | 12/15/15 | Aaa | AAA | 2.000 | 2.000 | 2,000,000.00 | 2,000,000.00 | 1,975,220.00 | (24,780.00) | Callable 06/15/11, once |
| FEDERAL NATL MORTGAGE ASSN | 09/21/10 | 09/21/15 | Aaa | AAA | 2.000 | 2.000 | 2,000,000.00 | 2,000,000.00 | 1,966,350.00 | (33,650.00) | |
| FEDERAL NATL MORTGAGE ASSN | 12/10/10 | 10/26/15 | Aaa | AAA | 1.625 | 2.067 | 2,000,000.00 | 1,961,741.57 | 1,948,210.00 | (13,531.57) | |
| Subtotal, Federal Agencies | | | | | | | 109,700,000.00 | 110,012,980.14 | 110,361,485.00 | 348,504.86 | |
| CORPORATE/MEDIUM TERM NOTES | | | | | | | | | | | |
| BERKSHIRE HATHAWAY FIN | 12/15/10 | 12/15/15 | Aa2 | AA+ | 2.450 | 2.530 | 2,000,000.00 | 1,992,941.67 | 1,987,360.00 | (5,581.67) | |
| GENERAL ELECTRIC CAPITAL CORP | 11/10/10 | 11/09/15 | Aa2 | AA+ | 2.250 | 2.250 | 2,000,000.00 | 2,000,000.00 | 1,921,340.00 | (78,660.00) | |
| GENERAL ELECTRIC CAPITAL CORP | 01/07/11 | 01/07/14 | Aa2 | AA+ | 2.100 | 2.100 | 2,000,000.00 | 2,000,000.00 | 2,001,180.00 | 1,180.00 | |
| Subtotal, Corporate Securities | | | | | | | 6,000,000.00 | 5,992,941.67 | 5,909,880.00 | (83,061.67) | |
| SB AIRPORT PROMISSORY NOTE (LT) | | | | | | | | | | | |
| SANTA BARBARA AIRPORT | 07/14/09 | 06/30/29 | - | - | 7.000 | 7.000 | 6,044,793.28 | 6,044,793.28 | 6,044,793.28 | 0.00 | |
| Subtotal, SBA Note | | | | | | | 6,044,793.28 | 6,044,793.28 | 6,044,793.28 | 0.00 | |
| TOTALS | | | | | | | 164,244,793.28 | 164,550,715.09 | 164,816,158.28 | 265,443.19 | |

Market values have been obtained from the City's safekeeping agent, Santa Barbara Bank and Trust (SBB&T). SBB&T uses Interactive Data Pricing Service, Bloomberg and DTC.

INVESTMENT YIELDS



CITY OF SANTA BARBARA
Fiscal Agent Investments
March 31, 2011

| | CASH & CASH EQUIVALENTS Book & Market | Guaranteed Investment Contracts (GIC) Book & Market | STOCKS | | BONDS | | US GOVT & AGENCIES | | TOTALS | | |
|--|---|--|-------------------|-------------------|-------------------|-------------------|---------------------|---------------------|----------------------|----------------------|---|
| | | | Book | Market | Book | Market | Book | Market | Book | Market | |
| | | | | | | | | | | | |
| BOND FUNDS | | | | | | | | | | | |
| <i>RESERVE FUNDS</i> | | | | | | | | | | | |
| 2004 RDA - Housing Bonds | - | - | - | - | - | - | - | - | - | - | - |
| 2002 Municipal Improvement - Refunding COPs | 6,551.76 | 547,530.00 | - | - | - | - | - | - | 554,081.76 | 554,081.76 | |
| 2002 Water - Refunding COPs | 8,301.21 | 1,088,268.76 | - | - | - | - | - | - | 1,096,569.97 | 1,096,569.97 | |
| 1994 Water - Revenue Bonds | 19,806.99 | 757,680.00 | - | - | - | - | - | - | 777,486.99 | 777,486.99 | |
| 2002 Waterfront - Reference COPs | 373,727.43 | 1,393,262.50 | - | - | - | - | - | - | 1,766,989.93 | 1,766,989.93 | |
| 1992 Seismic - Safety Bonds | 87,465.19 | - | - | - | - | - | - | - | 87,465.19 | 87,465.19 | |
| Subtotal, Reserve Funds | 495,852.58 | 3,786,741.26 | - | - | - | - | - | - | 4,282,593.84 | 4,282,593.84 | |
| <i>PROJECT FUNDS</i> | | | | | | | | | | | |
| 2001 RDA Bonds | 2,367,982.28 | - | - | - | - | - | - | - | 2,367,982.28 | 2,367,982.28 | |
| 2003 RDA Bonds | 12,319,585.41 | - | - | - | - | - | - | - | 12,319,585.41 | 12,319,585.41 | |
| 2004 Sewer Revenue Bonds | 2,215,684.28 | 1,357,140.00 | - | - | - | - | - | - | 3,572,824.28 | 3,572,824.28 | |
| 2009 Airport Bonds | 14,566,664.07 | - | - | - | - | - | 3,100,000.00 | 3,197,030.00 | 17,666,664.07 | 17,763,694.07 | |
| Subtotal, Project Funds | 31,469,916.04 | 1,357,140.00 | - | - | - | - | 3,100,000.00 | 3,197,030.00 | 35,927,056.04 | 36,024,086.04 | |
| Subtotal Bond Funds | 31,965,768.62 | 5,143,881.26 | - | - | - | - | 3,100,000.00 | 3,197,030.00 | 40,209,649.88 | 40,306,679.88 | |
| POLICE/FIRE - SVC RETIREMENT FUND | | | | | | | | | | | |
| Police/Fire Funds | 52,994.64 | - | 235,837.83 | 282,138.30 | 365,859.40 | 364,159.40 | - | - | 654,691.87 | 699,292.34 | |
| | 52,994.64 | - | 235,837.83 | 282,138.30 | 365,859.40 | 364,159.40 | - | - | 654,691.87 | 699,292.34 | |
| TOTAL FISCAL AGENT INVESTMENTS | <u>32,018,763.26</u> | <u>5,143,881.26</u> | <u>235,837.83</u> | <u>282,138.30</u> | <u>365,859.40</u> | <u>364,159.40</u> | <u>3,100,000.00</u> | <u>3,197,030.00</u> | <u>40,864,341.75</u> | <u>41,005,972.22</u> | |

Notes:

- (1) Cash & cash equivalents include money market funds.
- (2) Market values have been obtained from the following trustees: US Bank, Bank of New York and Santa Barbara Bank & Trust



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: April 26, 2011

TO: Mayor and Councilmembers

FROM: Planning Division, Community Development Department

SUBJECT: Economic Development Designation For 34 West Victoria Street Project

RECOMMENDATION:

That Council find that the development project at 34 West Victoria Street meets the definition of an Economic Development Project, and grant the project a Final Economic Development Designation for an allocation of 3,437 square feet of nonresidential floor area.

EXECUTIVE SUMMARY:

On August 12, 2010, the Planning Commission approved a mixed-use development at 34 West Victoria Street. The applicant would like to add nonresidential square footage to the project by increasing the size of the basement, and has requested Economic Development square footage in order to accomplish this proposal. The additional 3,437 square feet of floor area in the basement would provide additional back-of-house/storage area for the approved commercial development.

DISCUSSION:

Approved Project Description

The approved project consists of the redevelopment of a 1.35-acre site located at the northeast corner of Victoria and Chapala Streets. The project includes demolition of the existing 20,125 square foot commercial building (formerly occupied by Vons supermarket) and construction of a new mixed-use development containing:

- 23,125 sq. ft. of commercial space consisting of 14,703 sq. ft. of public market, 7,490 sq. ft. of commercial/retail, 932 sq. ft. of miscellaneous/accessory floor area, and two "car-share" parking stalls
- 37 residential condominiums consisting of 32 market-rate units and 5 inclusionary units, and 7,577 sq. ft. of accessory area comprised of two guest rooms, a club room, a lobby, individual storage units and miscellaneous accessory space

- 34,541 sq. ft. underground garage containing 78 parking stalls, with vehicular access from Chapala Street.

Background

The project described above was approved by the Planning Commission on August 12, 2010 (5-2 vote). On September 1, 2010, the Historic Landmarks Commission (HLC) granted Project Design Approval (5-3 vote), and on April 13, 2011, the HLC granted final approval (8-0 vote).

On March 2, 2011, the applicant requested a Substantial Conformance Determination (SCD) to add approximately 3,437 square feet (s.f.) of floor area to the underground parking garage to accommodate back-of-house/storage for the commercial uses on site. Other changes include the footprint and layout of the underground parking garage, and minor design changes as a result of Historic Landmarks Commission review. Additionally, three parking stalls have been added (and the car-share use eliminated) to comply with parking requirements for the additional commercial square footage requested.

On April 7, 2011, the Planning Commission made comments on the SCD and Economic Development designation and recommended (3-2 vote) that the City Council approve the request. The majority of the Commission found that the proposed use was consistent with the findings for an Economic Development Project. The Commissioners who could not make those findings were also the two dissenting votes on the original project approval.

Request for Economic Development Designation

The Measure E Economic Development category was added to the Charter through a ballot measure in 1995, and was intended to provide for unanticipated future needs related to the City's economic health. The Economic Development category is supplied with square footage from expired Approved and Pending Projects (as defined in SBMC, §28.87.300) and unallocated Small Additions (any unused amount from the annual 30,000 square foot allotment). Currently, there are 541,447 sq. ft. available in the Economic Development category for allocation. Prior designations granted by the Council are shown in Attachment 3.

The back-of-house/storage area in the underground parking garage is considered nonresidential floor area, and is subject to the limitations and requirements of SBMC §28.87.300. The approved project utilized all of the site's available floor area (3,000 sq. ft. Minor and Small Addition floor area and 20,125 sq. ft. credit for demolished floor area). Therefore, the applicant has requested that the project be designated as an "Economic Development Project" with an allocation of 3,437 sq. ft. from the Economic Development category.

As outlined in SBMC §28.87.300 (Development Plan Review and Approval), a project that has an Economic Development Designation will enhance the standard of living¹ for City and South Coast residents and will strengthen the local or regional economy by either creating new permanent employment opportunities or enhancing the City's revenue base, and will accomplish one or more of the following:

- a. Support diversity and balance in the local or regional economy by establishing or expanding businesses or industries in sectors which currently do not exist on the South Coast or are present only in a limited manner; or
- b. Provide new recreational, educational, or cultural opportunities for City residents and visitors; or
- c. Provide products or services which are currently not available or are in limited supply either locally or regionally.

Planning Commission and Staff believe that the project qualifies as an Economic Development Project. The applicant describes the public market as “comprised of artisan food and wine merchants showcasing Santa Barbara region farmers, wine makers and other providers of locally produced food. The very best regional and seasonal foods will be sold, including meats, poultry, seafood, cheese, fresh produce, flowers, bread and baked goods, olive oils, and other specialty items like chocolate and ice cream.”

This type of development would provide a permanent setting for purveyors of food in a facility central to City residents. Planning Commission and Staff believe this will enhance wages for those producing and selling such items, will strengthen the regional economy, and will support diversity and balance in the local economy by establishing or expanding a business in a sector that exists only in a limited manner on the South Coast.

Typically, a project requesting Economic Development square footage would be brought to the Council for a Preliminary Designation prior to receiving discretionary approvals from the Planning Commission. Following discretionary approval, the project would return to the Council for a Final Designation. In this case, the project had already received discretionary approval before realizing that some additional square footage was necessary to create a truly viable project. Therefore, staff and the applicant are bringing this request to Council at this time for a Final Designation.

Substantial Conformance Determination

The SCD process is a standard part of the land development review process, as changes to projects often occur as a project progresses from one stage to another. The standard of review is to determine if the project with the proposed changes is still consistent with the earlier project approvals, and the final determination is made by the

¹ “Standard of living” is defined in §28.87.300.B.3 as “wages, employment, environment, resources, public safety, housing, schools, parks and recreation, social and human services, and cultural arts”

Community Development Director. The Planning Commission had favorable comments on the applicant's SCD request to add additional floor area to the underground parking garage, and the Community Development Director is prepared to issue the SCD, provided the City Council grants the requested Economic Development designation.

SUSTAINABILITY IMPACT:

The project has been designed to be a model of sustainability, and the project incorporates a significant number of sustainable features, with the goal of achieving LEED for Homes Platinum designation for the residential portion and LEED for Core and Shell Platinum designation for the market.

NOTE: The project plans have been sent separately to the City Council and are available for public review in the City Clerk's Office.

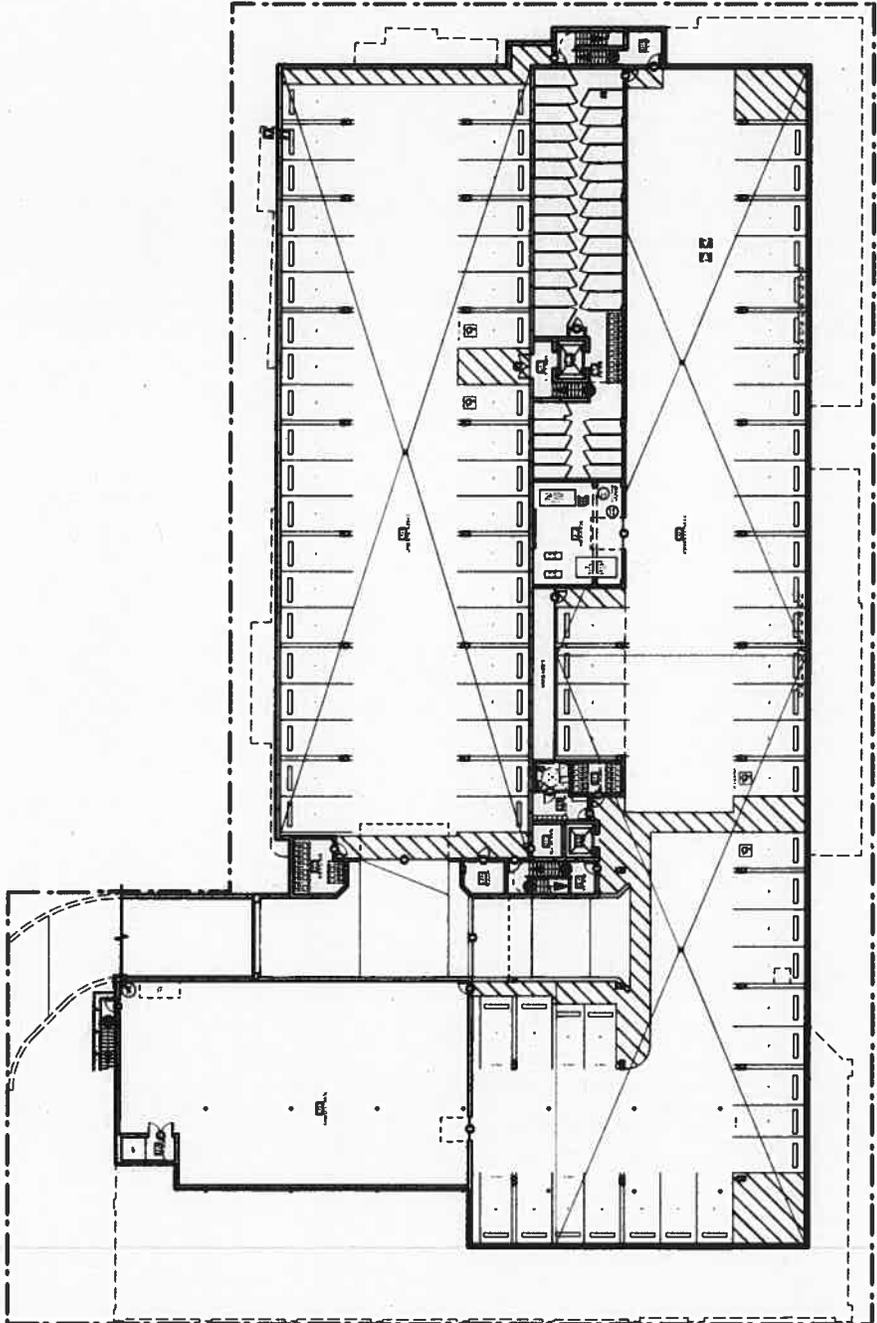
ATTACHMENT(S):

1. Site Plan and Garage Plan
2. Applicant Letter dated March 11, 2011
3. Economic Development Projects List

PREPARED BY: Allison De Busk, Project Planner

SUBMITTED BY: Paul Casey, Community Development Director

APPROVED BY: City Administrator's Office



Proposed Garage Plan

Project Name: 34 West Victoria
Project #: 08019
Date: 02.28.11



DUDEK

621 CHAPALA STREET
SANTA BARBARA, CALIFORNIA 93101
T 805.963.0651 F 805.963.2074

March 11, 2011

Paul Casey, Community Development Director
Allison De Busk, Associate Planner
City of Santa Barbara, Planning Division
630 Garden Street
Santa Barbara, CA 93102

Subject: *Request for Measure E Square Footage, From the City's "Economic Development Project" Pool, For Proposed Revisions to the Originally Approved 34 W. Victoria Street Project; MST 2009-00266*

Dear Paul and Allison:

The purpose of this letter is to formally request 3,437 square feet of Measure E square footage from the City's "Economic Development Project" Pool, which relate to Proposed Revisions to the Originally Approved 34 W. Victoria Street Project; MST 2009-00266. Please refer to a separate request for a Substantial Conformance Determination relating to Proposed Revisions to the Originally Approved 34 W. Victoria Street Project; MST 2009-00266, which necessitate this additional Measure E square footage.

The proposed project is located on a 58,715 sq. ft. (1.35 acre) site at 34 West Victoria Street, the northeast corner of Chapala Street and Victoria Street.

During the preparation of the final plans for the Project, the owners (Victoria Street Partners, LLC), solicited input from perspective retail tenants which have resulted in refinements to the Originally Approved 34 W. Victoria Street Project. These refinements include amenities that the perspective retail tenants have concluded would be necessary and beneficial, such as additional "back-of-house/storage" areas.

The 34 W. Victoria Street Project's Measure E square footage is comprised as follows:

- 20,125 square feet associated with the demolition of the existing "Von's" Grocery Store;
- 1,000 square feet from the City's "Minor Addition" allowance;
- 2,000 square feet from the City's "Small Addition" allowance; and,
- 3,437 square feet of Measure E square footage from the City's "Economic Development Project" Pool

34 W. Victoria Street Project/Santa Barbara Public Market Fact Sheet

The Santa Barbara Public Market is part of a mixed-use development that includes 21,981 (net) square feet of commercial/retail space and 37 residential condominium units.

Mr. Paul Casey, Community Development Director
Ms. Allison De Busk, Associate Planner
34 W. Victoria Street Project
March 11, 2011
Page 2

The Santa Barbara Public Market is a 14,665 (net) square foot market that will be comprised of artisan food and wine merchants showcasing Santa Barbara region farmers, wine makers and other providers of locally produced food. The very best regional and seasonal foods will be sold, including meats, poultry, seafood, cheese, fresh produce, flowers, bread and baked goods, olive oils, and other specialty items like chocolate and ice cream. An additional 7,316 (net) square feet of commercial/retail space will complement the Public Market, bringing the total commercial/retail square footage to 21,981 (net) square feet.

The 34 W. Victoria Street Project Designed to be a model of sustainability, the project incorporates a significant number of sustainable features with the goal of achieving a LEED for Homes Platinum designation, and LEED for Core and Shell Platinum designation for the market.

We believe the Proposed Revisions to the Originally Approved 34 W. Victoria Street Project is meritorious of Measure E (Economic Development Project) Pool square footage for the following reasons:

- The Proposed Revisions to the Originally Approved 34 W. Victoria Street Project is consistent with the City Charter, General Plan and Section 28.87.300.3 of the Municipal Code;

As identified in Section V of the staff report (dated August 5, 2010 for the August 12, 2010 Planning Commission hearing), the project complies with all provisions of the City's Zoning Ordinance (Title 28).

- The Proposed Revisions to the Originally Approved 34 W. Victoria Street Project will enhance the standard of living for City and South Coast residents, as it will create a new downtown public market, the likes of which are not presently available to City and South Coast residents;
- The Proposed Revisions to the Originally Approved 34 W. Victoria Street Project will strengthen the local economy by creating new permanent employment opportunities relating to new jobs associated with the new public market and retail spaces;
- The Proposed Revisions to the Originally Approved 34 W. Victoria Street Project eliminate the need for Project retail tenants to rent off-site storage facilities thereby reducing associated traffic impacts;
- Similar to the Originally Approved 34 W. Victoria Street Project, the Proposed Revisions do NOT require any Municipal Code "modifications"; and,

Mr. Paul Casey, Community Development Director
Ms. Allison De Busk, Associate Planner
34 W. Victoria Street Project
March 11, 2011
Page 3

- The Proposed Revisions to the Originally Approved 34 W. Victoria Street Project will enhance the City's revenue base by creating a new downtown public market, creating new and increased property taxes and sales taxes for the City.

In addition, Proposed Revisions to the 34 W. Victoria Street Project will accomplish the following:

- Support diversity and balance in the local economy by establishing and expanding new businesses (via the introduction of a new downtown public market) which does not currently exist on the South Coast; and,
- Provide a new downtown public market, which is currently not available locally.

Additional Findings:

As identified in Section V of the staff report (dated August 5, 2010 for the August 12, 2010 Planning Commission hearing), the project complies with all provisions of the City's Zoning Ordinance (Title 28).

As described in Section VI of the staff report (Planning Commission Staff Report dated August 5, 2010, for the August 12, 2010 Planning Commission hearing), the project is an infill mixed-use project proposed in an area where commercial and residential development are permitted uses. The project is located in Downtown Santa Barbara, in the delineated Central Business District (CBD), an area envisioned for higher intensity commercial uses. Given the site's location near the northern edge of the downtown and CBD, development as proposed, is appropriate. The project is adequately served by public streets, public transportation and utilities.

As described in Section VI of the staff report (Planning Commission Staff Report dated August 5, 2010, for the August 12, 2010 Planning Commission hearing), the design has been reviewed by the City's design review board (Historic Landmarks Commission), which found the architecture and site design appropriate. Specifically, the project has been designed to be sensitive to the adjacent Arlington Theater, a designated City Landmark. The immediate neighborhood contains a mixture of one and two-story developments, with primarily one-story buildings fronting on State Street and the much taller Arlington Theater to the north and the Victoria Theater to the south. The project contains one- and two-story development along the street (Chapala and Victoria), with three story structures located on the interior of the lot. The project includes courtyards and paseos, consistent with the historic and encouraged development pattern in the area. Final review of the project, including architectural details, outdoor lighting, mechanical equipment and landscaping will be provided by the Historic Landmarks Commission.

Mr. Paul Casey, Community Development Director
Ms. Allison De Busk, Associate Planner
34 W. Victoria Street Project
March 11, 2011
Page 4

As described in Section VI C. 5. of the staff report (Planning Commission Staff Report dated August 5, 2010, for the August 12, 2010 Planning Commission hearing), adequate City services, including water, are currently available to the project site. Water resource impacts are not anticipated as a result of the construction of new nonresidential floor area.

As explained in Section VI C.4 of the staff report (Planning Commission Staff Report dated August 5, 2010, for the August 12, 2010 Planning Commission hearing), the project will not generate substantial traffic and will not significantly affect any area intersections.

The project site is adequately served by existing public streets and utilities. No traffic improvements are required as part of the project; however, required sidewalk improvements must be completed prior to project occupancy, as outlined in the project's conditions of approval.

In conclusion, we believe the Proposed Revisions to the 34 W. Victoria Street Project is meritorious of Measure E (Economic Development Project) Pool square footage and the required "Findings" can be made as describe above, and as such, we respectfully request that the Revised 34 W. Victoria Street Project be provided with these Measure E credits.

If you have any questions, need further documentation, or wish to further discuss this request with the Applicant, please do not hesitate to contact me.

Sincerely yours,



Kenneth E. Marshall, AICP
Principal

Enclosures

cc: Stephen P. Wiley, Esq.
Bettie Weiss
Margaret L. Cafarelli
Brian Cearnal

**PROJECTS WITH PRELIMINARY OR FINAL
ECONOMIC DEVELOPMENT DESIGNATIONS**

| PROJECT/ADDRESS | PRELIM. DESIG. (SQ. FT.) | FINAL DESIG. (SQ. FT.) | STATUS/ COMMENT |
|---|---|---------------------------------------|---|
| Gateway Project (Miravant) 6100 Hollister Avenue MST97-00715 | | 80,320 | Approved 5/28/2000 Expired/Pending |
| Architectural Millworks 815 Quinientos Street MST97-00320 | | 15,000 | C of O 1/20/2004 |
| Penfield and Smith 111 E Victoria St MST2002-00243 | | 7,905 | BP 2/11/2005 |
| Software.com 630-634 Anacapa Street MST97-00520 | 26,493 | | Withdrawn |
| Alliance Manufacturing Software 1035 Chapala Street MST98-00051 | 30,257 | | Withdrawn |
| Fielding Institute 4151 Foothill Road MST2001-00840 MST2008-00496 | 22,499 22,499 1,703 | | Prelim with MST2001- 00840 Still Active |
| Santa Barbara Auto Gallery 352 Hitchcock Way MST2009-00015 | 7,925 | | Withdrawn |
| Airport Mobile Structure 500 Fowler Rd MST2002-00265 | | 720 | Approved 6/20/02 |
| Cottage Hospital 320 W Pueblo St MST2003-00152 | | 182,541 <u>+ 10,600</u> 193,141 | Under Construction Add'l s.f. approved 10/19/10 |
| Granada Theatre 1216 State St MST2004-00005 | | 13,360 | C of O |
| 101 E Victoria MST2006-00758 | | 2,703 | Approved 12/23/2008 |
| SUBTOTALS | 24,202* | 313,149 | |
| ALLOCATED TO DATE: 337,351 SQFT* REMAINING UNALLOCATED: 541,447 SQFT | | | |

11/22/2010

*Does not include SF from Software.Com, Alliance or SB Autogroup, which have been withdrawn



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: April 26, 2011

TO: Mayor and Councilmembers

FROM: Parks Division, Parks and Recreation Department

SUBJECT: Integrated Pest Management 2010 Annual Report

RECOMMENDATION:

That Council accept the Integrated Pest Management 2010 Annual Report.

DISCUSSION:

Background

The City of Santa Barbara's Integrated Pest Management (IPM) Strategy, adopted on January 26, 2004, provides an ongoing program to further reduce the amount and toxicity of pesticides used on City property and, where feasible, to eliminate pesticide use in public areas using alternative methods. The Strategy requires an annual program report to be presented to the IPM Advisory Committee, Parks and Recreation Commission, Airport Commission, and City Council. The report discusses the types of pest problems each department encountered; types and quantities of pesticides used by each department; exemptions currently in place and granted during the past year; alternative pest management practices; effectiveness of alternative practices; and proposed changes to pest management practices.

IPM 2010 Annual Report

In addition to reviewing annual program implementation, the 2010 Report (Attachment 1) discusses the Pesticide Hazard And Exposure Reduction (PHAER) Zone Model adopted by the City Council on February 14, 2006. The PHAER Zone model assigns Green, Yellow, or Red/Special Circumstances Zone designations to sites, or portions of sites, based upon the potential for exposure by humans and sensitive habitat to hazardous pesticides and allows use of carefully screened materials by zone designation. For example, Green Zones are areas of high human exposure potential and only pesticides designated as "Green", which show very limited human and environmental impacts, may be used. Yellow Zones are areas with moderate human or environmental hazard. Red/Special Circumstances Zones are areas

where high hazard pesticides for highly challenging pest management problems are needed to control pests. Overall, the Zone Model provides for incremental and measurable expansion of risk-reduction efforts, along with communicating clearly to the public the general potential for pesticide exposure.

IPM 2010 Program Highlights

In the 7th year of the IPM program, the City increased the use of Green and Yellow materials predominately to control mosquitoes. The use of Green Materials increased from 560 units to 2,061 units. The use of yellow materials increased from 1,134 units to 1,633 units. At the same time, the City decreased its use of Red materials from 676 units to 289 units. Units are either gallons or pounds, depending on the material.

City-wide

- The total units of pesticides applied increased from 2,369.4 in 2009 to 3,983.2.
- Units of Green materials increased from 559.5 to 2,060.5.
- Units of Yellow materials increased from 1,133.9 to 1,633.4.
- Units of Red materials decreased from 676 to 289.3.
- The number of times pesticides were applied (including Green, Yellow, and Red materials) decreased from 211 in 2009 to 186.

Airport

- The units of pesticides applied increased from 2,261.9 in 2009 to 2,978.7.
- Units of Green materials increased from 516.9 to 1,168.9.
- Units of Yellow materials increased from 1,121.4 to 1,530.9.
- Units of Red materials decreased from 623.6 to 278.89
- The Airport spent 2,261.25 hours of manual weed control in PHAER Green areas and in native habitat restoration areas and 70.5 hours of mechanical gopher control.

Creeks

- The units of pesticides applied decreased from 11.4 in 2009 to .36.
- Units of Green materials decreased from 10 to zero.
- Units of Yellow materials decreased from 1.4 to .36.
- No Red materials were applied.
- 171 yards of mulch was spread.

Golf

- The units of pesticides applied decreased from 55.2 in 2009 to 16.6.
- Units of Green materials increased from zero to .25.
- Units of Yellow materials increased from 2.7 to 6.0.
- Units of Red materials decreased from 52.4 to 10.4
- The golf course continues to brew microorganisms and compost tea for the greens.
- 3,000 yards of mulch was spread.

Parks Division

- The units of pesticides applied decreased from 18.8 in 2009 to 8.3.
- Units of Green materials decreased from 10 to 1.9.
- Units of Yellow materials decreased from 8.8 to 6.4.
- No Red materials were applied in 2010.
- 870 yards of mulch was spread.

Public Works

- The units of pesticides applied increased from 33.6 units in 2009 to 979.6.
- Units of Green materials increased from 32.6 to 889.5.
- Units of Yellow materials increased from 1 to 90.1.
- No Red materials were applied in 2010.

Waterfront Department

- Mechanical trapping of 645 rats.

IPM Advisory Committee Recommendation

At a special meeting held March 8, 2011, the IPM Advisory Committee reviewed and approved the IPM 2010 Annual Report and recommended that the report be forwarded to the Parks and Recreation Commission, Airport Commission, and City Council for review and approval. A memo from Greg Chittick, Chair, on behalf of the IPM Advisory Committee is included as Attachment 2.

Airport Commission Recommendation

The Airport Commission will review the IPM 2010 Annual Report on April 20, 2011.

Parks and Recreation Commission Recommendation

On March 23, 2011, the Parks and Recreation Commission unanimously accepted the IPM 2010 Annual Report. Commission discussion included concern for park aesthetics, reduced park maintenance, and labor requirements to implement IPM alternatives. The Commission plans to further discuss its concerns and options for modifying the program in the future. The Commission understands that community discussion as well as City Council agreement would be necessary before any changes might be implemented.

SUSTAINABILITY IMPACT:

Under the City's Sustainable Santa Barbara Program, the City's goals of Source Reduction and Toxics Reduction are met through the IPM Program. Parks and Recreation staff use recycler mowers to reduce green waste and reduce the need for fertilizer. Additionally, all City staff continue to use IPM methods at City parks and facilities in lieu of pesticide use.

ATTACHMENT(S): 1. IPM 2010 Annual Report
2. Memo from IPM Advisory Committee

PREPARED BY: Santos M. Escobar, Parks Manager

SUBMITTED BY: Nancy L. Rapp, Parks and Recreation Director

APPROVED BY: City Administrator's Office



**City of Santa Barbara
Integrated Pest Management Strategy**

Draft 2010 Annual Report

Prepared March 2011



P.O. Box 1990
Santa Barbara, California, 93102
(805) 564-5434

www.santabarbaraca.gov

http://www.santabarbaraca.gov/Resident/Community/Parks_and_Beaches/Integrated_Pest_Management.htm

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I. INTRODUCTION

In January 2004, the City of Santa Barbara (City) adopted a City-wide Integrated Pest Management (IPM) Strategy. The City's IPM Strategy was developed to help reduce pesticide hazards on City property and promote effective pest management.

The IPM Strategy requires that an Annual Report be prepared. The Annual Report addresses each of the following areas:

- Types of pest problems that each Department has encountered
- Types and quantities of pesticides used by each Department
- Exemptions currently in place and granted during the past year
- Alternatives currently used for phased out pesticides
- Alternatives proposed for adoption within the next 12 months
- Effectiveness of any changes in practice implemented
- Planned changes to pest management practices

In addition to the areas described above, the 2010 Annual Report discusses the Pesticide Hazard And Exposure Reduction (PHAER) Zone System adopted by the City Council in February 2006. This is the seventh Annual Report for the program.

Integration of the PHAER Zone System

The IPM Strategy required the development of a "Zone System" tied to the IPM Approved Materials List to limit pesticide use based on potential human exposure. In February 2006, the City Council adopted the PHAER system to be incorporated into the IPM Strategy.

The PHAER system assigns Green, Yellow, or a Special Circumstance/Red Zone designation to sites, or portions of sites, based upon the potential for exposure by humans and sensitive habitat to hazardous pesticides, and allows use of carefully screened materials by zone designation. For example, Green Zones are areas of high exposure potential, and only pesticides designated as "Green", which show very limited human and environmental impacts, may be used. Yellow Zones are areas with less potential for harm from exposure, and a broader range of "Yellow" materials are permitted under the PHAER Zone system.

Citizen and Staff IPM Advisory Committees

City Council established the Citizen IPM Advisory Committee by Resolution No. 06-008. The members of the Committee are appointed by the Parks and Recreation Commission to serve two-year terms. The purpose of the Committee is to review and advise on the implementation of the City's Pest Management Strategy.

In 2010 the Citizen IPM Advisory Committee met four times to discuss and act on IPM policies and practices. The 2010 Citizen IPM Advisory Committee included the following representatives:

- Greg Chittick, community at large
- Oscar Carmona, community at large
- Kristen LaBonte, community at large
- Corey Welles from the Pesticide Awareness and Alternative Coalition

The Environmental Defense Center representative position remained unfilled for 2010.

The Staff IPM Committee, consisting of Department IPM Coordinators, continued to work effectively with the Citizen IPM Advisory Committee to administer the IPM Strategy, and oversee pest management practices.

Department IPM Coordinators are representatives appointed by Department Heads to serve on the Staff IPM Committee. Department representatives were: Jeff McKee from the Airport, Sue Gray from Community Development, Joe Poire from the Fire Department, James Dewey from Public Works, Judd Conley from the Waterfront, and Santos Escobar, serving as the overall IPM Coordinator, under the leadership of the Parks and Recreation Department.

IPM Advisory Committee Dissentions

In 2010, there were no IPM Advisory Committee dissentions. A dissention is when a vote is not unanimous.

II. 2010 PROGRAM SUMMARY

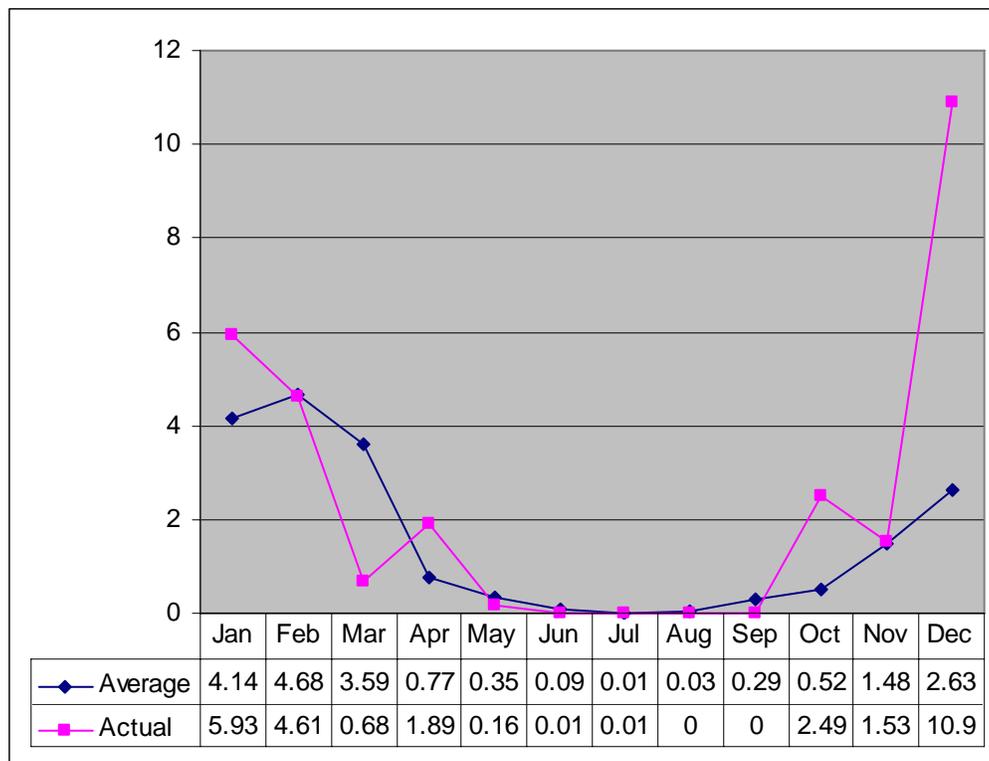
In 2010, overall pesticide use increased 1,613.8 units, from 2,369.4 units in 2009 to 3,983.2 units in 2010. The use of Green materials increased from 559.5 units to 2060.5 units. The use of Yellow materials increased from 1,133.9 units to 1,633.4 units. The use of Red materials decreased from 676 units to 289.3 units. The vast majority of the increase in Green and Yellow materials is from the control of mosquitoes. The control of mosquitoes accounted for 83% of all the pesticides used City-wide in 2010.

It is important to note that because pesticide use will vary from year to year, an increase or decrease from the previous year does not necessarily indicate a long-term trend. Many factors affect the amount of pesticides applied in any one year.

One of the main factors that determine pest populations is rainfall. The more rain the area receives in a year, the greater the population of insects and weeds.

The graph below shows the higher than normal rainfall experienced in January, October and especially in December.

2010 Rainfall Chart



City-Wide

- The total units of pesticides applied increased from 2,369.4 in 2009 to 3,983.2 in 2010.
- Units of Green materials increased from 559.5 to 2,060.5.
- Units of Yellow materials increased from 1,133.9 to 1,633.4.
- Units of Red materials decreased from 676 to 289.3.
- The number of times pesticides were applied (including Green, Yellow, and Red materials) decreased from 211 to 186.

Airport Department

- The units of pesticides applied increased from 2,261.9 in 2009 to 2,978.7 in 2010.
- Units of Green materials increased from 516.9 to 1,168.9.
- Units of Yellow materials increased from 1,121.4 to 1,530.9.
- Units of Red materials decreased from 623.6 to 278.89
- The Airport spent 2,261.25 hours of manual weed control in PHAER Green areas and in native habitat restoration areas and 70.5 hours of mechanical gopher control.

Creeks Division, Parks and Recreation Department

- The units of pesticides applied decreased from 11.4 in 2009 to .36 in 2010.
- Units of Green materials decreased from 10 to zero.
- Units of Yellow materials decreased from 1.4 to .36.
- No Red materials were applied.
- 171 yards of mulch was spread.

Golf Division, Parks and Recreation Department

- The units of pesticides applied decreased from 55.2 in 2009 to 16.6 in 2010.
- Units of Green materials increased from zero to .25.
- Units of Yellow materials increased from 2.7 to 6.0.
- Units of Red materials decreased from 52.4 to 10.4
- The golf course continues to brew microorganisms and compost tea for the greens.
- 3,000 yards of mulch was spread.

Parks Division, Parks and Recreation Department

- The units of pesticides applied decreased from 18.8 in 2009 to 8.3 in 2010.
- Units of Green materials decreased from 10 to 1.9.
- Units of Yellow materials decreased from 8.8 to 6.4.
- No Red materials were applied.
- 870 yards of mulch was spread.

Public Works Department

- The units of pesticides applied increased from 33.6 units in 2009 to 979.6 in 2010.
- Units of Green materials increased from 32.6 to 889.5.
- Units of Yellow materials increased from 1 to 90.1.
- No Red materials were applied in.

III. PEST PROBLEMS ENCOUNTERED

A variety of pests were encountered on City properties in 2010 as outlined in the table below. Departments ranked their top three pest problems with the numbers 1, 2 and 3. Other pest problems encountered are checked (✓). Footnote annotations reference additional information.

Pest Problems Encountered Table

| | | Airport | Creeks | Golf | Parks | Parking | Public Works | Waterfront |
|---------------------|----------------------------|---------|--------|----------------|----------------|---------|--------------|------------|
| Plant pests | Giant whitefly | | | | ✓ | ✓ | ✓ | |
| | Misc. plant insects | | | ✓ | ✓ ³ | 3 | | |
| | Disease | ✓ | | 1 ¹ | ✓ ⁴ | ✓ | | |
| Specimen Tree Pests | Oak Worm | ✓ | | | ✓ | 2 | | |
| | Psyllids | | | | ✓ | | | |
| Weeds | Invasives | ✓ | ✓ | 3 ² | 1 ⁵ | | | |
| | General weeds | 3 | ✓ | ✓ | 1 | 1 | ✓ | 3 |
| | Perennial grasses | ✓ | ✓ | ✓ | 1 ⁶ | | ✓ | ✓ |
| Vertebrates | Gopher | 2 | ✓ | 2 | 2 | | ✓ | ✓ |
| | Ground Squirrel | ✓ | ✓ | 2 | ✓ | | | ✓ |
| | Gulls/ nuisance birds | ✓ | | 2 | ✓ | ✓ | | 2 |
| | Moles | | | 2 | ✓ | | | |
| | Raccoons | ✓ | | 2 | | | | |
| | Skunks | ✓ | | 2 | | | | |
| Human Health | Poison Oak | ✓ | | | ✓ | | | |
| | Bees, yellow jackets, etc. | ✓ | | ✓ | 3 | ✓ | 2 | |
| | Rats/ mice | ✓ | | ✓ | ✓ | ✓ | 3 | 1 |
| | Mosquitoes | 1 | | ✓ | ✓ | | 1 | |
| Other | Termites | ✓ | | | | | ✓ | |
| | Roaches | | | | | | ✓ | |
| | Pigeons | ✓ | | | | ✓ | ✓ | |
| | Crows | ✓ | | ✓ | | | | |
| | Ants | ✓ | | | | ✓ | ✓ | |

1. Golf reported these plant diseases (fungus): Dollar Spot, Pink Snow Mold, Anthracnose, and Yellow Patch.
2. Golf reported this invasive weed: Clover.
3. Parks reported these plant insects: Lerp Psyllids, Mites, Oak Moths, Thrips, Aphids, Snails, Slugs, and Ants.
4. Parks reported these plant diseases: Leaf Spot, Mildew, Blight, Pink Bud Rot, Sooty Mold, Pythium, Armillaria, and Phytothora.
5. Parks reported these invasive weeds: Arrundo, Nutgrass, Kikuyu Grass, Clover, Oxalis, Malva, Foxtail, Spurge, Dandelion, Milkweed, Sow Thistle, Poa annua, Puncture Vine, Johnson Grass, and Poison Oak.
6. Parks reported the following perennial grasses: Crab, and Bermuda.

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IV. TOTAL PESTICIDE USE

Data has been collected for City-wide pesticide application since 2004. This data is plotted in the graphs on subsequent pages. The graphs illustrate the various reductions and increases in pesticide use by each Department. A City-wide narrative is provided as well as one for each Department describing the particular pest issues faced this year, followed by a graph depicting pesticide use.

There are a number of factors that affect pesticide use. These include weather patterns (unseasonably dry or wet weather), introduction of new, or changes to existing pest populations, and changes in the effectiveness or availability of pesticide materials.

It should also be noted that due to the change in 2006 from the Tier system to the PHAER system of pesticide classification, the graphs will show an expanded data list beneath each chart. The top data list is based on the PHAER system of pesticide classification and is valid for the 2006 - 2010 columns only. The lower data list is based on the Tier system and is included for prior years to provide historical data.

As the program continues into its eighth year, reduced budgets and staffing levels will continue to be a significant challenge. Financial constraints may require a change in service levels and aesthetic expectations or a greater reliance on more cost effective traditional pesticides. However, the City is committed to the use of Green materials, so it is likely that the units of pesticides applied will increase. Green materials generally require higher application levels than Red or Yellow pesticides. A rise in Green material use, even though it increases the over-all pesticide use in the City, will generally mean a reduction in the application of higher risk Yellow and Red materials.

City-wide Pesticide Use

City-wide pesticide use increased in 2010, mainly because of the use of Green materials to manage an increased mosquito population throughout the city. Pesticides applied increased from 2,369.4 units in 2009 to 3,983.2 units in 2010. The use of Green materials increased from 559.5 units to 2,060.5 units. The use of Yellow materials increased from 1,139.9 units to 1,633.4 units and Red materials decreased from 676 units to 289.3 units. The control of mosquitoes accounted for 83% of all the pesticides used City-wide in 2010.

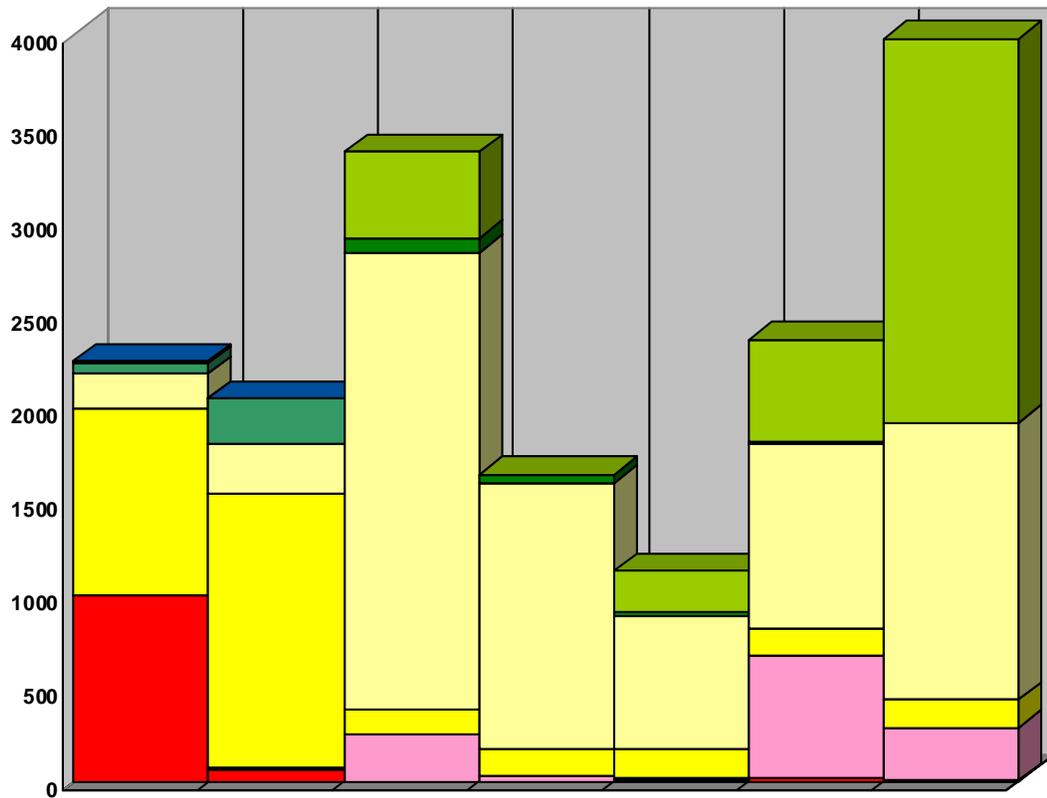
The table below provides a summary of the pesticides applied on City property in 2010. Pesticides are reported in either pounds or gallons depending on if they are dry or liquid. The column labeled "Type" includes the type of pesticide applied: Insecticide, Fungicide, Herbicide, Molluscicide, and Rodenticide. The data used to generate the total overall pesticide use is based upon total units (gallons or pounds) of all materials.

City Departments who applied pesticides, or contracted with pesticide applicators, prepared monthly pesticide and alternative use reports, and participated in the preparation of this Annual Report. The monthly reports form the basis of the Annual Report and are available at the main offices of each Department.

Total Pesticide Use Table

| Pesticide Name | Active Ingredient | Type | Amount of Pesticide Applied | | | | | | | | | | | | | |
|--------------------------|---------------------|-------------|-----------------------------|----------------|-------------------------|-------------|----------------------|-------------------------|--------------|---------------|--------------|-----------|----------------------|--------------|---|---|
| | | | Airport | | Golf | | Parks and Recreation | | Public Works | | Applications | | | | | |
| | | | Gallons | Pounds | Gallons | Pounds | Gallons | Pounds | Gallons | Pounds | Airport | Golf | Parks and Recreation | Public Works | | |
| Acelepryn | Chlorantraniliprole | Insecticide | | | 0.25 | | | | | | | | 1 | | | |
| Advion Roach Stations | Indoxacarb | Insecticide | | | | | | | 0.01 | | | | | | | 3 |
| Borid Turbo | Orthoboric Acid | Insecticide | | | | | | | 0.1 | | | | | | | 1 |
| Cease Biofungicide | B. subtilis | Fungicide | | | | | 1.875 | | | | | | | | 3 | |
| Vectobac G | Bti | Insecticide | | 1168.9 | | | | | | 693.28 | 41 | | | | | |
| VectoLex CG | B. sphaericus | Insecticide | | | | | | | | 196.07 | | | | | | |
| Green Totals | | | 0 | 1168.9 | 0.25 | 0 | 1.875 | 0 | 0.11 | 889.35 | 41 | 1 | 3 | 4 | | |
| Advion Roach Gel | Indoxacarb | Insecticide | | | | | | | 0.04 | | | | | | | 3 |
| Advion Insect Granuals | Indoxacarb | Insecticide | | | | | | | | 2 | | | | | | 2 |
| Altosid Pellets | Methoprene | Insecticide | | 0.04 | | | | | | 88.05 | 2 | | | | | |
| Altosid Briquettes | Methoprene | Insecticide | | 4.76 | | | | | | | 1 | | | | | |
| Altosid XR-B | Methoprene | Insecticide | | 1,185.90 | | | | | | | 5 | | | | | |
| Aquamaster | Glyphosate | Herbicide | | | | | 0.54 | | | | | | | | 4 | |
| Ditrac | Diphacinone | Rodenticide | | 19.56 | | | | | | | 11 | | | | | |
| Kop-R-Spray | Copper Oil | Fungicide | | | | | 0.375 | | | | | | | | 1 | |
| Omni Oil | Mineral Oil | Insecticide | | | | | 1.125 | | | | | | | | 1 | |
| Rose Defense | Neem Oil | Insecticide | | | | | 0.625 | | | | | | | | 1 | |
| Round-up Pro | Glyphosate | Herbicide | | | 5.97 | | | | | | | 25 | | | | |
| Round-up Pro Max | Glyphosate | Herbicide | 85.65 | | | | 3.63 | | | | 24 | | 24 | | | |
| Surflan | Oryzalin | Herbicide | 50 | | | | | | | | 4 | | | | | |
| Termidor SC | Fipronil | Insecticide | | | | | | | 0.025 | | | | | | | 1 |
| Wasp Freeze | Alethrin | Insecticide | | | | | 0.13 | | | | | | | | 1 | |
| Wilco Squirrel Bait | Diphacinone | Rodenticide | | 185 | | | | | | | 6 | | | | | |
| Yellow Totals | | | 135.65 | 1395.26 | 5.97 | 0 | 6.425 | 0 | 0.065 | 90.05 | 53 | 25 | 32 | 6 | | |
| Banner-maxx | Propiconazole | Fungicide | | | 2 | | | | | | | 1 | | | | |
| Daconil | Chlorothalonil | Fungicide | | | 3.67 | | | | | | | 2 | | | | |
| Fumitoxin | Aluminum phosphide | Rodenticide | | 278.89 | | | | | | | 9 | | | | | |
| Heritage | Azoxystrobin | Fungicide | | | 1.5 | | | | | | | 4 | | | | |
| Medallion | Fludioxonil | Fungicide | | | | 3.06 | | | | | | 1 | | | | |
| Trimmit 2SC | Pacllobutrazol | Regulator | | | 0.14 | | | | | | | 4 | | | | |
| Red Totals | | | 0 | 278.89 | 7.31 | 3.06 | 0 | 0 | 0 | 0 | 9 | 12 | 0 | 0 | | |
| Department Totals | | | 135.65 | 2843.05 | 13.53 | 3.06 | 8.3 | 0 | 0.175 | 979.4 | 103 | 38 | 35 | 10 | | |
| City-wide Totals: | | | Gallons 157.655 | | Pounds 3,825.510 | | | Applications 186 | | | | | | | | |

City-wide Pesticide Use



| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|-----------------------|-------------|----------------|----------------|---------------|------------------|-----------------|-----------------|
| PHAER | | | | | | | |
| Green Pounds | | | 489.05 | .5 | 220 | 549.5 | 2058.25 |
| Green Gallons | | | 48.5 | 42.96 | 19.01 | 10 | 2.235 |
| Yellow Pounds | | | 2449.91 | 1,421.95 | 717.132 | 993.38 | 1485.31 |
| Yellow Gallons | | | 135.65 | 149.08 | 150.458 | 140.53 | 148.11 |
| Red Pounds | | | 246.93 | 30.56 | 16.201 | 656.28 | 281.95 |
| Red Gallons | | | 3.75 | 1.25 | 9.191 | 19.73 | 7.31 |
| History | | | | | | | |
| Tier 4 Gallons | | | | | | | |
| Tier 4 Pound | 9 | 3.4 | | | | | |
| Tier 3 Gallons | 1.1 | 1.25 | | | | | |
| Tier 3 Pounds | 54 | 236.54 | | | | | |
| Tier 2 Gallons | 195.5 | 267.04 | | | | | |
| Tier 2 Pounds | 992 | 1469.03 | | | | | |
| Tier 1 Gallons | 5.5 | 9 | | | | | |
| Tier 1 Pounds | 995.9 | 70 | | | | | |
| Totals | 2253 | 2056.26 | 3373.79 | 1646.3 | 1,131.992 | 2,369.40 | 3,983.17 |

Parks Division Pesticide Use

Pesticide use by the Parks Division decreased in 2010. The use of Green materials decreased from 10 units to 1.9 units due primarily to mosquito controls being applied by Environmental Services rather than Parks staff. There was a decrease in Yellow materials from 8.8 units to 6.4 units. No Red materials were used this year on any parkland.

Alternatives Used

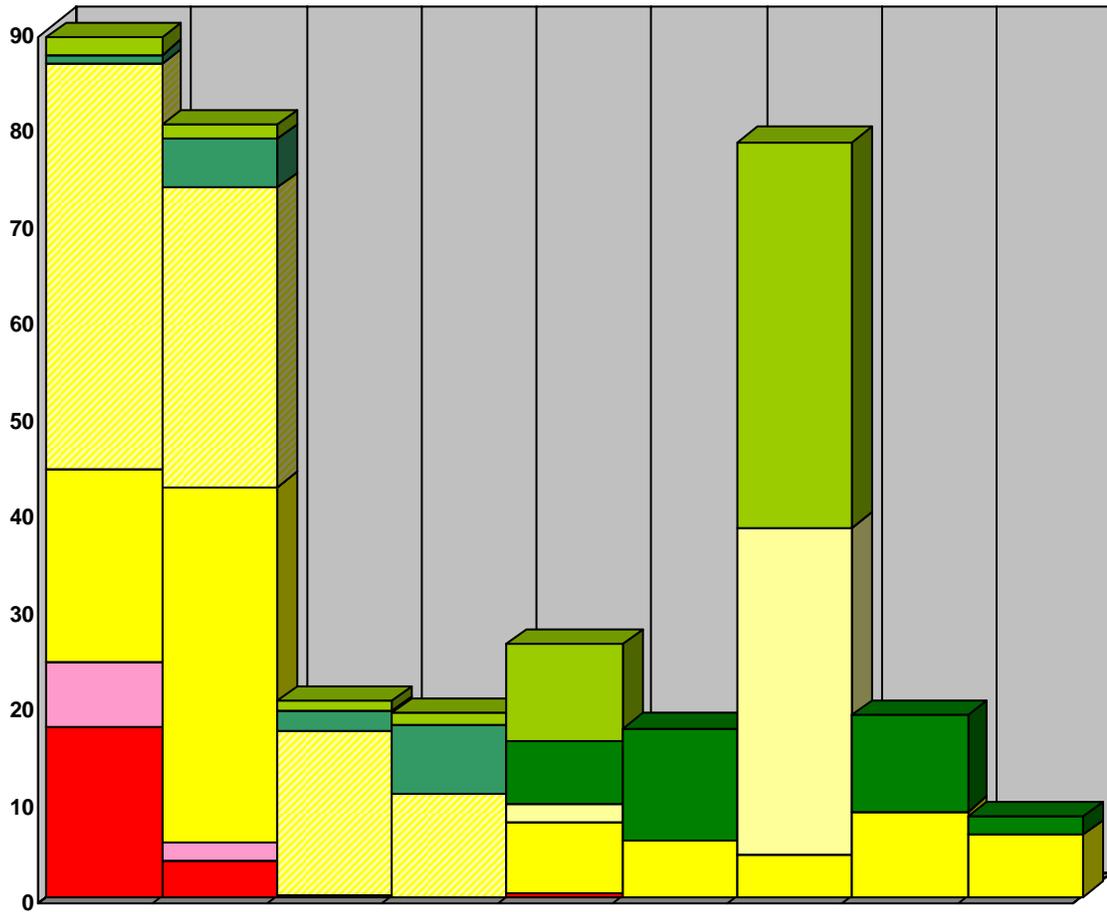
The Parks Division performed 3,245 hours of alternative pest management. The Parks Division used a weed flamer on sidewalk cracks and rocky areas as well as applying 870 yards of mulch and biosolids in planter areas. The Parks Division is also experimenting with sheet mulching, installing a layer of cardboard under the mulch, at Sheffield Open Space. However, as in years past, the majority of work went into hand weeding and mechanical weeding with power equipment.

Various other alternatives were practiced in 2010, including trapping for rodents and the continued use of Sluggo for snail and slug control. Staff successfully relocated twelve bee hives in 2010. The Parks Division also continues to search for alternative herbicides in hopes of finding effective products.

Exemptions

The Parks Division applied for four exemptions. The first exemption request was for the use of Glyphosate at Parma Park to eradicate invasive weeds and poison oak in areas inaccessible to power equipment. This exemption was granted and used successfully. The second exemption request was for the use of Glyphosate to treat invasive Arundo donax at Shoreline Park. This exemption was granted and used successfully. The third was an exemption request for the use of Glyphosate to eradicate the turf at the Louise Lowry Davis Center in order to install a low-water use landscape. This exemption was granted and used successfully. The fourth exemption request was for the use of Diphacinone for the control of squirrels at Shoreline Park, Leadbetter Beach Park, and Chase Palm Park. This exemption was granted but not used due to the squirrel population not rising to problematic levels.

Parks Division Pesticide Use



| | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|------------|
| PHAER | | | | | | | | | |
| Green Pounds | | | | | 10 | | 40 | | |
| Green Gallons | | | | | 6.5 | 11.71 | | 10 | 1.875 |
| Yellow Pounds | | | | | 2 | | 34 | | |
| Yellow Gallons | | | | | 7.43 | 5.71 | 4.24 | 8.78 | 6.425 |
| Red Pounds | | | | | | | | | |
| Red Gallons | | | | | 0.25 | | | | |
| History | | | | | | | | | |
| Tier 4 Gallons | | | | | | | | | |
| Tier 4 Pound | | | | | | | | | |
| Tier 3 Gallons | 1.75 | 1.5 | 1 | 1.25 | | | | | |
| Tier 3 Pounds | 1 | 5.05 | 2 | 7 | | | | | |
| Tier 2 Gallons | 42 | 31 | 17 | 10.71 | | | | | |
| Tier 2 Pounds | 20 | 37 | | | | | | | |
| Tier 1 Gallons | 6.7 | 1.7 | 0.22 | | | | | | |
| Tier 1 Pounds | 17.6 | 3.8 | | | | | | | |
| Totals | 89.05 | 80.05 | 20.22 | 18.96 | 26.18 | 17.42 | 78.24 | 7.38 | 8.3 |

Golf Division Pesticide Use

The Golf Division decreased its material use from 55.2 units in 2009 to 16.6 units in 2010. Although there was an increase in Yellow materials from 2.7 units to 6 units, there was a decrease in Red materials from 52.4 units to 10.4 units. Due to a wetter than normal winter, there was an increase in weed populations leading to an increase in Yellow herbicides used. However, the increase in bentgrass populations and alternative greenskeeping methods led to a reduction in disease pressure during the winter and summer months leading to a decrease in the use of Red fungicides. The Golf Division continues to implement alternative agronomic methods to control disease pressures and limit pesticide use. Unfortunately, extreme environmental conditions create disease outbreaks on the greens that can only be controlled with fungicides.

Alternatives Used

The two recently rebuilt, disease resistant bentgrass greens have been removed from the fungicide spray program reducing the overall amount of pesticides used.

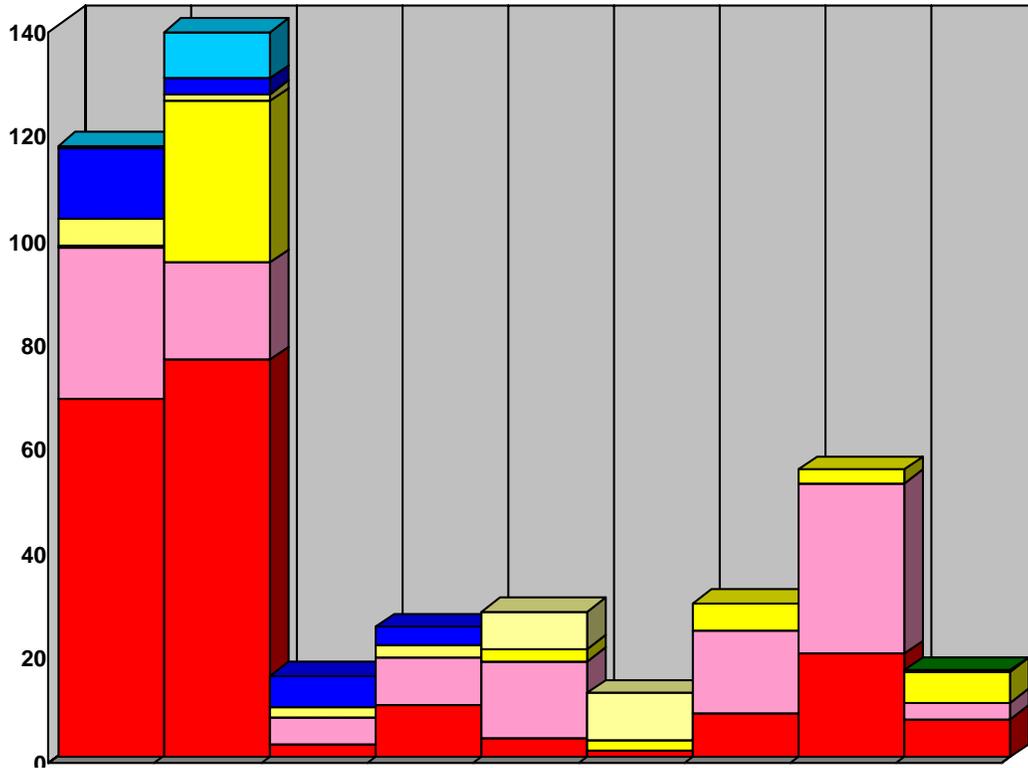
The golf course used the Green insecticide Acelepryn successfully for grub control on the greens. Acelepryn is the only grub control product that is not required by the EPA to include a Signal Word on the label.

The golf course continues to implement "Old World" agronomy practices to establish finer leaf turfgrasses. This approach has led to an increase in bentgrass populations which require less fertilizer, chemical and irrigation use. The total amount of Red materials was reduced, when compared to 2009 by 80% due to these changes. Areas of the putting green surfaces that have been damaged from disease are routinely "spiked" and seeded with disease resistant bentgrass seed. These techniques coupled with the use of seaweed and compost tea that is brewed on-site will help reduce Red and Yellow pesticide use at the Santa Barbara Golf Club.

Exemptions

The Golf Division applied for and received eight exemptions. The exemptions were for the fungicides Banner-Maxx, Daconil, Heritage, Medallion, Prostar and Affirm; the insecticide Acelepryn and the herbicide/growth regulator Trimmit. All of the exemptions targeted the greens.

Golf Division Pesticide Use



| | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|----------------|---------------|---------------|--------------|-------------|--------------|--------------|---------------|--------------|--------------|
| PHAER | | | | | | | | | |
| Green Pounds | | | | | | | | | |
| Green Gallons | | | | | | | | | 0.25 |
| Yellow Pounds | | | | | 7 | 9 | | | |
| Yellow Gallons | | | | | 2.31 | 1.94 | 4.97 | 2.75 | 5.97 |
| Red Pounds | | | | | 15 | | 16.06 | 32.68 | 3.06 |
| Red Gallons | | | | | 3.5 | 1.25 | 8.361 | 19.73 | 7.31 |
| History | | | | | | | | | |
| Tier 4 Gallons | 0.04 | 8.75 | | | | | | | |
| Tier 4 Pound | 13.7 | 3.13 | 6 | 3.4 | | | | | |
| Tier 3 Gallons | | | | | | | | | |
| Tier 3 Pounds | | | | | | | | | |
| Tier 2 Gallons | 5.1 | 1.4 | 1.9 | 2.5 | | | | | |
| Tier 2 Pounds | 0.19 | 30.84 | | | | | | | |
| Tier 1 Gallons | 28.9 | 18.7 | 5.3 | 9 | | | | | |
| Tier 1 Pounds | 68.8 | 76 | 2.45 | 10 | | | | | |
| Totals | 116.73 | 138.82 | 15.65 | 24.9 | 27.81 | 12.19 | 29.391 | 55.16 | 16.59 |

Airport Department Pesticide Use

Airport pesticide applications concentrated on three types of pests in 2010: mosquitoes, rodents and weeds. Airport elected to apply Red materials to control gophers on the airfield. Exemption requests were made and approved by the IPM Advisory Committee. The Red material was the most appropriate approach to control the problem pests.

Mosquitoes

Airport relies primarily on Altosid XR, a Yellow extended release larvicide to control mosquito sources in the Goleta Slough. In wet years, a second application of Altosid XR is needed due to storm water remaining in large basins. In 2010, wet conditions dictated the need for reapplication of Altosid XR. As a result both Green and Yellow materials used to control mosquitoes doubled. Airport has worked with the Mosquito and Vector Management District to rely more heavily on the Green, Bti based product, Vectobac G to control smaller residual mosquito sources in the short term. Bti based products are only effective for about 10 days.

Weeds

In addition to the extensive manual weed control program at the Airport, staff used the Yellow products Roundup ProMax and Surflan to maintain the airfield as needed for safe aircraft operations and to preserve infrastructure. Herbicides were used to prevent weeds from obscuring airfield lights and signs, and to prevent weeds from deteriorating airfield assets.

Rodents

In 2010 the Airport again made a concerted effort to reduce airfield rodent populations. Rodents on the airfield attract predators that pose a collision hazard for aircraft. Rodents also create an FAA compliance issue by undermining and creating uneven surfaces in runway safety areas. The Airport is required by FAA to maintain safety areas in a smooth, compact condition. Ongoing rodent control is necessary to maintain a safe environment for aircraft operations.

Gophers outside the airfield fence were controlled with mechanical steel traps.

Alternatives Used

Alternative efforts focused on the control of weeds through mechanical methods, including string trimming, hand weeding and hoeing. The number of hours devoted to alternative pest control decreased dramatically from 14,024 in 2009 to 2,347.25 hours in 2010. The decrease reflects the establishment of the native habitat restoration requiring reduced weeding.

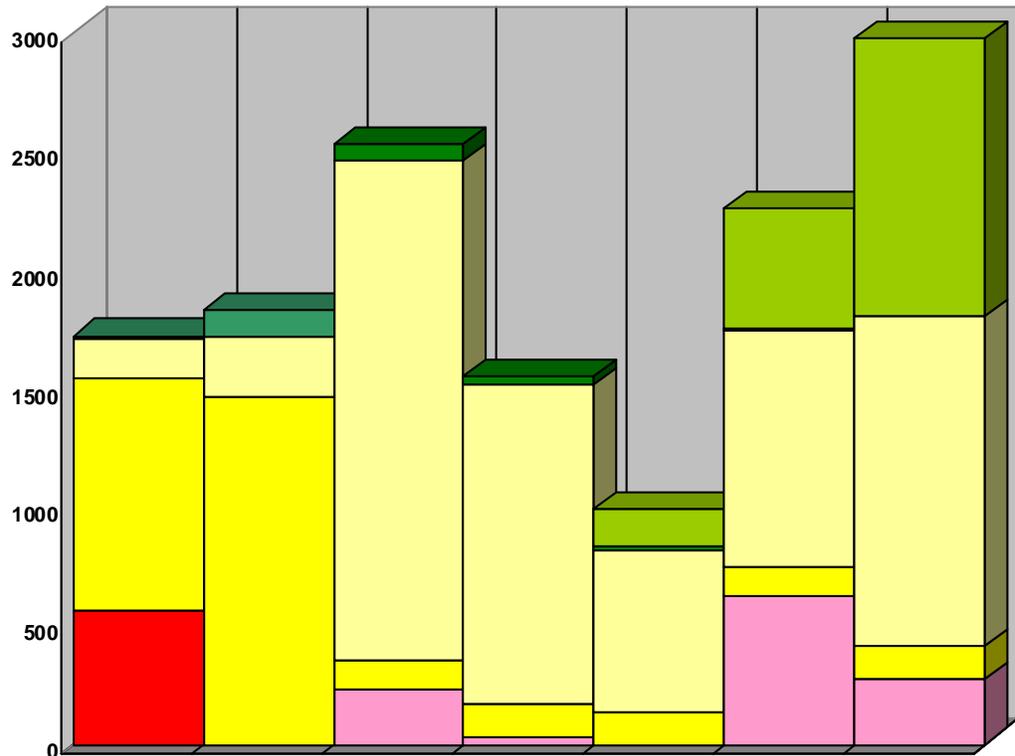
During the year Airport used a beekeeper to remove multiple swarms of bees from the Airport.

Paysage Inc., the Airport's landscape contractor, used a propane torch to control weeds on the Hollister Ave. island.

EXEMPTIONS

The Airport applied for and received two exemptions in 2010 - Fumitoxin and Vikane. The Fumitoxin was used successfully to control rodents. The exemption for Vikane was not used.

Airport Pesticide Use



| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|----------------|---------------|---------------|----------------|----------------|---------------|----------------|-----------------|
| PHAER | | | | | | | |
| Green Pounds | | | 28.5 | | 160 | 507 | 1,168.90 |
| Green Gallons | | | 42 | 31.25 | 19 | 9.9 | |
| Yellow Pounds | | | 2107.31 | 1,349.95 | 678.625 | 993.38 | 1,395.26 |
| Yellow Gallons | | | 125.61 | 140.05 | 137.855 | 128 | 135.65 |
| Red Pounds | | | 231.93 | 30.06 | | 623.6 | 278.89 |
| Red Gallons | | | | | 0.75 | | |
| History | | | | | | | |
| Tier 4 Gallons | | | | | | | |
| Tier 4 Pound | | | | | | | |
| Tier 3 Gallons | | | | | | | |
| Tier 3 Pounds | 12.5 | 115.4 | | | | | |
| Tier 2 Gallons | 170.9 | 247.2 | | | | | |
| Tier 2 Pounds | 972.3 | 1469 | | | | | |
| Tier 1 Gallons | | | | | | | |
| Tier 1 Pounds | 568 | | | | | | |
| Totals | 1723.7 | 1831.6 | 2535.35 | 1551.31 | 995.48 | 2261.88 | 2,978.70 |

Public Works Department Pesticide Use

The Public Works Department increased its use of pesticides in 2010. Green materials increased from 32.6 units in 2009 to 889.5 units in 2010 primarily due to the use of the Green material Bti to treat for mosquitoes. Use of Yellow materials increased from 1 unit in 2009 to 90 units in 2010, also due to increased mosquito control. Although the Environmental Services Division oversees mosquito control at multiple sites, the Andree Clark Bird Refuge receives the majority of material applications for this Division. No Red materials were applied in 2010.

Alternatives Used

The Parking Division used no pesticides in 2010 and continues to use alternative methods for weed control including hand weeding, weed whipping, and limited use of weed burning. A total of 675 hours were devoted to non chemical methods of weed control in 2010. In addition, 45 cubic yards of mulch were added to planting areas to discourage weed growth. A total of 109 rodents were trapped, and 330 feet of bird deterrent was installed in problem areas.

Vector Control utilizes mechanical traps instead of rodenticide for rodent abatement. There are 106 mechanical trap stations on State Street and 40 on Coast Village Road. The number of rodents caught by mechanical traps on State Street and Coast Village Road totaled 1,651. Alternative use hours for rodent trapping are 1,300.

Beekeepers are utilized for bee abatement in the public right of way. Hives are euthanized only in the rare circumstance where the bees cannot be relocated. In 2010 twenty-five hives were relocated with zero loss. The alternative use hours for this effort total 57.

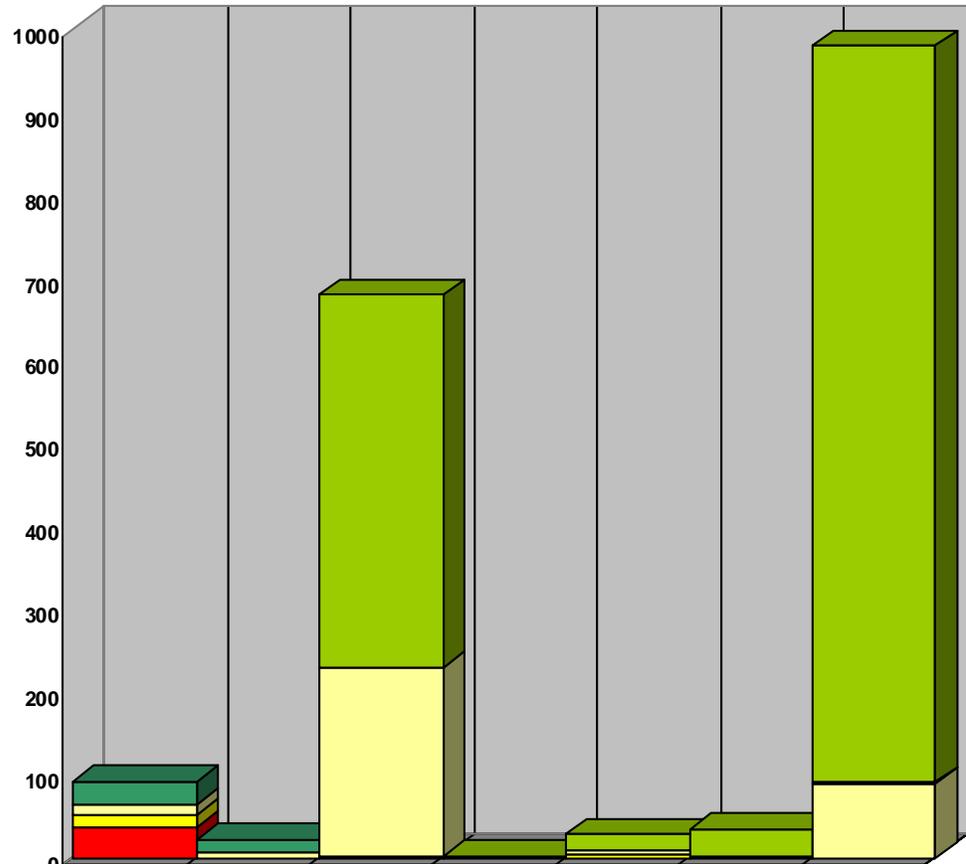
The Streets Division managed weeds in traffic calming areas with hand weeding and mulching.

The Facilities Maintenance Division utilized mechanical traps instead of rodenticide for rodent abatement.

Exemptions:

Two exemptions were requested in 2010. One exemption was for the use of the Yellow material Altosid for mosquito control. The exemption was applied for and granted in June of 2010 for the Andre Clark Bird Refuge as mosquito populations grew beyond thresholds even with standard applications of the Green material Bti. Two applications of Altosid occurred in this same month and population control was achieved. No further Altosid applications were necessary. The second exemption was for the Yellow material Advion for ant control in Westside Center and Franklin Center. The exemption was granted and used successfully.

Public Works Pesticide Use



| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|-----------------------|-----------|---------------|---------------|-------------|---------------|-------------|--------|
| PHAER | | | | | | | |
| Green Pounds | | | | 0.5 | 20 | 32.5 | 889.35 |
| Green Gallons | | | 450.55 | | 0.01 | 0.104 | 0.11 |
| Yellow Pounds | | | | | 4.507 | | 90.05 |
| Yellow Gallons | | | 228.6 | 1.38 | 3.393 | 1 | 0.065 |
| Red Pounds | | | 0.31 | | 0.141 | | |
| Red Gallons | | | | | 0.08 | | |
| History | | | | | | | |
| Tier 4 Gallons | | | | | | | |
| Tier 4 Pound | | | | | | | |
| Tier 3 Gallons | | | | | | | |
| Tier 3 Pounds | 27 | 15.16 | | | | | |
| Tier 2 Gallons | 13 | 6.625 | | | | | |
| Tier 2 Pounds | 14 | 0.031 | | | | | |
| Tier 1 Gallons | | | | | | | |
| Tier 1 Pounds | 37 | | | | | | |
| Totals | 91 | 21.816 | 679.46 | 1.88 | 28.131 | 33.6 | |

V. EXEMPTIONS

Under the IPM Strategy and PHAER Zone system, exemptions may be granted when a pest outbreak poses an immediate threat to public health, employee safety, or will result in significant economic or environmental damage. Exemptions may be requested for one time application or as a programmatic exemption for a single year. The exemption process is outlined in the IPM Strategy.

- 16 exemptions were requested in 2010 as summarized in the table to the right and listed in the table below.
- No emergency exemptions were requested in 2010.
- All 16 requests were for planned action and were granted by the IPM Citizens Advisory Committee.
- Of the 16 requests approved, 4 were not implemented.

2010 Exemption Summary

| Exemptions | Airport | Env. Serv. | Facilities | Golf | Parks | Totals |
|--------------------|---------|------------|------------|------|-------|--------|
| Emergency | | | | | | |
| Proposed | 2 | 1 | 1 | 8 | 4 | 16 |
| Passed | 2 | 1 | 1 | 8 | 4 | 16 |
| Denied | | | | | | |
| Applied | 1 | 1 | 1 | 6 | 3 | 12 |
| Not Applied | 1 | | | 2 | 1 | 4 |

Exemption Detail Table

| Vote | Dept. / Div. | Material | Type | Type | Exemption Type | Used | Site |
|--------|--------------|-------------|-------------|------|----------------|------|--|
| Passed | Airport | Fumitoxin | Rodenticide | | Programatic | Yes | Airfield |
| Passed | Airport | Vikane | Insecticide | | Programatic | No | Buildings |
| Passed | Env. Serv. | Altosid | Insecticide | | Programatic | Yes | Bird refuge |
| Passed | Facilities | Advion | Insecticide | | Programatic | Yes | Franklin Center & Westside Center |
| Passed | Golf | Acelepryn | Fungicide | | Programatic | Yes | Greens |
| Passed | Golf | Affirm | Fungicide | | Programatic | No | Greens |
| Passed | Golf | Banner-maxx | Fungicide | | Programatic | Yes | Greens |
| Passed | Golf | Daconil | Fungicide | | Programatic | Yes | Greens |
| Passed | Golf | Heritage | Fungicide | | Programatic | Yes | Greens |
| Passed | Golf | Medallion | Fungicide | | Programatic | Yes | Greens |
| Passed | Golf | Prostar | Fungicide | | Programatic | No | Greens |
| Passed | Golf | Trimmit | Herbicide | | Programatic | Yes | Greens |
| Passed | Parks | Diphacinone | Rodenticide | | Programatic | No | Shoreline Park, Leadbetter, Chase Palm |
| Passed | Parks | Glyphosate | Herbicide | | One Time | Yes | Parma Park |
| Passed | Parks | Glyphosate | Herbicide | | Programatic | Yes | Louise Lowry Davis Center |
| Passed | Parks | Glyphosate | Herbicide | | One Time | Yes | Shoreline Park |
| Vote | Dept. / Div. | Material | Type | Type | Exemption Type | Used | Site |

Comparison of Exemptions for 2009 and 2010

| | 2009 | 2010 |
|---|------|------|
| Number of Exemption Requests | 17 | 16 |
| Number of Exemption Requests Approved | 16 | 16 |
| Number of Approved Exemption Requests Applied | 9 | 12 |
| Number of Approved Exemption Requests Not Applied | 7 | 4 |

VI. ALTERNATIVE PEST MANAGEMENT PRACTICES USED IN 2010

Non-chemical pest management alternatives used in 2010 are reviewed in the table below. The use of non-chemical IPM alternatives was emphasized over pesticide applications. Hours reported for the total year are from the *Monthly Alternative Use Reports* prepared by each Department. A check (✓) indicates the alternative was used but time was not tracked for it. The total tracked hours for City-wide alternative practices declined from 19,936 in 2009 to 8,326 in 2010, primarily due to the establishment and growth of the new landscape areas at the Airport requiring less weeding.

| PEST | Alternative | Airport | Golf | Public Works | Parks | Citywide Hours |
|--------------------|---------------------------|--------------|------------|--------------|--------------|----------------|
| WEEDS | Mulch & wood chips | ✓ | ✓ | ✓ | 480 | 480 |
| | Weed fabric | | | | | 0 |
| | Propane flame weeder | 16 | | ✓ | 28 | 44 |
| | Hot water/ steam | | | | 8 | 8 |
| | Hand weeding | 2,110 | 701 | 500 | 1,300 | 4,611 |
| | Weed whip | 151 | ✓ | 175 | 1,026 | 1,352 |
| | Habitat modification | | | | ✓ | 0 |
| | Irrigation Mgmt. | ✓ | ✓ | | ✓ | 0 |
| | Host plants squeeze out | ✓ | | | ✓ | 0 |
| PLANT PESTS | Irrigation Mgmt. | | | | ✓ | 0 |
| | Compost tea/microbial in. | | | | | 0 |
| | Enhance plant health | | ✓ | | ✓ | 0 |
| | Worm castings | | | ✓ | | 0 |
| | Effective micro-organisms | | ✓ | | | 0 |
| | Wash off plants | | | ✓ | ✓ | 0 |
| | Resistant varieties | ✓ | | ✓ | ✓ | 0 |
| | Remove plant/tree | ✓ | | | ✓ | 0 |
| GOPHERS | Traps | 71 | ✓ | | 388 | 459 |
| SQUIRRELS | EPA exempt bait | | | | | 0 |
| | Traps | | ✓ | | 15 | 15 |
| | Habitat modification | | | ✓ | | |
| RATS & MICE | Mechanical traps | ✓ | | 1,300 | ✓ | 1,300 |
| | Cat | | | | ✓ | 0 |
| MOSQUITOES | Mosquito fish | ✓ | | ✓ | | 0 |
| | Remove stagnant water | | | | ✓ | 0 |
| BEES, WASPS, etc. | Bee Keepers | | | 57 | ✓ | 57 |
| | Remove hives | ✓ | | ✓ | ✓ | 0 |
| OTHER | Glue traps/roaches | | | ✓ | | 0 |
| | Heat Treatment | ✓ | | ✓ | | 0 |
| Total Hours | | 2,348 | 701 | 2,032 | 3,245 | 8,326 |

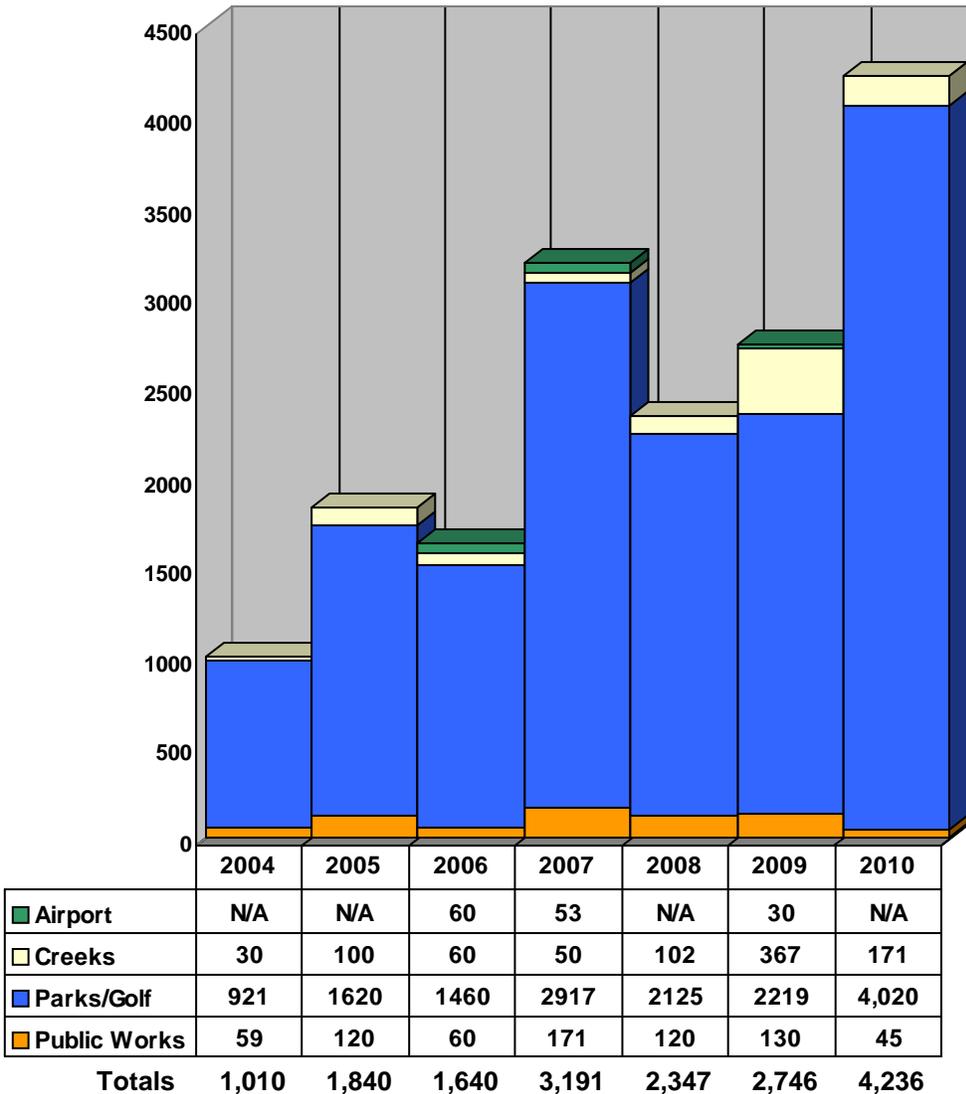
Total Mulch Use

Mulch has been found to be effective in suppressing the growth of annual weeds. The table below shows the types of mulch applied for 2010.

Mulch Use Table

| Yards of Mulch by Type | Airport | Creeks | Parks/Golf | Public Works | City Totals |
|------------------------|---------|------------|--------------|--------------|--------------|
| Biosolids | | | 150 | | 150 |
| Woodchips | | 171 | 3,870 | 45 | 4,086 |
| Total Yards | | 171 | 4,020 | 45 | 4,236 |

Mulch Use Comparison Chart



VII. EFFECTIVENESS OF ALTERNATIVE PRACTICES IMPLEMENTED

In general, most alternative pest management practices are more labor intensive and costly, and not as effective as the use of Yellow and Red classified pesticides. However, there are occasions when a Yellow or Red material is also not effective in controlling a pest problem. While most Green materials and practices provide only moderate control of pest populations, there have been some successes. The effectiveness of alternatives for the biggest pest problems encountered is reviewed below.

- **Weeds:** A variety of alternatives are used to provide moderate effectiveness and control including: weeding, weed whipping, mulching, mowing and a flame torch in designated safe areas. These alternatives are significantly more labor and cost intensive and not as effective as Yellow materials. Alternative food grade or EPA exempt chemicals, such as the clove oil based Burnout II, have not proven effective.
- **Insects / Mollusks:** Results are mixed for combating insects and mollusks. For some insects, there are no known effective alternatives. Some alternatives can be very effective but expensive, such as removing non-resistant plants and replacing them with resistant varieties. However, the following alternatives have proven successful against insects and mollusks:
 - Sluggo for snails and slugs
 - Worm castings for white fly
 - Insecticidal soap for aphids
 - Neem oil as a dormant spray
 - Bti for mosquitoes
 - Acelepryn for fungi
- **Disease:** No effective alternative has been found for most diseases. Where possible, staff focuses on preventative treatments to enhance plant health. Once disease strikes, pesticides are generally required to combat it.
- **Gophers:** For the most part, mechanical traps are being used City-wide. Traps have been found to be moderately effective and are more expensive than rodenticides due to higher costs of purchasing, installing, monitoring, and cleaning out traps.
- **Ground Squirrels:** Mechanical trapping, using snap and electrical traps, is the primary method of control at this time. This method is moderately effective at controlling populations. Some control has been achieved using food grade baits. Both trapping and baiting have proven very labor intensive.
- **Mice / Rats:** At this time, traps are the primary way of controlling this population. Traps have been found to be effective depending on population size and location and available food sources. Positive public perception seems to far outweigh the costs of using traps. Traps have also shown themselves to be very effective in controlling rodents on downtown State Street and at Coast Village Road. The Waterfront Department employed a pest management company who caught 645 rats at a cost of \$15.60 per rat.
- **Termites:** Building Maintenance now only uses heat treatments to control drywood termites. Heat was found to be equally effective as pesticides on smaller buildings with drywood termites. However, costs are 50% higher at this time and heat is not effective on large structures or with subterranean termites.

VIII. PROPOSED CHANGES TO PEST MANAGEMENT PRACTICES

Alternative Practices Proposed for 2011

The upcoming year will pose new challenges due to the financial climate. Budget considerations and the reduction of staff may require a change in service levels and aesthetic expectations or a greater reliance on more cost effective traditional pesticides. Departments will continue to seek “least toxic” alternatives that provide higher benefit to cost ratios. Departments will also continue to use alternatives found effective in the past six years unless more cost-effective alternatives are found. Departments propose the following for 2011:

- The Parks Division will continue to implement the PHAER Zone model of Integrated Pest Management and continue studying alternative materials and methods. Parks will continue experimenting with sheet mulching to control weeds.
- The Golf Division will continue to experiment with new Green materials as they come forward, such as the Acelepryn that was used for grub control on the golf greens this past year.
- The Airport Department will see alternative effort hours increase due to installation of the phase II tidal circulation project. The 10 acre site will be maintained by hand with contract labor. Airport will continue to look for opportunities to reduce the use of Yellow herbicides, however use appears to have stabilized.

IX. CONCLUSION

Overall, the City increased its use of pesticides in 2010. However, the majority of the increase was in the use of Green materials, which reduces the reliance on Yellow and Red materials. Green material use increased 268% from 2009, primarily due to the application of Green mosquito control materials. Yellow material use rose by 44% from 2009, also due primarily to mosquito control. The use of Red materials was reduced by 57%.

During these times of reduced budgets, it is important for City staff to find cost effective, low risk, viable alternatives so that pesticide hazards may be reduced further and the overall efficiency of IPM practices may increase. Additionally, changes in maintenance standards and expectations will become more prevalent as funding for the maintenance of City parks, landscapes, and facilities decrease.

Also critical to reducing pesticide hazards in the City of Santa Barbara is the continuation of community outreach and public education. Because of this community outreach, the public will become more aware of the City's greater reliance upon low risk IPM alternatives.

X. ATTACHMENTS

ATTACHMENT A: APPROVED MATERIALS LIST

The pesticides listed on the Approved Materials List are categorized according to the pesticide screening protocol in the PHAER Zone Model.

| Product Name | Active Ingredient | ZONE | Tier | Type |
|----------------------------------|--|--------|------|------------------|
| Acelepryn | Chlorantraniliprole | Green | 3 | Insecticide |
| Advance Ant Bait | Orthoboric Acid | Green | 3 | Insecticide |
| Advion Roach Stations (enclosed) | Indoxacarb | Green* | 3 | Insecticide |
| AllDown | citric acid, acetic acid, garlic | Green | 3 | Herbicide |
| <i>Any brand name</i> | Orthoboric Acid ant bait station | Green | 3 | Insecticide |
| Avert Cockroach Bait Station | Abamectin B1 0.05% | Green | 3 | Insecticide |
| Avert Cockroach Gel Bait | Abamectin B1 0.05% | Green | 3 | Insecticide |
| Bactimos Pellets | Bt | Green | 3 | Insecticide |
| Bactimos Wettable | Bt | Green | 3 | Insecticide |
| Bio-Weed | corn gluten | Green | 3 | Herbicide |
| Borid Turbo | Orthoboric Acid | Green | 3 | Insecticide |
| BurnOut 2 | clove oil | Green | 3 | Herbicide |
| Cease Biofungicide | B. subtilis | Green | 3 | Fungicide |
| Cinnamite | cinnamaldehyde | Green | 3 | Insect/Fung |
| Conserve | spinosad | Green | 3 | Insecticide |
| Dipel Flowable | Bt | Green | 3 | Insecticide |
| Drax Ant Kill PF | Orthoboric Acid | Green | 3 | Insecticide |
| EcoExempt | Wintergreen Oil | Green | 3 | Herbicide |
| EcoExempt D | 2-Phenethyl propionate / Eugenol | Green | 3 | Insecticide |
| Embark | mefluidide | Green | 3 | Growth Regulator |
| GreenErgy | Citric, Acetic Acid | Green | 3 | Herbicide |
| Kaligreen | potassium bicarbonate | Green | 3 | Fungicide |
| Matran (EPA Registration Exempt) | clove oil | Green | 3 | Herbicide |
| Natura Weed-A-Tak | clove oil | Green | 3 | Herbicide |
| Niban | Isoboric Acid 5% | Green | 3 | Insecticide |
| Safer Soap | potassium salts of fatty acids | Green | 3 | Insecticide |
| Sluggo | iron phosphate | Green | 3 | Other |
| Summit BTI Briquets | Bt | Green | 3 | Insecticide |
| Teknar HP-D | Bti | Green | 3 | Insecticide |
| Terro II | Orthoboric Acid | Green | 3 | Insecticide |
| Vectobac G | Btk | Green | 3 | Insecticide |
| VectoLex CG | bacillus sphaericus | Green | 3 | Insecticide |
| Victor Wasp and Hornet Killer | Mint Oil 8% & Sodium Lauryl Sulfate 1% | Green | 3 | Insecticide |
| Advion Ant Arena | Indoxacarb | Yellow | 2 | Insecticide |

| Product Name | Active Ingredient | ZONE | Tier | Type |
|--|--------------------------------|--------|------|-----------------------|
| Advion Roach Gel | Indoxacarb | Yellow | 2 | Insecticide |
| Advion Insect Granules | Indoxacarb | Yellow | 2 | Insecticide |
| Agnique MMF | POE Isoocatadecanol | Yellow | 2 | Insecticide |
| Aliette | fosetyl aluminum | Yellow | 2 | Fungicide |
| Altosid Briquettes | methoprene | Yellow | 2 | Other |
| Altosid Liquid | methoprene | Yellow | 2 | Other |
| Altosid Pellets | methoprene | Yellow | 2 | Other |
| Altosid XR-B | methoprene | Yellow | 2 | Other |
| Aquamaster-Rodeo | glyphosate | Yellow | 2 | Herbicide |
| Avid | abamectin | Yellow | 2 | Miticide/Insecticide |
| Ditrac | Diphacinone | Yellow | 2 | Rodenticide |
| Dormant | petroleum oil | Yellow | 2 | Insecticide |
| Green Light | Neem oil | Yellow | 2 | Insecticide/Fungicide |
| Kop-R-Spray | Copper Oil | Yellow | 2 | Fungicide |
| M-PEDE | potassium salts of fatty acids | Yellow | 2 | Insecticide |
| Omni Oil | Mineral Oil | Yellow | 2 | Fungicide |
| Prostar 70 WP | flutolanil | Yellow | 2 | Fungicide |
| Rose Defense | Neem oil | Yellow | 2 | Insect/Fung |
| Roundup Pro | glyphosate | Yellow | 2 | Herbicide |
| Roundup ProMax | glyphosate | Yellow | 2 | Herbicide |
| Safticide Oil | petroleum oil | Yellow | 2 | Insecticide |
| Stylet Oil | Petroleum distillates | Yellow | 2 | Insecticide |
| Sulf-R-Spray | Paraffin oil, sulfur | Yellow | 2 | Fungicide |
| Superior Spray Oil | petroleum distillates | Yellow | 2 | Insecticide |
| Surflan | oryzalin | Yellow | 2 | Herbicide |
| Surflan AS | oryzalin | Yellow | 2 | Herbicide |
| Termidor SC | Fipronil | Yellow | 2 | Insecticide |
| Triact | Neem oil | Yellow | 2 | Insecticide/Fungicide |
| Trilogy | Neem oil | Yellow | 2 | Insecticide/Fungicide |
| Wasp-Freeze | allethrin | Yellow | 2 | Insecticide |
| Wilco Ground Squirrel Bait | diphacinone | Yellow | 2 | Other |
| XL 2G | benfenin; oryzalin | Yellow | 2 | Herbicide |
| <i>All Special Circumstance materials will continue to require exemptions granted by the IPM Advisory Committee, as provided in the City of Santa Barbara IPM Strategy</i> | | | | |
| Banner-maxx | Propiconazole | S.C. | 1 | Fungicide |
| Bayleton | triadimafon triazole | S. C. | 1 | Fungicide |
| Daconil | Chlorothalonil | S.C. | 1 | Fungicide |
| Fumitoxin | Aluminum phosphide | S. C. | 1 | Rodenticide |
| Heritage | Azoxystrobin | S.C. | 1 | Fungicide |
| Manage | halosulfuron methyl | S. C. | 1 | Herbicide |
| Medallion | fludioxonil | S. C. | 1 | Fungicide |

| Product Name | Active Ingredient | ZONE | Tier | Type |
|--------------|-------------------|-------|------|------------------|
| Quick Pro | glyphosate/diquat | S. C. | 1 | Herbicide |
| Reward | diquat dibromide | S. C. | 1 | Herbicide |
| Rubigan | fenarimol | S. C. | 1 | Fungicide |
| Rubigan EC | fenarimol | S. C. | 1 | Fungicide |
| Subdue | metalaxyl | S. C. | 1 | Fungicide |
| Trimmit 2SC | Paclobutrazol | S.C. | 1 | Growth Regulator |
| Zp Rode | zinc phosphide | S. C. | 1 | Rodenticide |

* By decision of the Citizen IPM Advisory Committee, chemicals that may be classified normally as Yellow materials may be classified as Green materials if they are entirely enclosed in factory sealed bait stations.



City of Santa Barbara
Parks and Recreation Department

Memorandum

DATE: March 16, 2011

TO: City Council
Parks and Recreation Commission
Airport Commission

FROM: City IPM Advisory Committee

SUBJECT: IPM Advisory Committee Review of IPM Program in 2010 and 2010 Annual Report

In its seventh year of implementation, the City of Santa Barbara's Integrated Pest Management (IPM) program continues to grow and evolve. The Committee feels strongly that the program has been successful and stands as one of the greatest environmental achievements in the City's history.

The Committee agrees with the analysis presented in the 2010 annual report and supports the direction and programs described therein. It is important to note that, although pesticide use levels vary from year to year based on a number of factors, the committee has confidence in the city staff which continues to exemplify goodwill and integrity in regards to implementing the program, developing new ideas and initiatives and working collaboratively with the committee and the community. We commend them for their dedication across all departments.

A number of additional points in regards to the IPM program are listed below.

- A number of successes have been achieved and demonstration through such practices as rodent trapping, heat treatment of termites, green mosquito control and green control of plant pests. Many green practices are only successful with the benefits of detail oriented, concentrated efforts, which have been exemplified by many efforts in the IPM program.
- The increase in pesticide use this year was due primarily to mosquito control, which utilized mostly green practices. A large percentage of the City's pesticide use is related to mosquito control. Mosquito control is an important issue as it has direct impacts on public health issues. The IPM committee is committed to protecting human health as well as reducing pesticide use. This is an area where public health is of great concern; therefore effectiveness is the highest priority.
- Challenges at the Airport, including larger buildings that require more toxic treatments for termites and FAA requirements related to rodents near the airfield, also account for a large percentage of city pesticide use.

With budgetary challenges, pressure will continue to increase in 2011 on staff and the committee to accept a decrease in maintenance service levels at many parks (reduction in aesthetic quality). The budgetary challenges have already been realized by loss of park staff dedicated primarily to weed abatement. This means more weeds that are aesthetically displeasing to a portion of the public.

With the associated need for labor related to least toxic methods, we continue to believe that developing a well coordinated, volunteer program will help the long term effectiveness of the IPM program. Expanding the Rose Garden volunteer system, coordinating more with Santa Barbara Beautiful, and ensuring volunteers can sign up easily (via email online) should be part of a program that, with some investment by the City, might actually offset the reduced labor hours with the benefit of increased outreach to the community.

The Advisory Committee will continue to work with staff, elected officials, and members of the public to ensure a quality program that protects the City's assets while not compromising human and environmental health.



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: April 26, 2011

TO: Mayor and Councilmembers

FROM: Housing and Redevelopment Division, Community Development Department

SUBJECT: 2904 State Street Lease By Housing Authority To WillBridge

RECOMMENDATION:

That Council approve the leasing of the affordable rental property at 2904 State Street by the Housing Authority to WillBridge for use as transitional housing for formerly homeless persons.

DISCUSSION:

On January 25, 2011 Council approved a grant of \$1,150,000 in Redevelopment Agency Housing Setaside Funds to the Housing Authority of the City of Santa Barbara for the acquisition of 2904 State Street for use as affordable housing for formerly homeless individuals. The Housing Authority stated its intention to lease the entire eight-unit property to a local non-profit such as WillBridge or Transition House. The following week, on February 1, 2011, the item was brought back to Council for reconsideration after some Councilmembers heard concern expressed about whether such use was appropriate given the site's location near Peabody School. After a public hearing, Council voted to affirm the grant approval, but to add the condition that the Housing Authority hold up to three public meetings with concerned parents and neighbors and return to Council for a determination as to whether the property could be leased to WillBridge or, instead, used for conventional low income housing.

As explained in the attached letter from the Housing Authority, the Housing Authority held three such meetings and reached a consensus from the attendees that the lease to WillBridge could go forward. Therefore, staff recommends that Council allow the lease to WillBridge as requested.

ATTACHMENT: Letter from the Housing Authority

PREPARED BY: Brian Bosse, Housing and Redevelopment Manager / SBF

SUBMITTED BY: Paul Casey, Assistant City Administrator/Community Development Director

APPROVED BY: City Administrator's Office



HOUSING

AUTHORITY OF THE
CITY OF SANTA BARBARA808 Laguna Street / Santa Barbara
California / 93101Tel (805) 965-1071
Fax (805) 564-7041
TDD (805) 965-2521

April 12, 2011

Steven Faulstich, Housing Programs Supervisor
Housing & Redevelopment Division
630 Garden Street
Santa Barbara CA 93101

**RE: REQUEST FOR CITY COUNCIL TO GIVE FINAL CONSIDERATION OF THE HOUSING AUTHORITY'S
INTENDED USE OF 2904 STATE STREET**

Dear Steven,

As you know, at the February 1, 2011 City Council Meeting the City Council/RDA Board reaffirmed their January 25, 2011 decision to grant the Housing Authority funds to purchase 2904 State Street. This grant was conditioned with a requirement that the Housing Authority hold up to three community meetings in order to better inform the surrounding neighbors and the Peabody School parents as to the Authority's intended use of the property with Willbridge as the operator. The purpose of these meetings was to also take input from interested parties and to address their concerns. The Housing Authority was requested to hold up to three meetings and then report back to the City within 90 days at which time the Council would consider whether the Housing Authority's planned leasing of the property to Willbridge would move forward or if the Authority would operate the property as part of its low income housing portfolio.

Immediately after the City Council Meeting, Kate Ford, the Principal of Peabody Charter School, Rob Pearson, the Housing Authority Executive Director and Lynnelle Williams the Executive Director of WillBridge, began formation of an initial steering committee to meet and vet out the issues. The Steering Committee was comprised of a fairly equal number of concerned Peabody School parents, a few concerned neighborhood residents and others who supported and endorsed the project.

I am pleased to report that the three meetings were held as follows:

- Meeting #1: Monday February 28, 2011 (Steering Committee Meeting)

During this meeting the Housing Authority reviewed its mission, vision and operations and reviewed our options for use of 2904 State Street. WillBridge also reviewed their Mission, current operations and how they would operate 2904 State Street under their permanent supportive housing program including program rules, guidelines and the tenant selection process. The Housing Authority and WillBridge also heard concerns from those in attendance concerning the intended use of the property.

Mr. Steven Faulstich
2904 State Street
April 12, 2011
Page 2

- Meeting #2: Monday, March 21, 2011 (Larger Community Meeting)

During this meeting, the Housing Authority and WillBridge gave a brief review of their respective operations and their planned use of 2904 State Street as permanent supportive housing. The balance of the meeting was devoted to hearing the concerns of Peabody School parents and neighbors and offering constructive input as to how the property would be managed. As a result of concerns brought forward during the first scheduled meeting, Willbridge developed and provided a Frequently Asked Questions Fact Sheet for all participants (see Exhibit A). This FAQ sheet allayed many of the outstanding concerns.

- Meeting #3: Monday, April 11, 2011 (Steering Committee Meeting)

The Steering Committee reconvened following the larger community meeting to review the Housing Authority's Master Lease Agreement and the accompanying program rules. The Housing Authority and WillBridge committed to being a good neighbor and to being responsive with regard to issues that may arise due to their operation of the property. The meeting was productive and a consensus was reached to have Willbridge move forward as the program operator for the property with the conditions noted in the minutes from the meeting attached as Exhibit B.

This outreach process was beneficial to all parties. There is now a better understanding of the community's concerns by Willbridge and the Housing Authority; and inversely, the community now has a better understanding of the intended use of the property and a better knowledge of both the Housing Authority's and WillBridge's operations.

As the outreach process has been concluded and a consensus has been reached, I would like to request that this item be put on the City Council's agenda for their April 26, 2011 meeting for final approval of the project and lease to WillBridge.

Sincerely,

HOUSING AUTHORITY OF THE
CITY OF SANTA BARBARA



ROB FREDERICKS
Deputy Executive Director/CAO

cc: Robert Pearson, Executive Director/CEO, Housing Authority
Housing Authority Commission

WillBridge - 2904 State Street Permanent Supportive Housing Program? FAQ's

Questions:

1. **What is the WillBridge Permanent Supportive Housing Program?**
2. **Is this a homeless shelter?**
3. **Will clients loiter on the streets, panhandle, be aggressive with neighbors or otherwise be a neighborhood nuisance?**
4. **What is the profile of the client?**
5. **How are clients selected?**
6. **How is this program different from low income housing? Work Force Housing?**
7. **Is the State Street facility well suited for workforce housing use?**
8. **Are Criminal Background checks performed on all applicants?**
9. **Are Sex-Offenders or those convicted of violent crimes allowed in the program?**
10. **Is alcohol or drug use or possession by clients allowed anywhere, anytime?**
11. **Do you perform random drug/alcohol testing?**
12. **What if a client fails these drug/alcohol tests?**
13. **Are we willing to make our answers to questions 8 through 13 part of our lease with the Housing Authority?**
14. **Are there strict "Program Rules" to assure clients' behavior creates a positive environment for themselves, other program participants and neighbors? What are they?**
15. **Will there be Medical Respite or Detox beds in this facility?**
16. **How is this project funded?**
17. **What happens if the HUD funding is not renewed?**
18. **What happens if WillBridge does not enforce its client "Program Rules" or is otherwise not a good neighbor?**
19. **What can I do, as a neighbor, if I have a problem with WillBridge?**
20. **Will there be kitchens in the rooms?**
21. **Who is responsible for the maintenance of the building and grounds?**
22. **Who is WillBridge?**
23. **What is WillBridge's track record with its neighbors?**
24. **Will families or children be allowed in the program?**
25. **Can WillBridge help the community deal with problem homeless who are already in the neighborhood and who may be of concern to neighbors?**
26. **Why is the WillBridge Permanent Supportive Housing Program a good choice for a neighbor?**

Answers:

1. **What is the WillBridge Permanent Supportive Housing Program?**
Permanent Supportive Housing provides, in addition to shelter, case management and counseling support to individuals who are moving from homelessness to independent living. They learn or re-learn skills to allow them to fully function independently.

2. **Is this a homeless shelter?**

No. This is a residential facility. Clients will be part of a long term program designed to allow them to progress, in time, to fully independent living. All clients will have come from a transitional housing facility, not from the streets, and will have demonstrated an ability and willingness to live more independently.

3. **Will clients loiter on the streets, panhandle, be aggressive with neighbors or otherwise be a neighborhood nuisance?**

No. Clients will either be employed or part of a school or training program. They do not want to and will not loiter, panhandle, be aggressive or a nuisance with neighbors. While this has not been an issue with WillBridge's other permanent supportive housing program, should a client do these things, it will be cause for their removal from the program.

4. **What is the profile of the client?**

These are people who want to live independently and try to rebuild their lives. They will have lived in a transitional housing facility, demonstrated that they are able and motivated to greater independent living, have recommendations (including one from their doctor) and will be employed or in a training program. If they have a mental illness, it will be controlled with medication and counseling.

The clients must be willing to work with a counselor and/or mentor and be willing to perform some form of community service.

5. **How are clients selected?**

There is a rigorous questionnaire (copy linked to the Peabody School website for review) establishing clients readiness for the program, including essay questions on why they are ready to move to more independent living; recommendations; income and background verification, and personal interviews.

6. **How is this program different from low income housing? Work Force Housing?**

While there are many differences, the most visible in this case are that WillBridge can impose greater restrictions on clients in this program than a landlord can impose on tenants. We can and will remove clients who do not comply with WillBridge or Housing Authority rules.

WillBridge provides on-site oversight 24/7, which is not a part of a normal landlord-tenant relationship.

7. **Is the State Street facility well suited for workforce housing use?**

Not really. The rooms are very small (175 to 225 sq. ft.), and most potential workforce housing clients would not find this adequate accommodation.

8. **Are Criminal Background checks performed on all applicants?**

Yes. The Housing Authority performs criminal background checks for all its clients and will do so for WillBridge.

9. **Are Sex-Offenders or those convicted of violent crimes allowed in the program?**

No, with no exceptions!

10. **Is alcohol or drug use or possession by clients allowed anywhere, anytime?**

No. Clients are not permitted to consume or possess alcohol or drugs of any kind (other than those prescribed by their doctor) . WillBridge conducts random drug screening to assure compliance. Violators are removed from the program.

- 11. Do you perform random drug/alcohol testing?**
Yes. See question 10.
- 12. What if a client fails these drug/alcohol tests?**
Client is removed from the program. See Question 10.
- 13. Are we willing to make our answers to questions 8 through 13 part of our lease with the Housing Authority?**
Yes, we will incorporate these as program requirements in the lease.
- 14. Are there strict "Program Rules" to assure clients' behavior creates a positive environment for themselves, other program participants and neighbors? What are they?**
Yes. Clients are required to sign that they will abide by all programs rules. These rules are designed to ensure that the environment of the program is conducive to clients progressing to more independent living. A copy of program rules is linked to the Peabody School website for your review. Also, these rules are part of our master lease with the Housing Authority. Should WillBridge not enforce these rules, the Housing Authority can terminate our lease.
- 15. Will there be Medical Respite or Detox beds in this facility.**
No.
- 16. How is this project funded?**
WillBridge is the recipient of a 2 year \$123,000 HUD grant that requires at least \$35,000 in outside matching funds. This will be sufficient to fully fund the program. We have applied to a local foundation for the matching funds, but can do so out of our own resources if we do not obtain the private foundation funding. The HUD grants usually renew if program goals (client progress among other things) are met.
- 17. What happens if the HUD funding is not renewed?**
WillBridge would try to obtain necessary funding from other sources, but should we not have funds to continue, our lease with the Housing Authority would terminate and they would use the property for other programs or purposes.
- 18. What happens if WillBridge does not enforce its client "program Rules" or is otherwise not a good neighbor?**
It is not in our interests to have unhappy neighbors, so we will do our best to avoid any unfavorable situation with the neighbors. However, the Housing Authority can terminate our master lease for failure to meet their requirements or our failure to implement our own rules.
- 19. What can I do, as a neighbor, if I have a problem with WillBridge?**
First, call the WillBridge Office (805-563-1911) and register your concerns with Executive Director Lynnelle Williams so we can address your concerns. Failing that, call the Housing Authority, (805-965-1071) and make your concerns known.
- 20. Will there be kitchens in the rooms?**
There will be a refrigerator, microwave, kitchen sink and cabinets. Stoves will not be allowed in the client rooms.
- 21. Who is responsible for the maintenance of the building and grounds?**
WillBridge is responsible for maintaining the grounds and the Housing Authority is responsible for maintaining the building. If WillBridge does not maintain the grounds adequately, the Housing authority has the right to step in and do it and should WillBridge continue to fail to do an

adequate job the Housing Authority can terminate our lease. The Housing Authority, a governmental agency, has a long track record of maintaining its facilities in excellent condition.

22. Who is WillBridge?

WillBridge is a non-profit formed in 2005 to provide shelter to mentally ill homeless adults. As part of this mission, WillBridge provides permanent supportive housing for clients that are ready to graduate to more independent living and outreach services to connect homeless adults on the streets to medical and social services.

23. What is WillBridge's track record with its neighbors?

WillBridge has been a good neighbor and wishes to continue to be so.

WillBridge has operated a permanent supportive housing facility at 18 E Sola Street since early 2009, and has never had an incident with neighbors. We have a letter from our neighbor, Our Lady of Sorrows Roman Catholic Church attesting to this. WillBridge has operated a Transitional Housing facility (for individuals first coming off the streets) at 1213 and 1215 Montecito Street for more than 6 years. We have had no complaints from neighbors. This facility is within 2 blocks of Franklin School, and there has never been an incident with students, faculty or staff. We have a letter from the School's Vice-Principal attesting to this.

24. Will families or children be allowed in the program?

No. The program is for single adults.

25. Can WillBridge help the community deal with problem homeless who are already in the neighborhood and who may be of concern to neighbors?

WillBridge has an outreach program, in which a case worker and a client go out on the street and make contact with the homeless and try to give them access to community resources and help start a relationship of trust that over time may result in the homeless person coming "inside" to a transitional housing facility. While no substitute for police, WillBridge is willing, in response to neighbor requests, to try and make contact with homeless people in the neighborhood and help mitigate any problem they may cause.

26. Why is the WillBridge Permanent Supportive Housing Program a good choice of neighbors?

WillBridge will carefully select all clients, operate a drug and alcohol free facility, conduct random drugs and alcohol tests, perform criminal background checks, demand compliance with "program rules", remove non-compliant clients from the program immediately, provide on-site supervision 24/7, provide neighbors with a who to call number in the event of a complaint, and, through WillBridge's outreach program, provide an additional mechanism for neighbors to deal with problem homeless people in the neighborhood. This type of selection, ongoing monitoring, and "program requirements" rather than tenancy requirements give WillBridge much more flexibility in dealing with issues than what the Housing Authority (or any landlord for that matter) must navigate in the world of "landlord-tenant" law that govern the operation of rental housing.

2904 State Street Steering Committee Meeting

Minutes for Monday, April 11, 2011

5:30-6:30 PM

Peabody Library

Committee Members:

| | | |
|-------------------|-------------------|----------------------|
| Kate Ford | Joe Andrulaitis | Joe & Laurie Tumbler |
| Rob Pearson | Jay Caplan | Andrea Fink |
| Lynnelle Williams | Janice Brown | Bob Casey |
| Rob Fredericks | Rob Dayton | |
| Sven Klein | Kathleen Baushke | |
| Michael Fauver | Dale Swanson | |
| Matt Walker | Stephanie Smagala | |
| Mari Mender | Don Olson | |

1. The meeting commenced at 5:30 PM.
2. The Steering Committee discussed steps towards meaningful accountability and community approval of WillBridge. Consensus was reached on the following process:
 - a. If there are concerns, Lynnelle Williams will be called.
 - b. If there is no or an unacceptable response, the Housing Authority will be called.
 - c. The City Council will become involved if the Housing Authority is unresponsive.
 - d. In the spirit of goodwill and a positive connection between the community and WillBridge, Kate Ford and Lynnelle Williams will meet and discuss successes every 4-6 months, with a follow-up email to the San Roque Community. Mari Mender will assist in this.
3. The Steering Committee discussed the selection process for residents, focusing on the formation of an Interview Committee. WillBridge has committed to include two community members on this committee. Potential members should have experience working in/with social services, the homeless, disenfranchised populations, and/or the mental health field. The Interview Committee is approximately a 15 hour time commitment. Lynnelle Williams confirmed that priority would be given to qualified San Roque residents. Anyone with this experience should contact Lynnelle Williams ASAP if interested.
4. The Steering Committee discussed and agreed to the timeline for 2904 State Street as follows:
 - a. Report by the Housing Authority to the City Council on April 19. Michael Fauver and perhaps other members of this Steering Committee will also speak.
 - b. City Council Approval of WillBridge on May 3.
 - c. HUD document submission and Interview Process in May 2011.
 - d. Occupancy in June 2011.
5. The Committee adjourned at 6:35 PM.

Wording of the Motion as approved unanimously by the City Council on 2-1-11:

Councilmembers Francisco/Rowse to reaffirm the decision of January 25, and to add a condition that the Housing Authority hold up to three community meetings and report back to the Council within 90 days, at which time the Council will consider whether the agreement with WillBridge will move forward or if the nature of the project will be a low income housing.



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: April 26, 2011

TO: Mayor and Councilmembers

FROM: City Clerk's Office, Administrative Services Department

SUBJECT: Recommendation To Conduct The 2011 General Municipal Election As A Vote-By-Mail Election And Authorization To Purchase Signature Verification System

RECOMMENDATION: That Council:

- A. Authorize the City Clerk to conduct the November 2011 General Municipal Election as a Vote-By-Mail (VBM) Election; and
- B. Appropriate \$12,000 from Appropriated Reserves to purchase a signature verification system.

BACKGROUND:

Because of the rising cost of a County conducted stand alone election, estimated to cost \$550,000 to \$650,000 in 2007, the City Council directed staff to conduct the City's elections. City staff have planned, organized, and implemented the last two general municipal elections.

On November 6, 2007, staff conducted the City's first stand-alone regular election as a traditional poll election. In 2007 voters filled three Councilmember seats and voted on an unsuccessful ballot measure to change the City's elections from odd to even years. The City's final election cost totaled \$280,000, with the following voter turn-out results:

| 2007 Traditional Poll Election | | |
|---------------------------------------|--------|--------|
| Registered Voters | 44,165 | |
| Permanent VBM Voters | 20,513 | 46% |
| Total Ballots Cast | 16,364 | 37.05% |
| Poll Ballots Cast | 5,474 | 33.5% |
| Mail Ballots Cast | 10,890 | 66.5% |

Council Agenda Report

Recommendation To Conduct The 2011 General Municipal Election As A Vote-By-Mail Election And Authorization To Purchase Signature Verification System

April 26, 2011

Page 2

With Council's approval, the 2009 election was conducted as a vote-by-mail election to fill the Mayor's and three Councilmember seats and vote on four ballot measures. The City's final election cost totaled \$240,000, with the following results:

| 2009 Vote-By- Mail Election | | |
|------------------------------------|--------|-------|
| Registered Voters | 46,718 | |
| Permanent VBM Voters | 23,720 | 50.8% |
| Total Ballots Cast | 23,167 | 49.5% |

Excluding Special Statewide Elections, the 2009 vote-by-mail election voter turn-out results, at 49.5%, represent the highest voter turnout in a City election in the past three decades.

The City's vote-by-mail election included:

- Providing voters with prepaid postage envelopes to return ballots from October 5, 2009 through November 3, 2009
- The option to vote in person, on two different days at any of the City's seven designated drop-off centers:
 - Saturday preceding Election Day, October 31, 2009, from 8:00 a.m. to 5:00 p.m.; and
 - Election Day, Tuesday, November 3, 2009, from 7:00 a.m. to 8:00 p.m.

DISCUSSION:

PROPOSED 2011 VOTE-BY-MAIL ELECTION

Plans for the City's 2011 General Municipal election are underway. To date staff has completed a detailed key tasks month-by-month election work plan matrix and a line-item budget.

Staff is requesting that the City Council approve a vote-by-mail election, with five drop-off centers, for the November 2011 general municipal election.

The high voter turnout, lower staffing, fewer logistical complications when compared to a poll election, and the cost savings of conducting a vote-by-mail election are reasons for the vote-by-mail recommendation.

The recommendation to establish five drop-off centers rather than seven is due to low voter turnout at two of the seven drop-off centers in the 2009 election.

Consistent with the 2009 election, voters will have the option to vote in person at any of the City's five designated drop-off centers on two different days:

- Saturday preceding Election Day, November 5, 2011, from 8:00 a.m. to 5:00 p.m., and
- Election Day, Tuesday, November 8, 2011, from 7:00 a.m. to 8:00 p.m.

REQUEST FOR AUTHORIZATION TO PURCHASE A "VOTE REMOTE" AUTOMATED SIGNATURE VERIFICATION SYSTEM

Staff is recommending the purchase of the Vote Remote automated signature verification system to streamline the signature verification process.

The Vote Remote automated system performs the following tasks:

- Date/time stamps ballot envelope vs. manual process
- Stamps sequential number on ballot envelope vs. alphabetizing ballot envelope
- Scans ballot envelope bar code and updates the City's vote by mail tracking system vs. manual process
- Captures voter registration card from the voter database vs. manually typing last name and searching for voter's name in database
- Verifies signature on ballot envelope against voter registration card vs. manual process
- Creates a report of voters in which the signature did not match vs. manual process

The Vote Remote system will significantly decrease the amount of staff time required to process returned ballot envelopes, resulting in a cost savings and an earlier release of election results.

For example on Election Day, November 3, 2009, we received more than 5,000 ballot envelopes. This required twelve employees to spend 6.5 hours to process the 5,000 ballot envelopes manually, equal to 78 FTE hours.

In contrast, using a Vote Remote Electronic System the same work can be completed by four employees in two hours.

To assess the effectiveness and efficiency of this system, staff attended system demonstrations conducted at the Santa Barbara County Elections Office and the Cities of Santa Clarita and Glendale.

To maximize a return on investment, our City proposed entering into an agreement with the City of Pasadena for a joint purchase. This approach will bring our cost from \$24,000 down to \$12,000. Since the City of Pasadena is on a different election cycle, there will be no scheduling conflicts on the use of the system.

Next Steps:

Similar to prior city managed elections, the election work plan calls for staff to return to Council in May with recommendations to approve professional services agreements related to equipment rental and election supplies, and an on-site elections consultant.

The plan also calls for staff to return to Council in mid-June requesting Council to adopt the necessary resolutions to schedule the City's general municipal election:

- Calling for the election
- If approved, authorizing a Vote-By-Mail election
- Adopting regulations pertaining to candidates' statements
- If necessary, directing the City Attorney to prepare an impartial analysis of any proposed ballot measures or Charter Amendments
- Setting priorities for filing a written argument regarding proposed ballot measures or Charter Amendments

BUDGET/FINANCIAL INFORMATION:

The cost of a vote-by-mail election is estimated at \$300,000. The cost of a traditional poll election is estimated at \$350,000. The Administrative Services Department Fiscal Year 2012 budget request includes \$300,000 from the General Fund for the 2011 General Municipal Election.

Staff is recommending that Council authorize the appropriation of \$12,000 from Appropriated Reserves to purchase the electronic signature verification system to streamline the verification process.

SUSTAINABILITY:

It is anticipated that a vote-by-mail election will reduce the number of potential vehicle trips made by voters and poll workers who would normally drive to the polls. This supports the City's sustainability goals to protect the environment.

PREPARED BY: Cynthia M. Rodriguez, City Clerk Services Manager

SUBMITTED BY: Marcelo A. López, Assistant City Administrator/Administrative Services Director

APPROVED BY: City Administrator's Office



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: April 26, 2011

TO: Mayor and Councilmembers

FROM: City Administrator's Office

SUBJECT: Request From Councilmembers Frank Hotchkiss And Randy Rowse Regarding City Enforcement Of Existing State Laws And Municipal Ordinances (Transient Related Street Crimes)

RECOMMENDATION:

That Council hold a discussion to examine the effectiveness of City enforcement of existing State laws and the City's municipal ordinances concerning transient related street crimes.

DISCUSSION:

Councilmembers Hotchkiss and Rowse have requested that the City Council examine the effectiveness of City enforcement of existing State laws and the City's municipal ordinances, with the objective of providing the Police Department and other agencies with a clear direction as to the level of desired enforcement of state Penal Code and Municipal Code regulations related to transient street crimes.

The attached memo from Councilmembers Hotchkiss and Rowse lists the laws that they are requesting Council examine.

ATTACHMENT: Memo From Councilmembers Hotchkiss and Rowse

PREPARED BY: Linda Gunther, Administrator's Office Supervisor

SUBMITTED BY: James L. Armstrong, City Administrator

APPROVED BY: City Administrator's Office



City of Santa Barbara
Mayor and Council Office

Attachment
RECEIVED

MAR 15 2011

CITY ADMINISTRATOR'S OFFICE
SANTA BARBARA

Memorandum

DATE: March 15, 2011
TO: James L. Armstrong, City Administrator
FROM: Frank Hotchkiss, Councilmember
Randy Rowse, Councilmember
SUBJECT: City Enforcement of Existing State Laws and Municipal Ordinances

Pursuant to Council Resolution 05-073 regarding the Conduct of City Council Meetings, we request that an item be placed on the Santa Barbara City Council Agenda regarding City enforcement of existing State laws and Municipal Ordinances.

- Summary of information to be presented:

We are requesting the City Council to examine the effectiveness of City enforcement of existing State laws and the City's municipal ordinances, with the objective of providing the Police Department and other agencies with a clear direction as to the level of desired enforcement. The existing State laws and/or municipal ordinances are listed below with the reference to the State Penal Code and/or the City's Municipal Code.

| Law | State Penal Code | City's Municipal Code |
|--|------------------|-----------------------|
| Panhandling | 647 (c) | 9.50 |
| Trespassing on Private Property | 602 | |
| Open Container of alcohol in public | | 9.05 |
| Intentionally obstructing the sidewalk | 647 (c) | 9.98 |
| Illegal Peddling or selling on public property | | 5.32.035 & 9.48.010 |
| Drunk in public | 647 (f) | |
| Disturbing the peace with excessive noise or by fighting | 415 | |
| City Park closure regulations | | 15.16.260 |
| City building/facility closure regulations | | 9.60.010 |
| Sitting on first 13 blocks of State Street | | 9.97 |

Jim Armstrong, City Administrator
Enforcement of Existing Regulations regarding Pan Handling etc.
March 15, 2011
Page 2

- Statement of Specific Action:

The specific action to be taken by the City Council at this meeting will be to explore the possibility of providing the Police Department with more clear direction as to the level of enforcement the Council expects.

- Statement of the Reasons Why it is Appropriate and Within the Jurisdiction of the Council to Consider this Subject Matter and to Take the Requested Action:

A Council discussion of this subject is appropriate and within the jurisdiction of the City Council due to the issues of enforcement of the City's laws on panhandling, etc.

cc: Mayor and Council
City Attorney
Police Chief



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: April 26, 2011

TO: Mayor and Councilmembers

FROM: Planning Division, Community Development Department

SUBJECT: Appeals Of The Planning Commission Approval Of The Highway 101 Operational Improvements Salinas Ramps Coastal Development Permit Amendment

RECOMMENDATION:

That Council deny both appeals and uphold the decision of the Planning Commission to approve the Highway 101 Operational Improvements Salinas Ramps Coastal Development Permit Amendment.

EXECUTIVE SUMMARY:

On March 17, 2011, the Planning Commission held a public hearing and approved the Highway 101 Operational Improvements Salinas Ramps Coastal Development Permit Amendment on a 3-2 vote. The decision was appealed by two different parties: Brownstein Hyatt Farber Schreck, LLP (Brownstein) on behalf of John and Helen Free, owners of Santa Barbara Sunrise RV Park, and Philip Suding (see appeal letters, Attachments 1 and 2).

DISCUSSION:

The appeal issues raised in the Brownstein letter relate to the environmental review of the project, and a claim of an unconstitutional taking of private property. Philip Suding's appeal is focused on the consistency of the project with a design guideline related to median planting width. Each of the appeal issues is discussed below.

Noise

The Brownstein appeal states that noise impacts of the subject project were not adequately analyzed. Noise impacts are discussed in the 2004 Environmental Impact Report (EIR) Addendum prepared for the project and in the CEQA findings made by the Planning Commission for the March 17, 2011 approval. According to the certified EIR, the approved Operational Improvements Project without the construction of any soundwalls would have potentially increased noise levels at adjacent residential areas by 2 dBA. The certified EIR concludes that this 2 dBA increase in noise level would be considered a less than significant when evaluated against federal, State, and the City of Santa Barbara noise policies. The certified EIR states that while the expansion and reconfiguration portions of the highway project would increase noise levels by 2 dBA, the originally proposed soundwalls would reduce noise levels at adjacent residential

areas between 4-6 dBA. The soundwalls, therefore, would further lessen an already less than significant impact of the highway expansion project and, in fact, represent a net benefit to the noise conditions existing at the time the EIR was prepared.

The subject project would reduce the originally approved 600 foot long soundwall between Salinas and Punta Gorda by approximately 18 feet in the vicinity of the Salinas Street onramp and shift a short portion of soundwall near the end of the Salinas Street off ramp. Any vibration effects of the amended project would be minimized with application of measures to provide smooth surfacing and the use of lower-noise surfacing materials as feasible. Elimination of 18 feet of soundwall would expose slightly more of the neighboring RV park to existing traffic noise. While the noise abatement provided by the originally approved soundwall would be slightly decreased, the subject project would not substantially increase the severity of the noise impacts described for the originally approved project nor would the subject project change the previous EIR determination that the projects noise and vibration impacts would be less than significant.

Circulation and Traffic Safety

The Brownstein appeal states that the redesigned Salinas on and off ramps would result in significant impacts to circulation and traffic safety. Caltrans engineers have reviewed the circulation and traffic concerns expressed by the appellant and provide the following additional information:

The proposed reconstruction of the Salinas Street on- and off-ramps to current design standards will mean an immediate improvement in both operations and safety. Specifically, the increased off-ramp length compared to the current ramp will allow drivers to change speed gradually and go around the corner safely. In this respect, the potential for vehicles to overshoot the exit curve, as alleged in the appeal letter, would actually be reduced compared to the currently approved project which retains the original ramp. The new offramp will be clearly marked as an exit ramp, and new markings and signs will be installed to ensure that drivers are aware of the ramp curve in all conditions including at night. It is important to note that the soundwall was not constructed for the purpose of shielding the RV park from traffic, and therefore its removal cannot be construed as increasing such risk.

The new ramps are designed to align properly with the existing Salinas Street, requiring no changes to the street alignment. The reconfigured ramps have been designed such that ingress and egress from the RV park can be conducted in the same way as they currently exist, and there is no expected change in traffic circulation once the ramps are completed and opened to traffic.

City staff does not believe that evidence presented by Brownstein demonstrates that a new significant impact to traffic and circulation would result from the subject project or that the subject project would substantially increase the severity of traffic impacts described in the certified EIR.

Wetlands

The Brownstein appeal states that the mitigation of wetland impacts has not been adequately analyzed. Wetland impacts are discussed in the 2011 EIR Addendum prepared for the subject project and in Section I.A.i. of the CEQA findings for the Planning Commission approval of March 17, 2011. The certified EIR and 2004 EIR Addendum describe temporary (1,852 sq. ft) and permanent (1,338 sq. ft.) impacts to jurisdictional waters and wetland areas at Sycamore Creek and several culverts in the vicinity of Salinas Street as a result of the original project. These impacts were described as significant, but mitigable with the implementation of a mitigation measure to replace and replant native wetland and riparian species. Any alteration of streams or wetlands requires permits from both the California Department of Fish and Game (CDFG) and the Army Corps of Engineers (ACOE). It is a standard practice for the City to consult with these agencies when wetland impacts are proposed to determine the appropriate level of replacement mitigation based on the type of habitat impacted. When the original project was approved, the City had consulted with CDFG and determined that the appropriate level of mitigation given the types of wetlands impacted by the original project was 5:1 for permanent impacts and 3:1 for temporary impacts.

The subject project would require 800 square feet of a concrete lined drainage ditch running parallel to the freeway to be enclosed in a box culvert. The concrete ditch is currently filled with sediment that supports aquatic plant species. While this drainage ditch is considered to be Waters of the United States, the habitat provided by the concrete ditch is very limited. The applicant and the City have consulted with both CDFG and ACOE who have reviewed the subject project and determined that replacement at a 1:1 ratio is the appropriate level of mitigation needed for the type of wetlands impacted by the amended project. With implementation of this replacement mitigation, the impacts of enclosing 800 square feet of concrete-lined drainage ditch would be considered less than significant. The originally certified EIR considers a range of wetland impacts associated with the original project and discusses the various issues related to wetland and creeks impacts. The subject project would not represent a new significant impact nor would it substantially increase the severity of the wetland impacts previously described in the certified EIR.

Aesthetics

The Brownstein appeal states that there is not substantial evidence that the subject project would not result in significant additional visual impacts beyond those analyzed in the EIR. The certified EIR and 2004 EIR Addendum for the originally approved project describe a variety of less than significant and significant but mitigable visual impacts associated with the installation of soundwalls, removal of significant portions of vegetation, loss of mature skyline trees, and changes to public views. The subject project would result in reduced blockage of mountain views due to changes to the soundwalls. The subject project would also result in an increased loss of trees and screening vegetation that would be mitigated to a less than significant level through the planting of vegetation away from the removal site. Public scenic views and vistas would not be substantially impacted and the changes to vegetation would occur over a

relatively small portion of the highway. The subject project does not present any new visual impact that was not previously identified in the certified EIR. Additionally, the proposed changes do not represent a substantial increase in severity of the visual impacts described in the previous EIR.

Policy/Guidelines Consistency

The Brownstein Appeal asserts that the subject project is inconsistent with City policies and guidelines related to views and aesthetics and the inconsistency would result in a significant impact under CEQA. The Planning Commission staff report describes at length the subject project's consistency with applicable City design guidelines and policies. As stated in the *Highway 101 Santa Barbara Coastal Parkway Design Guidelines*, The guidelines are meant to guide those who are designing improvements to the highway to help preserve the dominant character of the highway corridor, but are not meant to discourage changes needed for safety and operations on the freeway. They are intended as guidelines, not hard and fast significance thresholds in relation to the California Environmental Quality Act.

Adequacy of Environmental Review

The Brownstein Appeal asserts that the 2011 EIR Addendum does not provide adequate environmental documentation for the subject project. Pursuant to Section 15162 and 15164 of the state Guidelines for the Implementation of CEQA, an addendum to a previously certified EIR can be used if some changes and additions are necessary to a project but those changes do not cause a new significant environmental effect not previously described in the certified EIR or substantially increase the severity of a significant environmental effect previously identified in the certified EIR. City staff have reviewed the record and do not believe any of the conditions in CEQA Guidelines Section 15162 exist that would require a supplemental or subsequent EIR. The submitted addendum, therefore, in addition to the previously certified EIR and 2004 addendum, represent adequate environmental review for the subject project.

Unconstitutional Taking of Property

The Brownstein Appeal claims that the project would result in an unconstitutional taking of the Sunrise RV Park property. The takings claim is not relevant to the issue of whether or not a Coastal Development Permit should be issued for the subject property. If there were a taking of property resulting from the approval of the project, it would be Caltrans taking of the Sunrise RV Park property. The City is not the appropriate body to determine whether a taking would occur with the project's approval.

Median Landscaping

The Suding Appeal focuses on one guideline provided in the *Highway 101 Santa Barbara Coastal Parkway Design Guidelines*:

Median landscaping is fundamental to the appearance of a parkway. When median planting is small, the opposite travel lane becomes conspicuous. In the Crosstown Freeway area, there is just a ribbon of plant material which softens the look of the roadway but does not screen the opposite lane. Pronounced

vegetation in the median is very important and medians should be wide enough to accommodate it. Minimum median width should be similar to what exists near the bird refuge and throughout Montecito (approximately 10 feet of planting area).

The original project was approved with a 10 foot wide median (measured barrier face to barrier face). The subject project approved by the Planning Commission included a median varying between 6 and 3.25 feet (measured barrier face to barrier face). Mr. Suding has stated that the proposed planting would be inadequate and inconsistent with the design guidelines. Caltrans has resurveyed the right-of-way and found that a median can be provided with the subject project varying between 7.3 and 4.7 feet. Caltrans has stated that right of way acquisition to provide more planting area is infeasible due to the constraints of the Union Pacific right-of-way on the south side of Highway 101 and affordable housing on the north side. Caltrans has also stated that design exceptions to provide less than standard highway features (e.g., narrower shoulders or lane widths) are not available for the provision of additional landscaping.

DESIGN REVIEW:

As stated above, since the Planning Commission appeals were filed, the project was revised based on a re-survey of the right-of-way. The Architectural Board of Review (ABR) reviewed the revised project on April 4, 2011 and indicated that the project was proceeding in the right direction. The Architectural Board of Review requested that the project-specific Highway 101 Design Review Team re-review the project and the project return to ABR on April 18th. Staff will provide the Council updates on the ABR and Highway 101 Design Review Team reviews at the appeal hearing.

CONCLUSION:

Staff recommends that City Council deny the appeals and uphold the decision of the Planning Commission to approve the project, making the findings for denial contained in Planning Commission Resolution No. 001-11 (Attachment 4).

- ATTACHMENTS:**
1. Appeal Letter from Sunrise RV Park dated March 25, 2011
 2. Appeal Letter from Phil Suding dated March 28, 2011
 3. Planning Commission Minutes of March 17, 2011
 4. Planning Commission Resolution No. 006-11
 5. Planning Commission Staff Report dated March 10, 2011
(Exhibits location in City Clerk's Office reading file)
 6. ABR Minutes of February 7 and April 4, 2011

PREPARED BY: Daniel Gullett, Associate Planner

SUBMITTED BY: Paul Casey, Assistant City Administrator/Community
Development Director

APPROVED BY: City Administrator's Office

Brownstein
Farber | Schreck

2011 MAR 25 PM 2: 09

March 25, 2011

CITY OF SANTA BARBARA
CITY CLERK'S OFFICE
Susan F. Petrovich**VIA HAND DELIVERY**805.882.1419 tel
805.965.4333 fax
BCollins@bhfs.com

Honorable Mayor Schneider and Members of the City Council
City of Santa Barbara
735 Anacapa Street
Santa Barbara, CA 93101

RE: Appeal of March 17, 2011 Planning Commission Decision
CalTrans, District 5 – Highway 101 Operational Improvements, Salinas Ramps Amendment
MST 2004-00701 (CDP2011-00003)

Dear Mayor Schneider and Members of the City Council:

Brownstein Hyatt Farber Schreck represents John and Helen Free. We submit this appeal letter on behalf of John and Helen Free as owners of Santa Barbara Sunrise RV Park, located at the corner of Highway 101 and Salinas Street (516 South Salinas Street). By this appeal, we request that the City Council reverse the Planning Commission's March 17, 2011 approval of an amendment to the Coastal Development Permit (CDP) for CalTrans' Highway 101 Operational Improvements Project. The amendment would allow changes to the configuration of the Salinas Street on/off ramps, addition of a new through lane of traffic on the northbound side of Highway 101, removal or deletion of landscaping near the on/off ramps, reduction in the size of the freeway median, changes to the landscaping in the freeway median, relocation of a portion of the sound wall, and removal of a portion of the sound wall just completed along the freeway frontage and the Frees' property.

This amendment to the Highway 101 Operational Improvements (Milpas to Hot Springs) Project will negatively impact the Frees' business and submit their guests to risk of property damage, personal injury and even death. The change to the project did not undergo the thorough environmental analysis or public review mandated by the California Environmental Quality Act (CEQA). As explained in greater detail below, the project materials available for public inspection prior to the hearing, and the plans submitted at the Planning Commission hearing, did not provide adequate information to allow members of the public, particularly adjacent residents and businesses, or the decision-makers to understand the proposed project's potential impacts.

Requested Action

We request that the City Council uphold this appeal, overturning the Planning Commission's decision to approve the CDP amendment and (1) require that the applicant and staff work together to redesign the project to comply with City policies and guidelines and to protect the safety of the guests of Sunrise RV Park as well as the safety of the traveling public, and (2) conduct the required environmental review, including adequate opportunity for meaningful public input, before having the Planning Commission reconsider the proposed project.

Grounds for Appeal

The Proposed Project Constitutes an Unconstitutional Regulatory Taking of Private Property.

The modifications to the originally approved Highway 101 Operational Improvements project in this area will have substantial detrimental impacts on the operation of Santa Barbara Sunrise RV Park with no mitigation or compensation having been proposed for this loss. This constitutes an unconstitutional taking of property. The previous, and as yet uncompleted, phase of this CalTrans project included construction of a sound wall on an easement located on the Frees' property. Before construction began on that project phase, many of the Santa Barbara Sunrise RV Park guests were nurses working locally on a temporary basis. Most of these nurses worked the night shift. CalTrans construction significantly impacted the Park's business and good will and the business is still recovering. Because of the construction noise, these guests ceased to patronize the Sunrise RV Park. Because the construction continued over such a long period of time and included nighttime construction activity, even vacationers elected not to stay at the Park. CalTrans removed the Frees' privacy fence early in the project but left the sound wall unconstructed for many months, so Park visitors had no sense of privacy or security. They may as well have been parked on the side of the busy freeway. The Park's vacancy rate shot up and preconstruction occupancy rates have not yet been restored. Since the completion of the sound wall in or around July 2010 the Park has been in the gradual process of rebuilding its reputation and good will to attract new visitors. CalTrans' proposal to remove a portion of the sound wall on the Free property and undertake new construction adjacent to the RV Park, including the reduction of landscaping, will have a profound impact upon the Park's ability to recover its lost trade. The proposed removal of a portion of the sound wall constructed to reduce noise impacts not only will adversely affect this business in the short-term with more construction noise and disturbances for patrons, but will result in the long-term impacts of increased noise and vibrations, potential circulation issues associated with the redesigned off ramp, and increased risks of injury from out of control vehicles using the substandard ramps at Salinas Street. These issues are discussed in greater detail below.

The Project Was Not Adequately Analyzed as Required by CEQA. CalTrans, as the lead agency for this project, adopted an EIR Addendum (CalTrans Addendum), dated February 23, 2011, finding that the "only minor technical changes or additions to the previous [EIR] are necessary." The Planning Commission made a finding that the CEQA analysis was adequate environmental documentation for the amended project.

However, CEQA Guidelines section 15164(e) requires that the decision not to prepare a subsequent EIR must be "supported by substantial evidence." Neither CalTrans nor the City provided substantial evidence to demonstrate that the conditions described in CEQA Guidelines section 15162, calling for the preparation of a subsequent EIR, do not exist. In fact, the changes to the project do have the potential to result in one or more significant effects not discussed in the previous EIR. Pursuant to Public Resources Code section 21166 and CEQA Guidelines sections 15162 and 15163, CalTrans must prepare and circulate a subsequent or supplemental EIR to document the project changes, analyze the potential environmental impacts, identify appropriate mitigation measures, and allow the public an opportunity to review and comment.

Specifically, the proposed project changes include reconfiguration of the Salinas Street on/off ramps; widening Highway 101 to three travel through-lanes in the vicinity of the Salinas Street on/off ramps; reducing or eliminating previously proposed and/or installed landscaping in the median and adjacent to the new sound walls, relocating a portion of the sound wall near the Salinas off ramp, removing of a portion of the wall adjacent to the Salinas on ramp and along the RV Park's frontage, installing new guard railings, and enclosing a portion of a drainage ditch in a box culvert. These changes will increase or result in new environmental impacts related to noise, circulation and traffic, public safety, wetlands, views/aesthetics, and land use and planning policy consistency. Substantial evidence has not been provided to demonstrate that these impacts can or will be adequately mitigated. The public has not

been afforded adequate opportunity required by law to review and comment on the environmental impacts and mitigation measures. Each of these impacts are discussed below:

- o **Noise.** The EIR prepared by CalTrans concluded that pre-project ambient noise levels exceeded both City Noise Element guidelines and Federal Highway Administration standards. CalTrans included sound walls in the original project design to mitigate noise impacts resulting from the project and cumulative noise impacts. The sound wall installation included a substantial block wall between the freeway travel lanes and the RV Park. With the amendment, CalTrans now proposes to remove a substantial portion of the brand new sound wall that provides protection for the RV Park. The amendment also includes removal or deletion of virtually all of the landscaping approved for the area adjacent to the RV Park and the Salinas on- and off-ramps. In short, CalTrans now proposes to remove important mitigation measures without conducting a thorough environmental analysis of the resulting impacts to visual resources and noise. Clearly, removal of part of the sound wall will increase noise and vibrations within the RV Park. Removal of the sound wall section closest to the exit and elimination of the landscape buffer between the highway and RV Park will expose occupants of RVs parked at the Sunrise RV Park to unmitigated noise from the freeway. CalTrans and City staffs' analyses do not quantify or provide any analysis of potential impacts from these proposed changes or include any evidence to support the conclusion that these changes "do not represent a significant change to the temporary or long term noise impacts of the original project" (Planning Commission Approval Findings, pp. 3-4).
- o **Circulation and Traffic Safety.** CalTrans and City staffs' analyses do not include any analysis of how the redesigned Salinas Street on/off ramps and the removal of the section of wall closest to Salinas Street will impact circulation and traffic safety in the adjacent neighborhood. Removal of a section of the sound wall that now protects the RV Park introduces a new safety impact. In the past, vehicles using the Salinas Street exit have overshot the curve and have flown into the RV Park. The recently installed sound wall, because it is constructed of solid block, provides some protection from out of control vehicles unable to make the Salinas Street curve. With the present configuration of the northbound freeway lanes, those exiting at Salinas Street are in a lane clearly marked as an exit lane so they are forewarned to slow for the exit. With the proposed project amendment, this exit lane will become a third northbound through-lane so travelers exiting at Salinas Street will be traveling at full freeway speeds onto an exit with a sharp curve. The hazard is particularly dangerous at night when drivers cannot see that the exit is short and sharply curved and when the freeway is lightly traveled so vehicles tend to be traveling at higher speeds. This is the very time that the RV owners are most likely to be inside their RVs. Removal of the sound wall section closest to the exit and elimination of the landscape buffer between the highway and RV Park will expose occupants of RVs parked at the Sunrise RV Park to a serious safety hazard from drivers unfamiliar with the exit overshooting the curve and entering the Park at high speeds. The Park has experienced out of control vehicles plowing into the Park, including one such incident that damaged a fence and an RV very recently. Luckily, no one was injured or killed, but the hazard is real, not imagined. This is a significant impact that must be analyzed under CEQA.

The project plans provided for public inspection and even those presented during the Planning Commission hearing did not show how the reconfigured Salinas Street off-ramp will align with Salinas Street as it exists today because the project plans are cut off immediately north of the ramps. The redesigned ramps do not look like they could feasibly align with the existing roadway. If this is true, additional changes would be required to Salinas Street that have not been disclosed or evaluated.

The project plans also fail to show how the redesign will affect ingress and egress for the RV Park, the driveway for which is very close to the ramps. This reconfiguration could make it difficult for RVs to exit from the Park and turn right directly onto the freeway, as they always have in the past.

If the alignment of Salinas Street changes, the right turn out of the Park could become too tight, forcing exiting RVs to turn directly into oncoming traffic using the off-ramp. Because the off-ramp is short and sharply curved, the sight distance is inadequate for both the oncoming traffic and for the exiting RVs. To avoid this hazard, the RVs would need to instead turn left, again into fast moving traffic exiting the freeway at the off-ramp, and then travel through the narrow, car-lined streets in the residential neighborhoods between the RV Park and Milpas Street – resulting in traffic, noise and air quality impacts that CalTrans has not analyzed.

- o **Wetlands.** The staff report and CalTrans Addendum acknowledge that replacing the ditch culvert in the original project design with a box culvert will result in new impacts to wetlands. CalTrans proposes 800 square feet of planting in Sycamore Creek to offset this impact. However, there is not substantial evidence to support a finding that the mitigation is adequate to address this new impact. Per CEQA Guidelines section 15162, this impact and proposed mitigation, which was not evaluated in the previous EIR, requires subsequent environmental and public review.
- o **Views/Aesthetics.** When the Highway 101 Operational Improvements (Milpas to Hot Springs) Project was originally approved, the City required that the median be widened from the CalTrans proposed 6 feet to 10 feet in order to be consistent with City policies and guidelines related to views and aesthetics along the Highway 101 corridor. The redesign would now reduce the median width to between 6 and 3.25 feet for a distance of 2,284 feet. Planned landscaping on the sides of the freeway would also be reduced or eliminated and some existing landscaping removed. The Planning Commission's findings state that the loss of trees and screening vegetation is a potentially significant impact (Planning Commission Findings, p. 5). The proposed mitigation is the installation of additional landscaping for a stretch of approximately 1,900 feet at another location along the freeway. This does not mitigate the impacts on this stretch of the freeway, particularly the visual impacts of the vital (but not particularly attractive) sound walls. The reduction of the median will make this section of the freeway look exactly like the downtown Los Angeles freeways. This is not consistent with the policies of the City or the expectations of local residents. It also creates an unsuitable and unacceptable gateway to our City.

There is no substantial evidence to demonstrate that the redesigned improvements will not have a significant impact based on the City's thresholds or that off-site mitigation, at a ratio of less than 1:1, is adequate to mitigate the new impact. In fact, the staff report states that an earlier and slightly different version of the project was reviewed by the City's Design Review Team (DRT) and Architectural Board of Review, both of which concluded that the proposed landscaping was inconsistent with the City's policies and guidelines and therefore unacceptable. Per the staff report, "All DRT members indicated that the loss of median landscaping was unacceptable, and a median no narrower than the 10 foot wide median approved as part of the Highway 101 Operational Improvements project is necessary to support appropriate planting. Individual members also indicated concern regarding the loss of landscaping along the sound walls" (Planning Commission Staff Report, p. 5). The evidence in the record demonstrates that additional environmental analysis is required to address the new visual impacts.

The CalTrans modeling and project plans all focus on views up and down the freeway. They do not show before and after simulations or overlays for the Salinas Street exit. Before and after simulations and overlays that show the changes to the sound walls and the layout at the Salinas Street ramps, and associated landscaping, is necessary for the public and decision-makers to understand and evaluate the project. Without this information, there is not substantial evidence to demonstrate that the project changes will not result in additional visual impacts. The removal of the sound wall and adjacent landscaping is a new significant impact that must be analyzed and mitigated if feasible. Therefore, supplemental environmental analysis and public review is required.

- o **Land Use and Planning Policy Consistency.** As stated above, there is substantial evidence in the record that the redesigned improvements are inconsistent with City policies and guidelines related to views and aesthetics. The City's Design Review Team, Architectural Board of Review, and Community Development staff all have identified inconsistencies. Inconsistency with City land use and planning policies applicable to this project is a significant impact under CEQA. This was not analyzed in the previous EIR and is not sufficiently analyzed in the addendum. CEQA requires that subsequent environmental review be conducted and an opportunity for public review and comment provided to fully consider the analysis and potential mitigation of the impacts.

Conclusion

Based on the foregoing, we respectfully request that the City Council reverse the Planning Commission's decision and deny this project until it can be redesigned to mitigate negative impacts and adequate CEQA review is completed.

Thank you for your time and consideration.

Sincerely,



Susan F. Petrovich

cc: Helen and John Free (by email)
Paul Casey, Community Development Director (by email)
Danny Kato, Senior Planner (by email)
Allison DeBusk, Associate Planner (by email)

Phillip Suding, Landscape Architect
10 East Islay Street
Santa Barbara, CA 93101

Phillip@SudingDesign.com
RECEIVED

2011 MAR 28 PM 3: 26

March 28, 2011

Santa Barbara City Council
735 Anacapa Street
Santa Barbara, CA 93101

CITY OF SANTA BARBARA
CITY CLERK'S OFFICE

Re: Planning Commission Approval of the March 17, 2011 Hearing on the Application of Caltrans, District 5, Location: Highway 101 in the Vicinity of Salinas St. On/Off Ramps, APN: 099- MSC-0PW, SD-3 (Coastal) Zone, General Plan Designation: Open Space/Buffer (Case #MST2004-00701)

Mayor Schneider and Council Members:

I hereby file this appeal for the above referenced Planning Commission item. I am appealing the Planning Commission decision that the proposed project's landscape conform "within the given physical constraints that are being approved by the Planning Commission today."

The only focus of this appeal is the landscape median's proposed width. As approved by the above decision, the median width is 3'-3" (or 3.25'). The City of Santa Barbara Highway 101 Santa Barbara Coastal Parkway Design Guidelines, as Certified By The California Coastal Commission, 04/10/96, states on page 21: "Minimum median width should be similar to what exists near the Bird Refuge and throughout Montecito (approximately 10 feet of planting area)." To be fair, the document also states on the same page: "Safety and maintenance concerns surrounding the use of median planting should be taken into consideration."

Both the appointed Design Review Team (DRT) (consisting of an Architectural Board of Review (ABR) member and a Historic Landmarks Commissioner, among others) reviewed the plans on 1-12-11. The team did not support the median width of 3'-3". On 2-7-11, the ABR reviewed the plans and likewise did not support the 3'-3" median width. I am a commissioner on the Historic Landmarks Commission and a member of the DRT. I am not representing either group. I am appealing the decision as an individual.

One possible solution more in keeping with the median width as described in the City of Santa Barbara Highway 101 Santa Barbara Coastal Parkway Design Guidelines would be to apply a design exception to the standards for the lane widths. For instance, by reducing each of the north bound lane and ramp widths by 4", the median landscape would be 5'-11". This is obviously a compromise to the Guideline width of 10', but it is more appropriate than 3'-3". For many reasons, it is much easier for a plant to flourish in a larger planting area.

Caltrans indicated that they do not use design exceptions for landscape. I don't believe it is the landscape that is the cause for a design exception but rather the reconfiguration of the ramps into a third lane that triggers the need for the exception. It is true that the design exception would be applied

Santa Barbara City Council
March 28, 2011
Page Two

to the lane widths to allow for more landscape in the proposed solution but it is the addition of the third lane that diminishes the width of the landscape median. If the highway configuration were to remain as it is built today, the median width is acceptable.

I respectfully request that you give this item your focused attention. I have presented one possible solution. I know there are others. Please honor this appeal and overturn the Planning Commission decision to use the proposed physical constraints for landscape. I believe the DRT, Caltrans and City Staff may be able to work out a solution if given the opportunity to apply design exceptions and change the physical constraints as proposed.

Sincerely,

A handwritten signature in black ink, appearing to read 'PS', followed by two dots.

Philip Suding

- B. Requests for continuances, withdrawals, postponements, or addition of ex-agenda items.
None.
- C. Announcements and appeals.
Mr. Kato announced that the Planning Commission's decision on 415 Allan Road has been appealed to City Council and will be scheduled in July.
- D. Comments from members of the public pertaining to items not on this agenda.
Chair Jostes opened the public hearing at 1:06 P.M. and, with no one wishing to speak, closed the hearing.

III. NEW ITEM:

ACTUAL TIME: 1:06 P.M.

RECUSALS: To avoid any actual or perceived conflict of interest, Commissioner Jacobs recused herself due to the neighboring property being represented by her husband's law firm.

Commissioner Jacobs left the dais at 1:07 P.M. and did not return.

APPLICATION OF CALTRANS, DISTRICT 5, LOCATION: HIGHWAY 101 IN THE VICINITY OF SALINAS ST. ON/OFF RAMP, APN: 099-MSC-0PW, SD-3 (COASTAL) ZONE, GENERAL PLAN DESIGNATION: OPEN SPACE/BUFFER (CASE# MST2004-00701)

The proposed project is to amend the approved Coastal Development Permit for the Highway 101 Operational Improvements Project (Milpas to Hot Springs), to widen Highway 101 to three lanes in the vicinity of the Salinas Street on/off-ramps. The revised project will require the reduction or elimination of previously improved landscaping in the median (between the northbound and southbound lanes) and the area adjacent to the new sound walls. The project also includes relocation of a portion of the sound wall near the end of the off ramp, installation of guard railings, and enclosure of a portion of a drainage ditch in a box culvert.

The discretionary application required for this project is an amendment to an approved Coastal Development Permit (CDP2011-00003) to allow revisions to an approved development in the Coastal Commission's Appealable Jurisdiction of the City's Coastal Zone (SBMC §28.44.060).

A Final Environmental Impact Report (FEIR)/ Federal Environmental Assessment Finding of No Significant Impact (FONSI) was certified for the Highway 101 Operational Improvements Project by Caltrans District 5 in March 2004. The City prepared an Addendum to the FEIR to document minor changes to the project description prior to Planning Commission approval of the project in December 2004. Caltrans prepared an

Addendum to the FEIR in February 2011 to reflect the changes in the proposed project. Prior to action on the project, the Planning Commission must make findings pursuant to the California Environmental Quality Act (CEQA) §§21081 and 21081.6 and CEQA Guidelines §§15091, 15092, 15096, 15097, and 15164.

Case Planner: Dan Gullett, Associate Planner
Email: DGullett@SantaBarbaraCA.gov

Phone: 805-564-5470, ext. 4550

Dan Gullett, Associate Planner, gave the Staff presentation.

Gregg Hart, Director of Government Affairs, Santa Barbara County Association of Governments (SBCAG), gave the applicant presentation, joined by David Beard, Caltrans Project Manager; and David Emerson, Caltrans Landscape Architect.

Chair Jostes opened the public hearing at 2:02 P.M.

Paul Zink, Architectural Board of Review Member (ABR), stated that ABR found the proposal unacceptable by a unanimous vote. Suggested the Applicant come back with revised landscaping which has not been seen. ABR remains concerned over the visual aspects of proposal.

Phil Suding, Highway 101 Design Review Team Member, stated that no reduction should be made in median landscape width. It should remain 10 feet per page 21 of the Highway 101 Santa Barbara Coastal Parkway Design Guidelines.

The following people spoke in support of the project:

1. Pat Kissler, Carpinteria Chamber of Commerce
2. Bob Short, Montecito Association

The following people spoke in opposition to the project or with concerns:

1. Beth Collins-Burgard, Brownstein, Hyatt, Farber, and Schreck, for Santa Barbara Sunrise RV Park: construction impacts, safety concerns, and CEQA impacts

With no one else wishing to speak, the public hearing was closed at 2:14 P.M.

Many of the Commissioners were concerned with preservation of the aesthetics of the Highway 101 corridor.

MOTION: Larson

Approve the project for a third lane at Salinas, making findings in the Staff Report, with a return to ABR and HLC with the understanding that the boards will make decisions with a reasonable time for turn-around.

The motion was withdrawn.

MOTION: Bartlett/Jordan

Assigned Resolution No. 006-11

Approve the project, making the CEQA and Coastal Development Permit findings as outlined in the Staff Report, with a condition that alternate offsite areas for the wetland mitigation be explored for areas more appropriate for the Sycamore Creek riparian habitat, and the understanding that the project will return to Architectural Board of Review (ABR) for further consideration of landscaping within the given physical constraints approved by the Planning Commission.

This motion carried by the following vote:

Ayes: 3 Noes: 2 (Larson, Lodge) Abstain: 0 Absent: 2 (Jacobs, Schwartz)

Chair Jostes announced the ten calendar day appeal period.

Chair Jostes called for a recess at 2:56. P.M. and reconvened at 3:07 P.M.

Mr. Kato did not return to Council Chambers after the break with John Ledbetter, Principal Planner continuing the meeting.

IV. DISCUSSION ITEM

ACTUAL TIME: 3:08 P.M.

EX PARTE COMMUNICATION:

Commissioner Lodge disclosed an ex parte communication with Council Members Dale Francisco and Das Williams regarding the General Plan Update.

REQUEST OF PLANNING COMMISSION CHAIR JOHN JOSTES FOR A STATUS REPORT ON PLAN SANTA BARBARA GENERAL PLAN UPDATE, COMMISSION DISCUSSION OF CONTINUED COMMUNICATION WITH COUNCIL AND THE ADHOC SUBCOMMITTEE, AND APPOINTMENT OF PLANNING COMMISSION PLANSB SUBCOMMITTEE.

Website and email: www.YouPlanSB.org

John Ledbetter, Principal Planner, provided the Staff update.



City of Santa Barbara California

CITY OF SANTA BARBARA PLANNING COMMISSION

RESOLUTION NO. 006-11

HIGHWAY 101 IN THE VICINITY OF SALINAS STREET ON/OFF RAMPS SALINAS RAMPS COASTAL DEVELOPMENT PERMIT MARCH 17, 2011

APPLICATION OF CALTRANS, DISTRICT 5, LOCATION: HIGHWAY 101 IN THE VICINITY OF SALINAS ST. ON/OFF RAMPS, APN: 099-MSC-0PW, SD-3 (COASTAL) ZONE, GENERAL PLAN DESIGNATION: OPEN SPACE/BUFFER (CASE# MST2004-00701)

The proposed project is to amend the approved Coastal Development Permit for the Highway 101 Operational Improvements Project (Milpas to Hot Springs), to widen Highway 101 to three lanes in the vicinity of the Salinas Street on/off-ramps. The revised project will require the reduction or elimination of previously improved landscaping in the median (between the northbound and southbound lanes) and the area adjacent to the new sound walls. The project also includes relocation of a portion of the sound wall near the end of the off ramp, installation of guard railings, and enclosure of a portion of a drainage ditch in a box culvert.

The discretionary application required for this project is an amendment to an approved Coastal Development Permit (CDP2011-00003) to allow revisions to an approved development in the Coastal Commission's Appealable Jurisdiction of the City's Coastal Zone (SBMC §28.44.060).

A Final Environmental Impact Report (FEIR)/ Federal Environmental Assessment Finding of No Significant Impact (FONSI) was certified for the Highway 101 Operational Improvements Project by Caltrans District 5 in March 2004. The City prepared an Addendum to the FEIR to document minor changes to the project description prior to Planning Commission approval of the project in December 2004. Caltrans prepared an Addendum to the FEIR in February 2011 to reflect the changes in the proposed project. Prior to action on the project, the Planning Commission must make findings pursuant to the California Environmental Quality Act (CEQA) §§21081 and 21081.6 and CEQA Guidelines §§15091, 15092, 15096, 15097, and 15164.

WHEREAS, the Planning Commission has held the required public hearing on the above application, and the Applicant was present.

WHEREAS, 2 people appeared to speak in favor of the application, and 4 people appeared to speak in opposition thereto, and the following exhibits were presented for the record:

1. Staff Report with Attachments, March 10, 2011.
2. Site Plans
3. Correspondence received in support of the project:
 - a. Richard Nordlund, Montecito Association
 - b. Richard Krumholz, Department of Transportation
 - c. Lynda Lang, Carpinteria Valley Chamber of Commerce
 - d. Goleta Valley Chamber of Commerce

- e. Suzanne Scar, Chamber of Commerce Alliance of Ventura & Santa Barbara Counties
 - f. Stephen Cushman, Santa Barbara Region Chamber of Commerce
 - g. Kristen Amyx, Santa Barbara Conference and Visitors Bureau and Film Commission
 - h. Jim Kemp, Santa Barbara County Association of Governments (SBCAG)
4. Correspondence received in opposition to the project:
- a. Paula Westbury, Santa Barbara, CA

NOW, THEREFORE BE IT RESOLVED that the City Planning Commission:

I. Approved the subject application making the following findings and determinations:

A. California Environmental Quality Act (CEQA) Findings. Pursuant to CEQA (California Public Resources Code Sections 21081, 21081.6) and the Guidelines for the Implementation of CEQA (California Code of Regulations Section 15091, 15096, 15097, 15162, 15164):

The Planning Commission has considered the Final Environmental Impact Report (EIR), EIR Addendum dated December 8, 2004 (City Addendum) and EIR Addendum dated February 23, 2011 (Caltrans Addendum). The Caltrans Addendum was prepared in accordance with the provisions of the State Guidelines for the Implementation of CEQA and documents minor changes and additions to the Certified EIR that do not involve substantial changes to the project, circumstances, impacts, or mitigation measures, and do not identify new or substantially more significant impacts; therefore, a Subsequent or Supplemental EIR is not required to be prepared.. The Certified EIR together with the City and Caltrans Addenda constitute adequate CEQA environmental documentation for the project.

The location and custodian of the documents which constitute the record of proceedings upon which the project decision is based is the City of Santa Barbara Planning Division, 630 Garden Street, Santa Barbara, California. The California Department of Transportation (Caltrans) located at 50 Higuera Street, San Luis Obispo, California is the Lead Agency and custodian of documents for the environmental impact report.

A mitigation monitoring and reporting program for measures required in the project or made a condition of approval to mitigate or avoid significant environmental effects has been prepared.

Design features incorporated as part of the project description and mitigation measures applied as conditions of project approval would result in the avoidance or substantial lessening of the following environmental impacts identified in the Final EIR and Addenda. These findings are supported by substantial evidence in the record, including the Certified Final EIR, Addendum dated December 8, 2004, Addendum dated February 23, 2011, and associated appendix materials.

The following are anticipated changes to the environmental impacts of the current proposal, as compared to the approved project.

- 1. Air Quality: No significant increase in long-term air quality impacts is anticipated from the subject project either from project-specific impacts or project contribution to

cumulative impacts. Temporary construction dust effects would be mitigated to less than significant levels by application of standard Air Pollution Control District and City measures required as conditions of approval of the original approved project an applicable to the subject project. These measures include daily watering of exposed soils and stockpiles, stabilization of disturbed soil areas, covered truck transport, reduced construction vehicle speeds on unpaved surfaces, dust control monitoring and reporting, and complaint resolution procedures.

2. **Circulation and Traffic:** The subject project is anticipated to benefit long-term vehicle circulation and safety on the highway mainline. As with the approved project, during project construction, mainline highway capacity would be maintained with two travel lanes northbound and southbound. Ramp closures and detours would be instituted at various locations and time periods during project construction, resulting in temporary localized adverse but less than significant traffic impacts. Construction traffic management measures to minimize temporary construction effects have been incorporated as part of the project description and applied as conditions of project approval, including a public awareness/ driver information measures (website, mailings, speakers bureau, public service announcements in the media, roadway signs, telephone information line), operations strategies (management plan evaluation and adjustment, freeway surveillance, reduced speeds through construction zones, alternate route strategies, temporary traffic management equipment, roadway signs, California Highway Patrol presence and enforcement, tow service for incident response, construction staging, parking, and traffic route management), and alternative transportation modes and transportation demand management measures (bus, rail, and rideshare subsidies and marketing, employer-based incentives for telecommuting, alternate work hours, and alternative travel modes).
3. **Geology and Seismicity:** As with the originally approved project, potential impacts from the subject project associated with earthquake ground shaking would be reduced to less than significant levels through implementation of project design measures to provide for resistance of the maximum credible earthquake associated with nearby faults without endangering human life through structural collapse, as identified in geotechnical reports based on site testing and applied as conditions of project approval. As with the approved project, potential soil settlement and liquefaction hazards of the subject project would be reduced to less than significant levels with incorporation of design features as identified in geotechnical reports based on site testing and applied as conditions of project approval, which may include deep compaction of soil, use of deep structure foundations to increase stability, use of grouting to carry loads and increase lateral strength, use of gravel to carry loads and provide a pathway for water migration, and use of mechanical embankment fill stabilizers.
4. **Hazardous Materials and Waste:** The originally approved project affected soils contaminated by petroleum hydrocarbons and groundwater contaminated by benzene which were identified in a few locations by the initial site assessment, and potential project impacts associated with exposure of contamination would be mitigated to less than significant levels through measures applied as conditions of approval, including clean-up of contaminated soils and groundwater in all locations encountered in

accordance with federal, state, and local regulations for worker and public protection, clean-up, and transport and disposal of hazardous waste. Soils along the highway, medians and shoulders have been exposed to lead from vehicle exhaust, and potential hazardous materials impacts would be reduced to less than significant levels by measures applied as conditions of project approval to treat affected soils in accordance with criteria and permitting of the State Department of Toxic Substances, including reuse of soils along the highway only in areas determined safe. The subject project would result in no change to the level of significance of these impacts or the associated mitigations.

5. **Hydrology and Water Quality:** The subject project result in increased impervious surface area compared to the approved project, thereby increasing the amount and volume of storm water runoff and potential downstream erosion. Drainage design of the subject project would accommodate increased flow, and project-specific and cumulative hydrological impacts would be less than significant. Long-term water quality effects (project-specific and cumulative) from increased discharge of urban pollutants and sediment to the Andree Clark Bird Refuge and Sycamore Creek would be minimized with mitigation measures applied as conditions of project approval, including compliance with the City's adopted Storm Water Management Program, pollution prevention best management practices (i.e., preservation of existing vegetation, concentrated flow conveyance systems, and slope surface protection systems), and treatment control best management practices, (i.e., biofiltration strips and swales). Temporary construction impacts to drainage and water quality would be reduced to less than significant levels with temporary best management practices mitigation applied as conditions of project approval, including temporary sediment control, temporary soil stabilization, temporary concentrated flow conveyance systems, scheduling, preservation of vegetation, clear water diversion, dewatering operations, wind erosion control, sediment tracking control, solid waste management, materials handling, concrete waste management, vehicle and equipment operations, paving operations, stockpile management, water conservation practices, illegal discharge detection and reporting, storm drain inlet protection, and contaminated soil management.
6. **Floodplain:** The highway is located with the designated 100-year floodplain and floodway on the federal Flood Insurance Rate Maps. Project structures to be located within the floodplain are the addition of a paved lane, addition of a box culvert, and reconfiguration of soundwalls. Conditions of approval require that further floodplain analysis be provided based on more detailed project plans to confirm the preliminary analysis, and a Letter of Map Revision be processed through the City Floodplain Manager and Federal Emergency Management Agency.
7. **Noise and Vibration:** Baseline pre-project highway noise in the project area affected some residential areas next to the freeway at ambient levels that exceeded City Noise Element guidelines of 60 dBA and Federal Highway Administration standards of 67 dBA, and also affected adjacent recreational uses. The approved project had the potential to increase noise levels at adjacent areas by 2 dBA, a less than significant increase. The approved project replaced the existing sound barrier wall on the north side of Highway 101 from Punta Gorda to Salinas Street, and added new sound walls from Milpas to Punta Gorda and along the Municipal Tennis Courts on the north side. The noise barriers were

expected to reduce noise levels by 4-6 dBA at adjacent residential and recreational areas, mitigating the project noise impact and the project contribution to cumulative noise impacts. The subject project shifts a short portion of soundwall near the end of the off ramp away from the ramps and decreases the length of the soundwall near the beginning of the on ramp by approximately 18 feet. Long-term vibration effects of the project to adjacent land uses due to passing heavy trucks and buses would be less than significant, and would be minimized with application of measures to provide smooth surfacing, and use of lower-noise surfacing materials as determined feasible. Sporadic disruptive construction noise would occur temporarily during the project construction period, an adverse but less than significant effect to adjacent residential uses with the application of mitigation measures as conditions of approval, including use of equipment noise control (newer, quieter equipment with noise abatement measures such as mufflers, engine covers, and vibration isolators), administrative measures (schedule construction activities to minimize noise effects during nighttime and weekend hours; locate stationary construction operations to be least disruptive), barriers (construct project noise barriers at the beginning of construction when possible; use temporary wooden barriers if nighttime construction activities occur); and notification (advance notice of construction schedule, and identified contact for complaints/resolution). As stated in the Caltrans Addendum, the proposed changes to the soundwall and highway facility do not represent a significant change to the temporary or long term noise impacts of the original project.

8. **Biological Resources:** The original project identified a potentially significant impact due to removal of native oak and sycamore trees (estimated at 24 trees with the original approved project). Existing native oak and sycamore trees that would be removed as part of the subject project would be mitigated to a less than significant level with measure applied as a condition of approval requiring installation of replacement native trees at a 5:1 ratio with trees to be maintained by Caltrans in perpetuity. Unplanted trees provided in the originally approved project plans as mitigation for existing native tree removal shall be replaced at a 1:1 ratio with trees to be maintained by Caltrans in perpetuity. As with the originally approved project, potentially significant impacts to birds nesting would be avoided by a measure applied as a condition of approval requiring vegetation removal to occur between August 1 and March 15, outside the nesting season. Also as with the originally approved project, potentially significant impacts to special status aquatic species (steelhead and tidewater goby) during project construction would be mitigated to less than significant levels with measures applied as conditions of approval to the originally approved project requiring work within Sycamore Creek and culvert outlets to take place during low-flow period; maintenance of fish passage; control of sedimentation; wetlands replacement; use of protective fencing; revegetation of exposed soil; and conditions established by regulatory permit process of the U.S. Fish & Wildlife Service and National Marine Fisheries Service.
9. **Wetlands:** Construction of the project would result in impacts waters of the U.S. in the concrete lined drainage ditch. 1:1 Mitigation at a location along Sycamore Creek is required for the identified impacts, unless the U.S. Army Corps of Engineers or California Department of Fish & Game requires a higher mitigation ratio. With this mitigation measure, wetland impacts would be reduced to less than significant levels.

10. **Visual Resources:** The subject project would reduce blockage of coastal and mountain views compared to the originally approved project due to the reduction and reconfiguration of sound walls. The additional lane would require the loss of trees and screening vegetation, a potentially significant impact. With installation of replacement vegetation and soundwalls proposed as part of the project and to be approved by the City Design Review process, the project impact would be reduced to an adverse but less than significant level. Temporary reduction in visual quality of the area would occur during construction and until vegetation matures (estimated five years), an adverse but less than significant impact.
11. **Cultural Resources:** As with the originally approved project, potentially significant project impacts to archaeological resources would be reduced to less than significant levels with implementation of mitigation measures applied as conditions of project approval, including archaeological monitoring of disturbance within sensitive areas and discovery procedures requiring evaluation of any resources discovered and mitigation of impacts.
12. **Land Use, Socioeconomics, and Housing:** Project impacts associated with conversion of areas for transportation facilities use and loss of several housing and commercial structures as identified in the Final EIR would not change with the project design refinements.

B. Coastal Development Permit (CDP) findings, pursuant to SBMC (§28.44.150).

1. *The project is consistent with the policies of the California Coastal Act.*
As discussed in the Staff Report dated March 10, 2010, the certified EIR dated March 2004, the EIR addendum prepared by the City of Santa Barbara dated December 8, 2004, and the Addendum prepared by Caltrans dated February 23, 2011, and testimony at the hearing of March 17, 2011, the project is consistent with all applicable policies of the Coastal Act including policies related to public access, aesthetics, water quality, and biology.
2. *The project is consistent with all applicable policies of the City's Local Coastal Plan, all applicable implementing guidelines, and all applicable provisions of the Code.*
As discussed in the Staff Report dated March 10, 2010, the certified EIR dated March 2004, the EIR addendum prepared by the City of Santa Barbara dated December 8, 2004, and the Addendum prepared by Caltrans dated February 23, 2011, and [insert information based on testimony at the hearing of March 17, 2011], the project is consistent with all applicable policies of the Local Coastal Plan, including policies related to aesthetics, water quality, and biology, all applicable implementing guidelines including the *Highway 101 Santa Barbara Parkway Design Guidelines*, and all applicable provisions of the Municipal Code including:

II. Sa'd approval is subject to the following conditions:

- A. Permitted Development.** The development approved by the Planning Commission on March 10, 2011 amends the approved Coastal Development Permit for the Highway 101 Operational Improvements Project (MST2004-00701), to widen Highway 101 to three lanes in the vicinity of

the Salinas Street on/off-ramps and consists of the improvements shown on the plans and written project description signed by the Chairman of the Planning Commission on said date and the conditions of approval on file at the City of Santa Barbara, subject to further City review and approval detailed below.

- B. **Wetland Mitigation.** Caltrans shall identify location(s) along Sycamore Creek for conducting wetland restoration to mitigate impacts to wetlands resulting from the highway improvement project. Impacts to wetlands shall be mitigated at a minimum 1:1 ratio, pending approval of the U.S. Army Corps of Engineers and the California Department of Fish and Game. Caltrans shall explore locations along Sycamore Creek upstream of Highway 101 or downstream of the railroad tracks for potential restoration areas. The location(s) for restoration within the City of Santa Barbara shall be approved by the City with concurrence by State and Federal permitting agencies.

Caltrans shall provide the Creeks Division a description and schedule for obtaining all necessary Local, State and Federal permits required for conducting restoration work.

A preliminary restoration plan shall be provided to the Creeks Division, Public Works Department, and County Flood Control and Water Conservation District for review and City approval. The restoration plan shall include a description of all proposed restoration activities, including but not limited to: plants/trees to be removed; grading; bank/bed stabilization methods; post construction erosion control methods, plant species to be installed, including density and sources; estimated costs; construction schedule; construction techniques, long term monitoring criteria and procedures. Engineered project drawings at minimum 65% detail shall also be provided as part of the restoration plan with a site map of the restoration area that includes property lines and square footage estimates.

- C. **Storm Water Management.** The project is required to comply with Tier 3 of the City's Storm Water Management Plan (treatment, rate and volume). Caltrans shall submit drainage calculations, a hydrology report, and worksheets from the Storm Water BMP Guidance Manual for Post Construction Practices prepared by a registered civil engineer or licensed architect demonstrating that the new development will comply with the City's Storm Water Management Plan. Project plans for grading, drainage, stormwater facilities and treatment methods, and project development, shall be subject to review and approval by the City Building Division and Public Works Department. Sufficient engineered design and adequate measures shall be employed to ensure that no significant construction-related or long-term effects from increased runoff, erosion and sedimentation, urban water pollutants (including, but not limited to trash, hydrocarbons, fertilizers, bacteria, etc.), or groundwater pollutants would result from the project.

Caltrans shall provide an Operations and Maintenance Procedure Plan (describing replacement schedules for pollution absorbing pillows, etc.) for the operation and use of the storm drain surface pollutant interceptors. The Plan shall be reviewed and approved consistent with the Storm Water Management Plan BMP Guidance Manual.

- D. **Landscape Plan Compliance.** Caltrans shall comply with the Landscape Plan approved by the Architectural Board of Review (ABR). Such plan shall not be modified unless prior written approval is obtained from the ABR. The landscaping on the Real Property shall be installed and maintained in accordance with said landscape plan, including any tree protection measures. If

said landscaping is removed for any reason without approval by the ABR, the Caltrans is responsible for its immediate replacement.

E. **Architectural Board of Review.** The project shall return to the Architectural Board of Review (ABR) for consideration of landscaping opportunities within the given physical constraints of the project as approved by the Planning Commission. ABR shall consider requiring more mature landscaping with the project as appropriate.

F. **Crosstown Freeway Landscaping.** Within six months of approval, Caltrans shall submit application to the Historic Landmarks Commission and the Architectural Board of Review for median landscaping enhancements consistent with the Highway 101 Santa Barbara Coastal Parkway Design Guidelines at the location between Laguna Street and Chapala Street shown on Exhibit D of the Staff Report dated March 10, 2011 with the objective of screening oncoming freeway traffic while preserving desirable views of distant features, including the ocean and mountains. Caltrans shall diligently pursue the approval of this project at the ABR and HLC. The approved landscaping plan shall be subject to the requirements in Conditions II.D., above.

G. **General Conditions.**

1. **Prior Conditions.** These conditions are in addition to the conditions identified in Planning Commission Resolution 059-04.

2. **Compliance with Requirements.** All requirements of the City of Santa Barbara and any other applicable requirements of any law or agency of the State and/or any government entity or District shall be met. This includes, but is not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.), the 1979 Air Quality Attainment Plan, and the California Code of Regulations.

3. **Approval Limitations.**

a. The conditions of this approval supersede all conflicting notations, specifications, dimensions, and the like which may be shown on submitted plans.

b. All Highway facilities and associated structures shall be located substantially as shown on the plans approved by the Planning Commission.

c. Any deviations from the project description, approved plans or conditions must be reviewed and approved by the City, in accordance with the Planning Commission Guidelines. Deviations may require changes to the permit and/or further environmental review. Deviations without the above-described approval will constitute a violation of permit approval.

4. **Litigation Indemnification Agreement.** In the event the Planning Commission approval of the Project is appealed to the City Council, Applicant/Owner hereby agrees to defend the City, its officers, employees, agents, consultants and independent contractors ("City's Agents") from any third party legal challenge to the City Council's denial of the appeal and approval of the Project, including, but not limited to, challenges filed pursuant to the California Environmental Quality Act (collectively "Claims"). Applicant/Owner further agrees to indemnify and hold harmless the City and the City's Agents from any award of attorney fees or court costs made in connection with any Claim.

Applicant/Owner shall execute a written agreement, in a form approved by the City Attorney, evidencing the foregoing commitments of defense and indemnification within thirty (30) days of being notified of a lawsuit regarding the Project. These commitments of defense and indemnification are material conditions of the approval of the Project. If Applicant/Owner fails to execute the required defense and indemnification agreement within the time allotted, the Project approval shall become null and void absent subsequent acceptance of the agreement by the City, which acceptance shall be within the City's sole and absolute discretion. Nothing contained in this condition shall prevent the City or the City's Agents from independently defending any Claim. If the City or the City's Agents decide to independently defend a Claim, the City and the City's Agents shall bear their own attorney fees, expenses, and costs of that independent defense.

NOTICE OF COASTAL DEVELOPMENT PERMIT TIME LIMITS:

The Planning Commission action approving the Coastal Development Permit shall expire two (2) years from the date of final action upon the application, per Santa Barbara Municipal Code §28.44.230, unless:

1. Otherwise explicitly modified by conditions of approval for the coastal development permit.
2. A Building permit for the work authorized by the coastal development permit is issued prior to the expiration date of the approval.
3. The Community Development Director grants an extension of the coastal development permit approval. The Community Development Director may grant up to three (3) one-year extensions of the coastal development permit approval. Each extension may be granted upon the Director finding that: (i) the development continues to conform to the Local Coastal Program, (ii) the applicant has demonstrated due diligence in completing the development, and (iii) there are no changed circumstances that affect the consistency of the development with the General Plan or any other applicable ordinances, resolutions, or other laws.

This motion was passed and adopted on the 17th day of March, 2011 by the Planning Commission of the City of Santa Barbara, by the following vote:

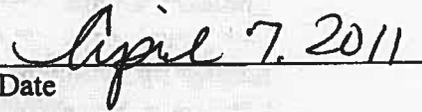
AYES: 3 NOES: 2 (Larson, Lodge) ABSTAIN: 0 ABSENT: 2 (Jacobs, Schwartz)

PLANNING COMMISSION RESOLUTION NO. 006-10
HIGHWAY 101 IN THE VICINITY OF SALINAS STREET ON/OFF RAMPS
MARCH 17, 2011
PAGE 10

I hereby certify that this Resolution correctly reflects the action taken by the city of Santa Barbara Planning Commission at its meeting of the above date.



Julie Rodriguez, Planning Commission Secretary



Date

PLEASE BE ADVISED:

THIS ACTION OF THE PLANNING COMMISSION CAN BE APPEALED TO THE CITY COUNCIL WITHIN TEN (10) CALENDAR DAYS AFTER THE DATE THE ACTION WAS TAKEN BY THE PLANNING COMMISSION.



City of Santa Barbara California

PLANNING COMMISSION STAFF REPORT

REPORT DATE: March 10, 2011
AGENDA DATE: March 17, 2011
PROJECT: Highway 101 Operational Improvements (Milpas to Hot Springs)
 Salinas Ramps Amendment (MST2004-00701)

TO: Planning Commission

FROM: Planning Division, (805) 564-5470
 Danny Kato, Senior Planner *DK*
 Daniel Gullett, Associate Planner *DG*

I. PROJECT DESCRIPTION

The proposed project is to amend the approved Coastal Development Permit for the Highway 101 Operational Improvements Project (Milpas to Hot Springs), to widen Highway 101 to three lanes in the vicinity of the Salinas Street on/off-ramps. The revised project will require the reduction or elimination of previously improved landscaping in the median (between the northbound and southbound lanes) and the area adjacent to the new sound walls. The project also includes relocation of a portion of the sound wall near the end of the Salinas off ramp, removal of a portion of the wall adjacent to the Salinas on ramp, new guard railings, and enclosure of a portion of a drainage ditch in a box culvert

II. REQUIRED APPLICATION

The discretionary application required for this project is an amendment to an approved Coastal Development Permit (CDP2011-00003) to allow revisions to approved development in the Coastal Commission's Appealable Jurisdiction of the City's Coastal Zone (SBMC §28.44.060).

III. PROJECT SUMMARY

The Planning Commission approved the Highway 101 Operational Improvements project in December 2004 (PC Resolution attached as Exhibit I). The project, which is currently under construction, includes structural changes within a two-mile section of the Highway 101 corridor between the Milpas and Hot Springs/Cabrillo interchanges with the objective of improved merging, circulation, and safety. As approved in 2004, the completed project would result in two northbound lanes and separate auxiliary lanes between the three interchanges (Hot Springs on-ramp to Salinas off-ramp, and Salinas on-ramp to Milpas off-ramp). The approved project was refined through extensive review by a Project Development Team, Design Review Team, Planning Commission, Architectural Board of Review, and Historic Landmarks Commission. The approved project includes a landscaped ten-foot wide median

with three-beam barriers on either side of the median for the segment between Sycamore Creek and the Hot Springs/Cabrillo interchange.

The Highway 101 HOV project, currently in project design and development, would widen Highway 101 to three lanes between the City of Carpinteria and Sycamore Creek (including the subject segment of highway). Caltrans expects construction of the HOV project to commence in 2014 with an anticipated completion date of 2020.

The subject proposal to widen the highway to three lanes at the Salinas ramps was prompted by the Montecito Association, who encouraged Caltrans to accelerate the construction of a third northbound lane through the Salinas interchange (see Exhibit C). In addition to providing congestion relief five to ten years sooner than the HOV project, Caltrans indicates that there would be several benefits to the project: new money available to help pay for construction of the revised project, project cost savings, and reduced construction impacts by incorporating the third lane in the current project. The highway would remain as a two-lane highway south of the Hot Springs on-ramp following the revised project, until such time that the HOV or other successor project is constructed.

Because the current proposal is designed to full Caltrans standards (lane width, shoulder widths and ramp geometry), without the acquisition of any additional right of way, the current proposal will result in a substantial reduction of area available for landscaping. According to the Caltrans District 5 Director, Caltrans has explored all options, and the current proposal is the best Caltrans can do either now or in the future for the following reasons: limited right of way availability; Caltrans District 5 staff's belief that design exceptions would not be approved for reduced shoulders to provide additional landscaping due to concerns about Caltrans maintenance worker safety; and Caltrans' anticipated inability to acquire additional right of way in the area due to constraints associated with the railroad property and lower income housing adjacent to the highway.

The current proposal reduces the median width of the approved project from 10 feet (barrier face to barrier face) to between 6 and 3.25 feet (barrier face to barrier face) for a distance of 2,284 feet. Excluding the widths of the barriers, the actual planting width would be as narrow as 2.67 feet, not accounting for further reduced width at the barrier support posts. The proposal reviewed by the Architectural Board of Review (the plans for the current proposal are different than the plans presented to the ABR) also included removal of approximately 1,135 feet of approved landscaping, including trees and shrubs along the soundwalls on either side of Salinas Street.

In review of the subject project, both the Design Review Team (consisting of members of the Architectural Board of Review, the Historic Landmarks Commission and the Planning Commission) and the full Architectural Board of Review indicated that the proposed landscaping was inconsistent with related City's policies and guidelines, and therefore not acceptable.

Caltrans responded to the Design Review Team and Architectural Board of Review by providing some additional planting along the new soundwall between Salinas Street and Sycamore Creek in addition to the vines previously proposed, and proposing providing additional landscaping in the Highway 101 median at a nearby location between Laguna Street and Chapala Street (see Exhibit D). Changes to the median plantings at that location would require appropriate design review approvals from the Architectural Board of Review and the Historic Landmarks Commission. Due to time constraints,

neither the Design Review Team nor the Architectural Board of Review has reviewed the current proposal.

Like the Design Review Team and the Architectural Board of Review, staff has had concerns regarding conformance of the current proposal with policies and guidelines related to landscaping. Staff supports the concept of widening Highway 101 to three lanes through the City consistent with 101 In Motion, and recognizes the constraints of the right of way at this location, and the benefits of the project, including cost savings and congestion relief 5-10 years sooner than anticipated with the HOV project. Because these conflicting goals are of similar importance and because Caltrans has slightly modified the landscaping since the Architectural Board of Review and Design Review Team reviews, staff will not be making a recommendation on the proposal. Should the Planning Commission choose to approve the current project, staff suggests findings and several recommended conditions to enhance the current project's compliance with various policies of the Local Coastal Plan, including water quality and biological resources in Exhibit A. If the Planning Commission chooses to deny the current proposal, findings for project denial are provided below.



Figure 1: Salinas Ramps and Vicinity

IV. BACKGROUND

In 1993, Caltrans proposed a project, which would have widened Highway 101 to three lanes in each direction between the Ventura County and Milpas Street. That project received substantial community opposition and was ultimately abandoned. As a result of community feedback on that project, City Council initiated an amendment to the City's Local Coastal Plan (LCP) to provide specific discussion

and policy guidance regarding future development of Highway 101 in the Coastal Zone. The LCP amendment was adopted by City Council and certified by the Coastal Commission in April 1994.

The 1994 LCP amendment included an implementation action to develop design guidelines for the highway corridor in the City's Coastal Zone. The *Highway 101 Santa Barbara Coastal Parkway Design Guidelines* were developed in 1994-1995 by a subcommittee of the Architectural Board of Review and Historic Landmarks Commission members with assistance from Caltrans staff, City Planning and Transportation staff, and members of the public. The Design Guidelines were adopted by City Council and certified by the Coastal Commission in April 1996.

During the same time period, the Santa Barbara Association of Governments (SBCAG) began a series of studies assessing options for relieving congestion in the corridor, including the *Highway 101 Alternatives Study* (1995) and *The South Coast Highway 101 Deficiency Plan* (2002). The Deficiency Plan proposed both long- and short-term strategies aimed at improving transportation along the corridor. In response to the Deficiency Plan findings, SBCAG and local cities adopted 34 short-term projects aimed at correcting operational deficiencies on Highway 101 and adjacent roads. The Operational Improvements project was designed to improve traffic congestion, ramp access, and safety concerns consistent with the direction of the 101 Deficiency Plan. The 101 Deficiency Plan concluded that its identified improvements did not address long-term freeway congestion, and that further action on a community-wide basis would be required to alleviate increases in traffic volumes and ensuing congestion along the corridor.

The Deficiency Plan required development of an implementation plan for the identified long-term projects. The implementation plan began in 2004 and was eventually known as *101 In Motion*. The goal of *101 In Motion* was to bring the communities together to agree on a long-term, 20-40 year, plan that addressed congestion along the 101 corridor. *101 In Motion* evaluated a wide range of improvement approaches and strategies, and involved staff participation from area cities, Santa Barbara County and the Metropolitan Transit District, along with local decision makers and members of the public. The consensus recommendation for implementation of *101 in Motion* process included a number of strategies, but the primary recommendation was "add a lane and a train" to address commuter and goods movement needs between the Ventura County line and the City of Santa Barbara. The SBCAG Board unanimously approved the *101 In Motion* consensus recommendation in October 2005. The Highway 101 HOV project, was programmed to implement the "add a lane" portion of the *101 In Motion's* primary recommendation for the highway segment between Sycamore Creek and the City of Carpinteria. The subject project would add a lane between the Hot Springs on ramp and Sycamore Creek.

SBCAG provided the Planning Commission with an annual update on the Operational Improvements project at the October 14, 2010 hearing and indicated that SBCAG and Caltrans were interested in pursuing the subject project with a Coastal Development Permit amendment and would need to obtain approvals for the change in a short timeframe to include the changes in the project. At that hearing, SBCAG stated that the pedestrian and bicycle tunnel adjacent to the Union Pacific railroad bridge, which was approved with the Operational Improvements project, was not feasible because Union Pacific would not agree to a tunnel adjacent to the existing bridge. SBCAG has indicated that they

intend to file a separate application to request a Coastal Development Permit amendment to remove the tunnel from the Operational Improvements project and provide an alternative facility beneath the bridge.

V. DESIGN REVIEW

A. DESIGN REVIEW TEAM

As mandated by the City's *Highway 101 Santa Barbara Coastal Parkway Design Guidelines*, a Design Review Team (DRT) composed of members of the Architectural Board of Review (Chris Gilliland, Chris Manson-Hing), Historic Landmarks Commission (Robert Adams, Alex Pujo, Phil Suding), and Planning Commission (Bruce Bartlett, Charmaine Jacobs, alternate Deborah Schwartz) was appointed to review the subject project. The DRT met three times. The first meeting was November 9, 2010. The second meeting was a site visit on November 17, 2010, and the final meeting was January 12, 2011. All DRT members indicated that the loss of median landscaping was unacceptable, and a median no narrower than the 10 foot wide median approved as part of the Highway 101 Operational Improvements project is necessary to support appropriate planting. Individual members also indicated concern regarding the loss of landscaping along the sound walls. The DRT consensus was that the short-term benefits of the third lane were not worth the long-term loss of landscaping, considering the pending Highway 101 HOV project, which would also add a lane and provide more time for Caltrans to pursue options to provide additional landscaping. Caltrans has since stated that design exceptions to provide additional landscaping are not available at this location and right-of-way acquisition is not feasible. The subject project has been refined since the DRT review to include some additional landscaping along the sound walls, which is reflected in the current proposal before the Planning Commission.

B. ARCHITECTURAL BOARD OF REVIEW

The Architectural Board of Review (ABR) reviewed the subject project February 7, 2011. The ABR unanimously continued the project indefinitely, stating that the subject project, as presented to the ABR, was not consistent with the Design Guidelines direction for this segment of 101 to serve as a gateway into the City. ABR meeting minutes are included as Exhibit E. The project has been refined since the ABR review to include some additional landscaping along the sound walls on either side of the Salinas ramps, as reflected in the current proposal. Caltrans is also now proposing landscaping enhancements for a segment of Highway 101 median outside the project area between Chapala and Laguna Streets, as shown on Exhibit D.

VI. ENVIRONMENTAL REVIEW

Caltrans is the Lead Agency for environmental review of the project pursuant to the California Environmental Quality Act (CEQA). The City is a Responsible Agency under CEQA, and relies upon the Environmental Impact Report (EIR) prepared by Caltrans for CEQA compliance. A Final EIR/Finding of No Significant Impact for the Operational Improvements (Milpas to Hot Springs) project was certified by Caltrans and the Federal Highway Administration in March 2004. The Operational Improvements EIR analyzed a six-foot-wide median through the project. As a result of the

City review process following EIR Certification and prior to project approval, the project was refined to include a ten-foot-wide median between Sycamore Creek and the Hot Springs/Cabrillo Interchange. The City prepared an Addendum to the FEIR to document changes to the FEIR, including the added median width prior to City approval of the project in December 2004. (The FEIR and previous addendum have been provided to the Planning Commission under a separate cover)

Caltrans completed a CEQA Addendum to the EIR) to document the additional changes to the subject project (attached as Exhibit F). Staff concluded that the Addendum is adequate to complete CEQA review of the current project presented to the Planning Commission. The Caltrans Addendum states that the visual change resulting from the subject project is similar to the approved project and there are no additional impacts resulting from the reduced landscaping. Although the additional visual impacts have policy implications (as seen below), the visual analysis provided in the FEIR and Addendum for the subject project is adequate for the purposes of CEQA.

The original EIR identified wetland impacts from the project. The Addendum identifies an increase in the magnitude of the wetland impacts with this project due to the proposed enclosure of an 800 square foot concrete drainage ditch with a new culvert. The ditch is currently filled with sediment and contains aquatic plant species. The addendum includes a 1:1 mitigation to provide 800 square feet of planting on Sycamore Creek to mitigate the loss of wetland area. As presented in the submitted addendum, this mitigation would reduce the wetland impacts of the subject project to a less than significant level. The suggested conditions of approval in Exhibit A include a condition for wetlands mitigation where the location(s) for wetland mitigation would be confirmed through consultation and regulatory permitting processes of the California Department of Fish and Game and the US Army Corps of Engineers. Additionally, staff recommends a condition of approval that requires the project's drainage comply with the City's SWMP (see Policy/Guideline Consistency Section below) to ensure protection of water quality in other wetlands and waters of the U.S. affected by the project. The City's SWMP was not yet adopted at the time of the original project approval.

Should the Planning Commission approve the project, CEQA findings are required.

VII. POLICY/GUIDELINE CONSISTENCY

To approve the project, the Planning Commission must find that the project is consistent with the policies of the Coastal Act, Local Coastal Plan, and all implementing guidelines, including the *Highway 101 Santa Barbara Coastal Parkway Design Guidelines*.

A. HIGHWAY 101 SANTA BARBARA COASTAL PARKWAY DESIGN GUIDELINES

The *Highway 101 Santa Barbara Coastal Parkway Design Guidelines* were established to implement LCP Policy 9.8, which calls for design guidelines to guide development of the Highway 101 Corridor. The document is available on the City's website at <http://www.SantaBarbaraCA.gov/Resident/Home/Guidelines>

The stated purpose of the Design Guidelines is to preserve the historic character and visual quality of the segment of Highway 101 within the City's Coastal Zone. Their intent is to serve

as a guide to those who are designing improvements to the highway and to the decision makers who must make the necessary findings for their design-related decisions. The Guidelines state that the coastal segment of Highway 101 provides a distinctive visual gateway to the City with its lush, established landscaping, unobstructed views of the mountains and ocean and its unique highway structures. The Guidelines also state the following with regard to future improvements to the Highway 101 and conflicting policies:

The design guidelines set forth in this document are not meant to discourage needed changes in the Highway 101 corridor; rather they are intended to serve as a guide to those who are designing improvements to the highway and the decision makers who must make the necessary findings for their design-related decisions. It is recognized that Caltrans' primary obligation is operating the highway in a safe and efficient manner and that there may be situations where state and federal policies conflict with the City's design guidelines.

The Guidelines are divided into three separate sections: grading, landscaping, and structures. At issue with the subject project are various guidelines related to the provision of highway landscaping.

The General Landscaping Guidelines include the following:

- *The primary goals of landscaping are to soften the appearance of structures, to screen undesirable views and to screen and enhance the view of the highway from the City and the City from the Highway.*
- *If landscaping changes are made, revegetation which, where feasible, fully mitigates the visual impact created by removal of existing vegetation area shall be provided. Accomplishing this may require acquisition of land. When landscaping is removed, sufficient shoulder area should be provided to allow placement of a similar type of replacement landscaping.*
- *When considering new landscaping, significant existing landscaping shall be identified by the applicant in the landscape plan and, if possible, preserved.*

The Plant Selection Guidelines include the following:

- *An important factor in reducing the scale of structures and the roadway is the use of tall trees.*
- *Significant trees proposed for removal should be identified on the landscape plan for consideration by the appropriate City design review board. Significant trees that are removed should be replaced in kind if possible.*

The landscaping guidelines addressing median treatments include the following:

- *Median landscaping is fundamental to the appearance of a parkway. When median planting is small, the opposite travel lane becomes conspicuous. In the Crosstown Freeway area, there is just a ribbon of plant material which softens the look of the roadway but does not screen the opposite lane. Pronounced vegetation in the median is*

very important and medians should be wide enough to accommodate it. Minimum median width should be similar to what exists near the Bird Refuge and throughout Montecito (approximately 10 feet of planting area).

- *It is desirable to allow median landscaping to balloon over the median planters. Since this can only occur when the shoulders are wide enough to allow cars to use the shoulder area in an emergency, the width of the median is important.*
- *Median landscaping substantial enough to screen opposing traffic is encouraged....*

The Design Review Team (DRT) and Architectural Board of Review (ABR) did not believe that the project that they reviewed (less landscaping at the sound wall near the Salinas on-ramp and no enhanced median landscaping in the Laguna to Chapala segment of Highway 101) was consistent with this guidance. The DRT and ABR did not consider the visual effect reduced landscaping area proposed in the further-constrained median and adjacent to the outside shoulder to be substantially similar to the landscaping provided in the approved planting plan, and were concerned that the reduced median planting widths in the narrowest median sections would not appropriately screen the opposite travel lane consistent with the guidelines. However, Caltrans has indicated that design exceptions, such as reduced shoulder widths to provide additional area for landscaping in the existing right of way, are not available for this project and would not be available for a future project at this location, and that right-of-way acquisition is not feasible either now or in the future due to constraints on this segment of highway. If this is the case, any future third lane proposed through the Salinas ramps would result in similar reductions in landscaping.

B. COASTAL ACT, LOCAL COASTAL PLAN & GENERAL PLAN POLICIES

Below are selected relevant policies and guidelines related to aesthetics, coastal access, and water quality follow. The DRT and ABR stated that the proposals they reviewed were not compatible with policies related to aesthetics that are included below. Coastal access policies and discussion are included below due to consideration of a new pedestrian access across the highway in this segment. Policies regarding water quality are included below since the subject project does not yet include post-construction storm water management consistent with the City's standards. A complete list of relevant policies is provided in Exhibit G. Staff believes that the project is consistent with the remainder of the policies required for review of a Coastal Development Permit included in Exhibit G. The Pedestrian Master Plan was adopted in July 2006, after the approval of the original project. The Pedestrian Master Plan provides guidance to staff and decision makers, however a finding of consistency with the Pedestrian Master Plan is not required for approval of a Coastal Development Permit.

Aesthetics

The General Plan Map and Open Space Element classify the Highway 101 corridor as Open Space. It states that freeway is classified as an open space because, *in addition to its being indeed open and of such scale as to be significant, it must be developed in a manner that will qualify it as open space in order that the adverse impact of the traffic through the corridor of the community will be minimized.*

The Open Space Element continues its discussion of highway landscaping stating:

A fully landscaped freeway is vital to expressing the character of Santa Barbara on the freeway passing through it. There would be nothing so foreign to the quality of this community than to create a barren freeway that results from the addition of lanes of traffic either on the outside or in the median strip, the elimination of all landscaping, and the construction of a chain link and cable restraining fence to separate opposing traffic.

The General Plan Map also indicates a buffer along the north side of the Highway 101 right-of-way at this location. The Local Coastal Plan defines the purpose of the buffer as to “signify the need for a separation between potentially conflicting uses or an area of transition between land uses not directly compatible.”

The City’s Local Coastal Plan also includes a map cataloguing the visual quality of certain viewpoints in the City’s Coastal Zone, including on Highway 101 at Salinas Ramps (see Exhibit H). The map identifies a desirable foreground view at this location due to the freeway landscaping. The Local Coastal Plan states: *The vast amount of landscaping and the human-scale character of the highway’s bridges, walls, and interchanges set highway 101 apart from other urban highways in Southern California and convey an immediate first impression to visitors and residents alike that Santa Barbara is unique.* The Local Coastal Plan goes on to say: *critical to maintaining the character of this outstanding community gateway is the preservation of established mature landscaping as well as skyline trees.*

Coastal Act Section 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. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.*

LCP Policy 9.8. *The City shall seek to preserve the unique scenic and aesthetic quality of Highway 101.*

LCP Policy 9.11. *Improvements proposed for Highway 101 shall minimize the removal of existing landscaping and particularly specimen and/or skyline trees. Where the City finds that vegetation removal is unavoidable, cannot be prevented, and is in the best public interest, replacement plant material shall be incorporated into the project design so as to achieve wherever feasible comparable or better landscape screening in a timely manner.*

LCP Policy 9.12. *When improvements are proposed to Highway 101 in the Coastal Zone that will result in plant removal, the applicant shall submit a landscape plan prepared by a licensed landscape architect which is consistent with Architectural Board of Review requirements.*

Landscape plans shall be consistent with Architectural Board of Review guidelines and shall be reviewed and approved by the Architectural Board of Review prior to issuance of a Coastal Development Permit. Conformance with the approved landscape plan shall be a condition of Coastal Development Permit approval.

LCP Policy 9.13. *Landscaping shall be used to improve areas where views are currently degraded (e.g., Castillo Street interchange to Hot Springs/Cabrillo interchange).*

LCP Policy 9.14. *New highway projects which require Coastal Development Permits within the Highway 101 right-of-way between Castillo Street and Hot Springs/Cabrillo interchanges shall provide additional landscaping to create a lush appearance similar to the existing Olive Mill Road to Hot Springs/Cabrillo segment.*

The LCP also includes Policy 9.3, which states: *All new development in the coastal zone shall provide underground utilities and the undergrounding of existing overhead utilities shall be considered high priority.* The approved project includes a condition stating that all overhead utilities be undergrounded. The subject project includes existing overhead utilities between Sycamore Creek and Salinas Street, which have not yet been undergrounded but are subject to the undergrounding condition of the approved project. Staff understands that Caltrans has had difficulty acquiring consent from Union Pacific to underground across the railroad right-of-way, but the condition remains effective and Caltrans is required to underground the utilities at this location unless granted permission by the City through a new condition or substantial conformance determination to allow the utilities to remain.

Coastal Access – New Pedestrian Crossing

Coastal Act Section 30252 *The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.*

LCP Policy 3.14. *All improvements to Highway 101 shall be designed to provide as appropriate benefits (such as improved public access across and along the highway corridor to the waterfront, beach, and other recreation areas) and limit negative impacts (such as increased visibility of the freeway structure, increased noise or glare, or restricted access) to nearby recreational facilities within the Coastal Zone (e.g., Municipal Tennis Courts, the Child's Estate (Santa Barbara Zoo), Andree Clark Bird Refuge, beaches, harbor, waterfront area).*

LCP Policy 11.16. *In order to encourage walking as an alternative to travel by automobile, the City shall protect existing pedestrian access to coastal areas from areas north of Highway 101 and strongly encourage the development of new pedestrian accessways.*

LCP Policy 11.18. *Where feasible, proposed improvements to Highway 101 shall include provisions for functional pedestrian access. The location of pedestrian access should be carefully considered in order to provide a functional, accessible, and comfortable path of travel. Sidewalks and walkways shall be wide enough to comfortably accommodate at least two persons walking side-by-side (a minimum of 4 feet), shall include shade and resting areas, and shall provide adequate protection from nearby automobile and bicycle traffic. Provision of new pedestrian access in the area of Milpas Street from Santa Barbara's East Side to East Beach and the Santa Barbara Zoo shall be the highest priority.*

Circulation Element Implementation Strategy 9.1.2 *Increase pedestrian, bicycle, and transit access from the Westside, Eastside, and Downtown through such methods as... creating access to the Waterfront from both a Cacique Street under-crossing at Highway 101 and a Voluntario Street pedestrian overcrossing at Highway 101...*

Pedestrian Master Plan Policy 1.4. *The City shall work to eliminate Highway 101 as a barrier to pedestrian travel.*

Pedestrian Master Plan Strategy 1.4.1. *Identify opportunities to improve or add pedestrian crossings of Highway 101. [The Pedestrian Master Plan includes a discussion and graphic of a pedestrian overcrossing to the zoo as implementation of this strategy, which is included in Exhibit G]*

Pedestrian Master Plan Strategy 1.4.2. *Work with Caltrans to implement the projects identified in the Pedestrian Master Plan that enhance pedestrian safety and connectivity across the Highway 101 corridor and other State Highways*

The current General Plan Map includes an icon showing a pedestrian grade separation in the vicinity of Sycamore Creek. An icon for a pedestrian grade separation at this location has been on the General Plan Map since 1964.

Since the subject project would result in a long-term condition and buildout of existing Highway 101 right-of-way, the policy direction to provide pedestrian access across Highway 101 at this location is especially relevant. Due to the time constraints associated with the subject project, new pedestrian access is not being provided as part of the project description. Staff has been in discussions with Caltrans and SBCAG regarding new pedestrian access, and both Caltrans and SBCAG have indicated that they are supportive of a future project to provide pedestrian access across Highway 101 and that the current project would not preclude access described in these policies. As indicated in the attached letter (Exhibit J), SBCAG has committed to seeking funding for a feasibility study to provide pedestrian access in Sycamore Creek vicinity.

Water Quality

Coastal Act Section 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 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 waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

Coastal Act Section 30240 (a) *Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.*

(b) *Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts, which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.*

LCP Policy 6.8 *The riparian resources, biological productivity, and water quality of the City's coastal zone creeks shall be maintained, preserved, enhanced, and, where feasible, restored.*

LCP Policy 6.11-B *New highway structures shall be designed to protect stream and creek environments from non-point pollutants (such as oil and rubber residues from the road surface) and from accidental spills of toxic materials.*

LCP Policy 6.14 *Development adjacent to the Andree Clark Bird Refuge shall be designed and constructed in such a manner as to be compatible in terms of building location, character and intensity. Furthermore, new development in this area shall protect, and, where feasible, enhance the sensitive habitat of the Andree Clark Bird Refuge, specifically addressing issues of drainage, traffic, noise and aesthetics.*

The project site drains into the Andree Clark Bird Refuge and is adjacent to Sycamore Creek. The project is not currently proposing to comply with the City's Storm Water Management Program (SWMP), and is proposing increased impervious area. The City's SWMP was formally implemented in January 2009. Pursuant to the terms of Caltrans' Federal Clean Water Act permit, Caltrans is required to comply with the City's Storm Water Management Program, which requires retention and treatment of runoff from the project. Staff has proposed a condition of approval for the current project that requires compliance with the City's SWMP. With compliance with the City's SWMP, the project would be consistent with these water quality policies.

VIII. FINDINGS

The subject project would provide congestion relief five to ten years sooner than the next programmed project at this location and would provide cost savings and reduce construction impacts by incorporating the third lane into a current project. However, as expressed above, there are concerns regarding consistency with aesthetic guidelines and policies.

If the Planning Commission finds the current project consistent with the Local Coastal Program and chooses to approve the project, approval findings and conditions are provided in Exhibit A.

If the Planning Commission chooses to deny the project, staff suggests making the following finding: The project presented to the Planning Commission on March 17, 2011 is not consistent with applicable aesthetic policies and guidelines related to highway landscaping within the Coastal Zone included in Section VII of the Staff Report dated March 10, 2011.

Exhibits:

- A. Approval Findings and Conditions
- B. Letter from Caltrans dated March 7, 2011
- C. Letter from Montecito Association dated February 24, 2011
- D. Off-site area for enhanced landscaping
- E. ABR Minutes of February 7, 2011 (excerpt)
- F. Caltrans EIR Addendum dated February 23, 2011
- G. Applicable Policies
- H. Local Coastal Plan Visual Resources Map
- I. Planning Commission Resolution #059-04
- J. Letter from SBCAG dated March 4, 2011 and letter from Caltrans dated February 28, 2011

REVIEW AFTER FINAL**1. U.S. HIGHWAY 101 AT SALINAS STREET**

(3:10) Assessor's Parcel Number: 099-MSC-PW
 Application Number: MST2004-00701
 Owner: City of Santa Barbara and State of California
 Applicant: Michael Sandecki, Caltrans

(This is a request of Caltrans to perform operational improvements between Milpas Street and Hot Springs and Cabrillo Boulevard. The project is a wetland mitigation site situated on Parks and Recreation property consisting of approximately 400 cubic yards of soil and concrete rubble removal to be replaced with landscaping and irrigation. The project requires Planning Commission approval for a Coastal Development Permit.)

(Review After Final to amend the approved Coastal Development Permit for the Highway 101 Milpas to Hot Springs/Cabrillo Operational Improvements Project, to widen Highway 101 to three lanes in the vicinity of the Salinas Street on/off-ramps. The project will require the reduction or elimination of previously improved landscaping in the median (between the northbound and southbound lanes) and the area adjacent to the new soundwalls. The project also includes relocation of a portion of the soundwall near the end of the offramp and installation of guard railings. Project requires Compatibility Analysis comments and Planning Commission review to amend a Coastal Development Permit.)

Actual time: 3:07

Present: David Beard, Project Manager; David Emerson, Landscape Architect; Jim Porano, Design Manager

Mr. Beard provided background information about the project and responded to questions from board members.

Public comment was opened at 3:36 p.m.

Philip Suding, opposed: concerned about the median reduction and lack of design exception for the corridor.

Caroline Klein, opposed: concerned about the negative construction impacts of her property and safety.

Fatima Nurray, opposed to the added lane and the spending public funds for construction.

Public comment was closed.

Phil Suding: clarified that what is being called the third lane was designed as a transition lane onto Hot Springs.

Motion: Continued indefinitely to the Full Board with the following comments:

The project is not supportable as presented. The proposal is not consistent with the aesthetic design guidelines for the Salinas Street portion of Highway 101 as a gateway into the City.

Action: Sherry/Aurell, 7/0/0. Motion carried.

REVIEW AFTER FINAL**1. CITYWIDE - U.S. HIGHWAY 101**

(3:50) Assessor's Parcel Number: 099-MSC-PW
 Application Number: MST2004-00701
 Owner: City/State
 Applicant: Julie McGuigan, Caltrans

(This is a request of Caltrans to perform operational improvements between Milpas Street and Hot Springs and Cabrillo Boulevard. The project is a wetland mitigation site situated on Parks and Recreation property consisting of approximately 400 cubic yards of soil and concrete rubble removal to be replaced with landscaping and irrigation. The project requires Planning Commission approval for a Coastal Development Permit.)

(Second Review After Final. The project was last reviewed on February 7, 2011.)

Actual time: 3:45

Present: David Emerson, Landscape Architect; Erin W , Project Engineer

Dan Gullett, Associate Planner, provided a brief background of the project and announced the appeal to City Council set for April 26.

Public comment was opened at 4:04 p.m.

Alex Pujo: wants a design the city can be proud of for the important entry into Santa Barbara.

Bob Short, representing Montecito Association: concerned that if project is not approved at this time the same design will be reviewed in 10 years.

Phil Suding, local resident, expressed concern that the increased landscape area will not be a planting area and that a 10 foot median is not being provided; suggested reconvening the DRT for further review.

Public comment was closed at 4:10 p.m.

Public comment reopened at 4:34 p.m.

Phil Suding: The appeal regarding landscaping might eliminated if compromise between DRT and applicant can be reached.

Public comment was closed.

Motion: Continued to DRT and return to the Full Board prior to City Council hearing with the following comments:

- 1) Study introducing additional trees and other landscape elements at the median strip.
- 2) Confirm the number, sizes, and species of all proposed planting.
- 3) The Board appreciates the increased median strip and finds that the project moving in a positive direction.

Action: Gilliland/Rivera, 5/0/0. Motion carried. (Aurell and Manson-Hing absent)



Agenda Item No. _____

File Code No. 440.05

CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: April 26, 2011

TO: Mayor and Councilmembers

FROM: City Administrator's Office

SUBJECT: Conference With Labor Negotiator

RECOMMENDATION:

That Council hold a closed session, per Government Code Section 54957.6, to consider instructions to City negotiator Kristy Schmidt, Employee Relations Manager, regarding negotiations with General, Treatment and Patrol, and Supervisory bargaining units, and regarding discussions with unrepresented management about salaries and fringe benefits.

SCHEDULING: Duration, 30 minutes; anytime

REPORT: None anticipated

PREPARED BY: Kristy Schmidt, Employee Relations Manager

SUBMITTED BY: Marcelo A. López, Assistant City Administrator

APPROVED BY: City Administrator's Office



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: April 26, 2011
TO: Mayor and Councilmembers
FROM: City Attorney's Office
SUBJECT: Conference With Real Property Negotiators – 319 West Haley Street

RECOMMENDATION:

That Council hold a closed session pursuant to the authority of Government Code §54956.8 in order to provide direction to the City Administrator and to the City Attorney regarding the possible City disposition of the real property known as 319 W. Haley Street.

Property: 319 W. Haley Street

City Negotiator: City Transportation Planning Manager and the City Attorney's office.

Negotiating Party: Santa Barbara County Association of Governments

Under Negotiation: Price, terms of payment, possible exchange terms.

SCHEDULING: Duration, 20 minutes; anytime

REPORT: None anticipated

SUBMITTED BY: Stephen P. Wiley, City Attorney

APPROVED BY: City Administrator's Office