

**W14a****CALIFORNIA COASTAL COMMISSION**

SOUTH CENTRAL COAST AREA  
 89 SOUTH CALIFORNIA ST., SUITE 200  
 VENTURA, CA 93001  
 (805) 641-0142



Filed: 2/12/96  
 49th Day: 4/2/96  
 180th Day: 8/11/96  
 Staff: MHC  
 Staff Report: 3/18/96  
 Hearing Date: 4-9-12-96  
 Commission Action:

**RECORD PACKET COPY**STAFF REPORT: APPEALSUBSTANTIAL ISSUE

LOCAL GOVERNMENT: City of Santa Barbara

DECISION: Approve with Conditions

APPEAL NO.: A-4-SB-96-029

APPLICANT: City of Santa Barbara

PROJECT LOCATION: 209 State Street, Santa Barbara

PROJECT DESCRIPTION: Restore and seismically up-grade the Santa Barbara Railroad Station, including enlarging passenger loading platform, installing public restrooms, restore "Depot Park", install landscaping, and construct parking to provide 166 automobile parking spaces.

APPELLANT: Richard A. Stromme

SUBSTANTIVE FILE DOCUMENTS: Santa Barbara Rail Station Study, 1992; Phase I Archaeological Investigation for Southern Pacific Railroad Dept Improvement Plan, 1994, Santa Barbara Railroad Depot Site Assessment, 1994; Historic property clearance Reports with addendums), 1994; Revised Railroad State Area Parking Demand Study, 1994; Proposed Santa Barbara Railroad Station Improvement Project, 1994; Appeal A-4-SB-94-160; 91-CDP-043; CDP-94-0036

SUMMARY OF STAFF RECOMMENDATION:

The staff recommends that the Commission, after public hearing, determine that no substantial issue exists with respect to the grounds on which the appeal has been filed for the following reasons: The proposed project is in conformity with the applicable provisions of the City's Local Coastal Program.

The Commission received a Notice of Final Action from the City of Santa Barbara on January 22, 1996, and an appeal of the County's action on February 5, 1996; the appeal was therefore filed within 10 working days of receipt of the Notice of Final Action by the City as provided by the Commission's Administrative Regulations.

### I. Appellants Contentions

The appellant alleges inconsistencies with numerous polies of the City of Santa Barbara's Local Coastal Program. These fall generally into six categories: (1) inadequate car parking for train passengers; (2) inadequate alternative transportation facilities; (3) adverse impacts on traffic and circulation; (4) adverse impacts to the scenic and historic quality of the railroad station; (5) adverse impacts to pedestrian safety; and (6) improper zoning of the subject parcel.

### II. Local Government Action

The City of Santa Barbara initially approved a Coastal Development Permit in 1994 to restore, up-grade, and seismically refurbish the Santa Barbara Railroad Station, including restoration of the depot building, increasing the height of the passenger loading platform eight inches above the top of the railroad tracks; enlargement, repaving, landscaping, and reconfiguration of the existing parking lot, establishment of an additional parking lot on the south side of the railroad tracks, landscaping of the historic Depot Park at Chapala and Yanonali Streets; and installation of public restrooms within the existing Signalman's Building.

The City of Santa Barbara has subsequently amended the original Coastal Development permit to incorporate several design changes . These include: adding a 23,979 square foot parcel to the Railroad State Site that will provide a 60 space parking lot; redesign the parking lot, and public sidewalk to provide an additional set back from the Morton Bay Fig Tree; add an additional 48 car parking spaces to the existing lot; eliminate public restrooms in the Signalman's building; make restroom facilities accessible to members of the public; and make a number of minor changes to the site layout to improve site circulation and public transportation access.

No new square footage with (exception of two kiosks) are proposed as part of the project.

### III. Appeal Procedures

The Coastal Act provides for limited appeals after certification of Local Coastal Programs (LCPs) to the Coastal Commission of local government actions of Coastal Development Permits. Developments approved by cities or counties may be appealed if they are located within the mapped appealable areas, such as those located between the sea and the first public road paralleling the sea, state tide-lands, or along natural water courses.

For development approved by the local government and subject to appeal to the Commission, grounds shall be limited to an allegation that the development does not conform to the standards set forth in the certified local coastal program or the public access policies set forth in Division 20 of the Public Resources Code.

The project is not situated between the sea and the first public road paralleling the sea (Cabrillo Boulevard). However a small portion of the proposed parking lot on the south side of the railroad tracks is within the mapped appeals area of the City and is therefore subject to appeal to the Commission, with the standard of review being the project's consistency with the applicable policies of the local jurisdiction's Local Coastal Program, and the public access policies of the Coastal Act.

Section 30625(b) of the Coastal Act requires the Commission to hear an appeal unless the Commission determines that no substantial issue is raised by the appeal.

If the Staff recommends "substantial issue" and no Commissioner objects, the substantial issue question will be considered moot, and the Commission will proceed directly to a de novo public hearing on the merits of the project. If the staff recommends "no substantial issue" or the Commission decides to hear arguments and vote on the substantial issue question, proponents and opponents will have 3 minutes per side to address whether the appeal raises a substantial issue.

It takes a majority of Commissioners to find that no substantial issue is raised. If substantial issue is found, the Commission will proceed to a full public hearing on the merits of the project. If the Commission conducts a de novo hearing on the merits on the permit application, the applicable test for the Commission to consider is whether the proposed development is in conformity with the certified Local Coastal Program.

The only persons qualified to testify before the Commission at the substantial issue stage of the appeal process are the applicant, persons who opposed the application before the local government (or their representatives), and the local government. Testimony from other persons must be submitted in writing.

#### IV. Staff Recommendation on Substantial Issue

The staff recommends that the Commission determine that NO substantial issue exists with respect to the grounds on which the appeal was filed, pursuant to PRC Section 30603.

#### Motion

I move that the Commission determine that Appeal NO. A-4-STB-94-187 raises NO substantial issue with respect to the grounds on which the appeal has been filed.

Staff recommends a YES vote on the motion.

A majority of the Commissioners present is required to pass the motion.

#### V. Findings and Declarations

##### A. Project Description

The Santa Barbara Railroad Station will be seismically restored, refurbished, and up-graded by improvements to heating, lighting, and plumbing; remodeling the station restrooms, entrances and sites for handicap accessibility; remodeling the ticketing area; replacing damaged tiles; cleaning and painting the interior and exterior of the building, and installing vending machines.

The exterior of the Signalman's Building will up-graded. The passengers' loading platform will be raised eight inches above the top of the railroad tracks as required by State regulations to accommodate loading and unloading passengers. A total of 214 car parking spaces will be provided, including spaces for disabled drivers. (Currently 90 parking spaces exist on the site.) Additionally, three bus parking spaces will be provided to accommodate

Amtrak and Caltrans feeder buses that support passenger train service. Thirty-two spaces will be reserved for bicycle parking. The vehicular parking spaces will be located in three parking areas: the northern parking lot on Parcels 1 and 2 (with 121 spaces), the southern parking lot within Parcel 3 (with 45 spaces) and a newly acquired parking area (with 48 spaces).

Two kiosks for parking lot entry and exit will be constructed and attended by parking lot attendants.

The site will be landscaped to incorporate some of the historic features of the building design. A lawn area will be established on Parcel 3 near State Street. Finger planters will be incorporated into the two parking lots, and will be designed to maintain public views of the historic Morton Bay Fig Tree on the site. (Exhibits 1, 2 and 3)

## B. Issues Raised by the Appellant

The appellant alleges inconsistencies with numerous policies of the City of Santa Barbara's Local Coastal Program. These fall generally into six categories: (1) inadequate car parking for train passengers; (2) inadequate alternative transportation facilities; (3) adverse impacts on traffic and circulation; (4) adverse impacts to the scenic and historic quality of the railroad station; (5) adverse impacts to pedestrian safety; and (6) improper zoning on the subject parcel. (Exhibit 6)

### 1. Inadequate Car Parking

The City of Santa Barbara's Local Coastal Program Land Use Policies 3.3, 11.5 and 11.6 requires that new development which could generate new recreational users in the waterfront areas provide adequate off-street multi-use parking to serve present and future needs. The appellant contends that the parking provided by the project will not be adequate to serve both the train passenger parking needs and the parking needs of the surrounding commercial development.

The proposed project does not increase the existing square footage on the project site (with the exception of the 72 square foot traffic kiosks), and therefore would not itself generate parking demands. A traffic study prepared for the project identified a future peak parking demand of 95 spaces for the railroad station, and 9 parking spaces for the retail use in the adjacent Railway Express Agency Building. There are currently 90 parking spaces on the site, and the proposed project will increase this number to 214 (48 additional spaces over the previously approved project) which will meet the projected parking demand, and well as provide additional parking for visitor's to businesses on lower State Street.

The Commission therefore finds that the proposed project, as conditionally approved by the City, is in conformance with the City's certified Local Coastal Program. The appellant's contentions therefore raise no substantial issue.

### 2. Inadequate Alternative Transportation Facilities

The City of Santa Barbara Local Coastal Program Land Use Plan Policies 3.5, and 11.13 requires that the City support efforts to provide people moving systems and coordinate with the Metropolitan Transit District in providing bus routes to serve recreational demand along the waterfront.

The appellant contends that the project is inconsistent with these policies because the project does not include any commuter bus parking on site. Currently there is a Metropolitan Transit bus stop on State Street opposite the Santa Barbara Railroad Station. Additionally, the City operates a trolley transit between the upper State Street Area and the waterfront; this system is charges a nominal fee (ø50) and makes several stops along lower State Street, including opposite the railroad station, as well as at the Railway Express building (now occupied by a bicycle sales and repair store. Finally, the project has been modified to provide a bus pocket on the north side of Montecito Street for buses to wait off-site for trains, and a bus loading space along the curb adjacent to the depot for pick-up and drop-off of passengers. (Exhibits 4 and 5)

The Commission therefore finds that the proposed project, as conditionally approved by the City, is in conformance with the City's certified Local Coastal Program. The appellant's contentions therefore raise no substantial issue.

### 3. Adverse Impacts on Traffic and Circulation

The City of Santa Barbara Local Coastal Program Land Use Policy 5.3 requires that new development adjacent to residential neighborhoods must be compatible with such neighborhoods, and they not burden public circulation and public on-street parking in such neighborhoods.

The appellant contends that the project will adversely impact the residential neighborhood southwest of the railroad tracks by not providing sufficient on-site parking at the Railroad Station for train passengers, and because of the location of the public parking lot exits on Kimberly Avenue and Yanonali Streets.

As noted above, the proposed project does not increase the existing square footage on the project site (with the exception of the 72 square foot traffic kiosks), and therefore would not itself generate parking demands. A traffic study prepared for the project identified a future peak parking demand of 95 spaces for the railroad station, and 9 parking spaces for the retail use in the adjacent Railway Express Agency Building. There are currently 90 parking spaces on the site, and the proposed project will increase this number to 214 (48 additional spaces over the previously approved project) which will meet the projected parking demand, and well as provide additional parking for visitor's to businesses on lower State Street.

Finally, the project has been modified to incorporate additional circulation improvements; these include: relocating parking spaces; providing angled, instead of 90 degree parking spaces in all parking areas (except the Fig Tree Parking Lot); providing taxi waiting areas north of the center island and along the curb adjacent to the depot; providing a bus pocket on the north side of Montecito Street for buses to wait off-site for trains; providing bus loading along the curb adjacent to the depot for pick-up and drop-off of passengers; and providing a parking control gate for buses exiting on Rey Road. (Exhibits 4 and 5)

The Commission finds that the proposed project, as conditionally approved by the County, is in conformance with the County's certified Local Coastal Program. The appellant's contentions, therefore, raises no substantial issue.

#### 4. Adverse Impacts to the Scenic and Historic Quality of the Site

The City of Santa Barbara's Local Coastal Program Land Use Plan Policies 9.1 and 12.12 requires that existing views to, from, and along the ocean and scenic coastal areas shall be protected, preserved and enhanced.

The appellant contends that the scenic and visual quality of the project site will be impaired because the parking lots and associated cars will obstruct views of the Morton Bay Fig Tree, Depot, and related facilities.

The project provides for the historic restoration of the Santa Barbara Railroad Station; there will be no increase in the building coverage, or height, and many of the historical architectural features of the station will be refurbished.

The site will be landscaped to incorporate some of the historic features of the building design. A lawn area will be established on Parcel 13 near State Street, finger planters will be incorporated into the two parking lots, and will be designed to maintain public views of the historic Morton Bay Fig Tree on site. About 700 square feet will be added to the Fig Tree Park and appropriately landscaped. Additionally, the project has been modified to provide additional set-back of the parking lot and public sidewalk from the Morton Bay Fig to allow adequate recharge of the root system. (Exhibits 4 and 5)

The over-all effect of the project will be to enhance the scenic and visual qualities of the Santa Barbara Railway station and the surrounding setting. The appellants contentions, therefore, raise no substantial issue with respect to the provisions of the City's certified Local Coastal Program.

#### 5. Adverse Impacts on Pedestrian Safety

The City of Santa Barbara Local Coastal Program Land Use Plan Policy 11.5 requires that capital improvements projects within the waterfront area provide for safe pedestrian movement.

The appellant contends that the design of the parking facilities and location of the related station improvements in close proximity to the railroad line poses a threat to pedestrians.

The Santa Barbara Railroad Station is currently served by a partially improved parking area with no striping or other means of traffic control; entry and exit into this parking areas is unregulated. Also, there are currently no sidewalks or pedestrian designated routes around the station.

The project increases the number of parking spaces for cars (including handicapped drivers), buses, and bicycles, and provides a clear layout for control of vehicular and pedestrian circulation. (Exhibits 4 and 5)

The overall effect of the project would therefore be an improvement to the interactions between vehicular traffic and pedestrians.

The Commission finds that the proposed project, as conditionally approved by the County, is in conformance with the County's certified Local Coastal Program. The appellant's contentions, therefore, raises no substantial issue.

6. Improper Zoning Designation

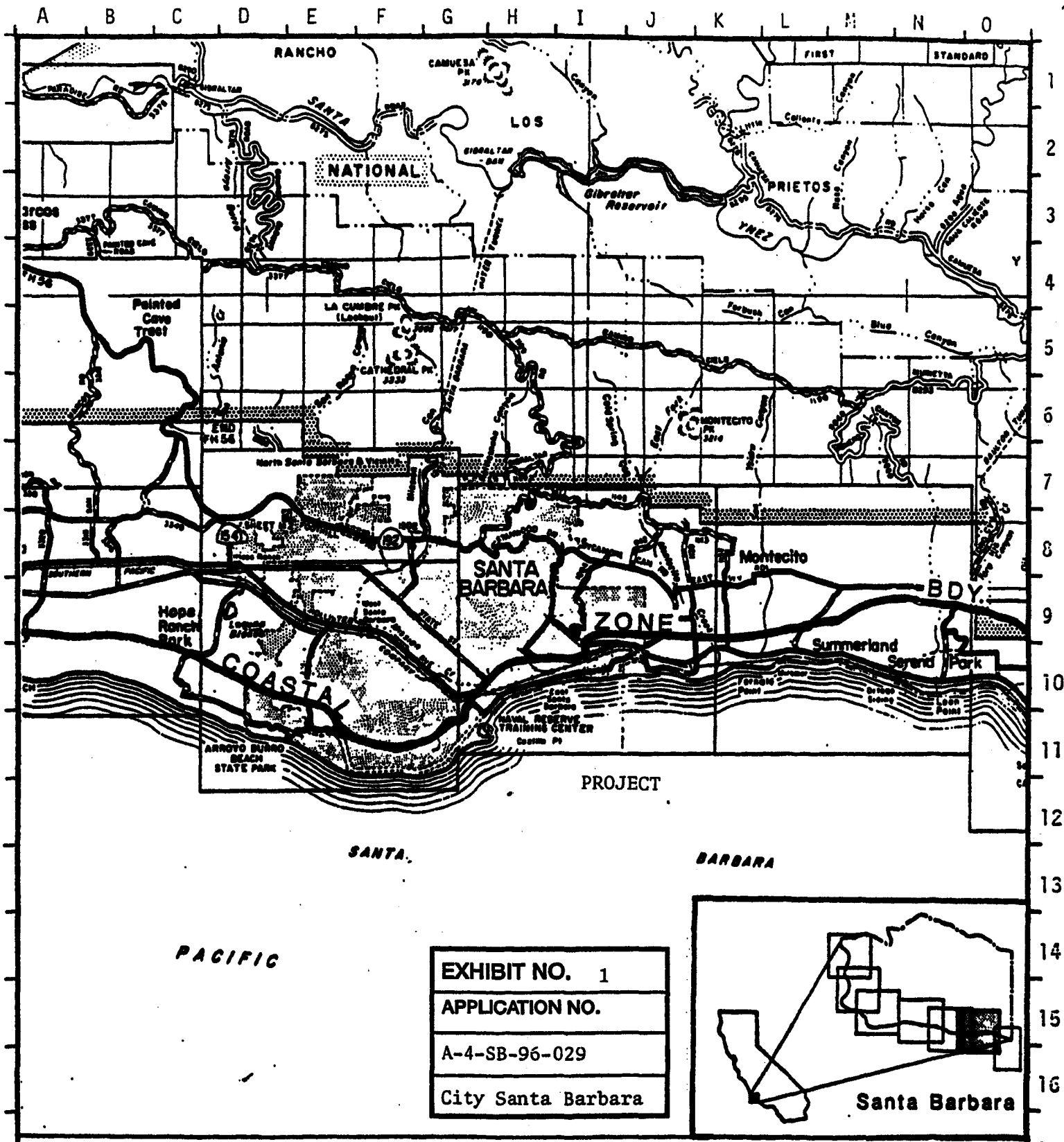
The City of Santa Barbara Local Coastal Program Land Use Plan Policy 4.1 provides that appropriate areas along Cabrillo Boulevard, Castillo Street, Garden Street and along State Street be designated Hotel and Related Commerce I (HRC I) and Hotel and Related Commerce II (HRC II) to preserve and encourage visitor serving commercial uses.

The appellant contends that the Santa Barbara Railroad Station site should be re-designated and rezoned "Railroad Station."

The Santa Barbara Railroad Station site is currently designated and zoned in the City's Local Coastal Program as Hotel and Related Commerce II (HRC-II), and is thus consistent with the appropriate Land Use Plan and Zoning Ordinance designation identified in the City's Local Coastal Program. The current HRC-II designation allows for commercial facilities which encourage or promote visitor serving uses, including commercial transportation facilities. The Santa Barbara Railroad Station is an allowed use under the HRC-II land use and zoning designation. Further, the current Santa Barbara City Local Coastal Program has no Land Use Plan or Zoning designation for "Railroad Station".

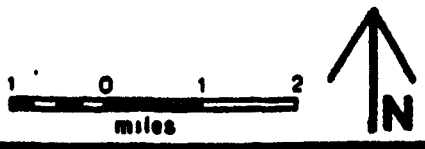
The Commission finds that the proposed project, as conditionally approved by the County, is in conformance with the County's certified Local Coastal Program. The appellant's contentions, therefore, raises no substantial issue.

MHC/  
7198A



California Coastal Commission

**LOCATION MAP**



**County of Santa Barbara**



# VICINITY MAP

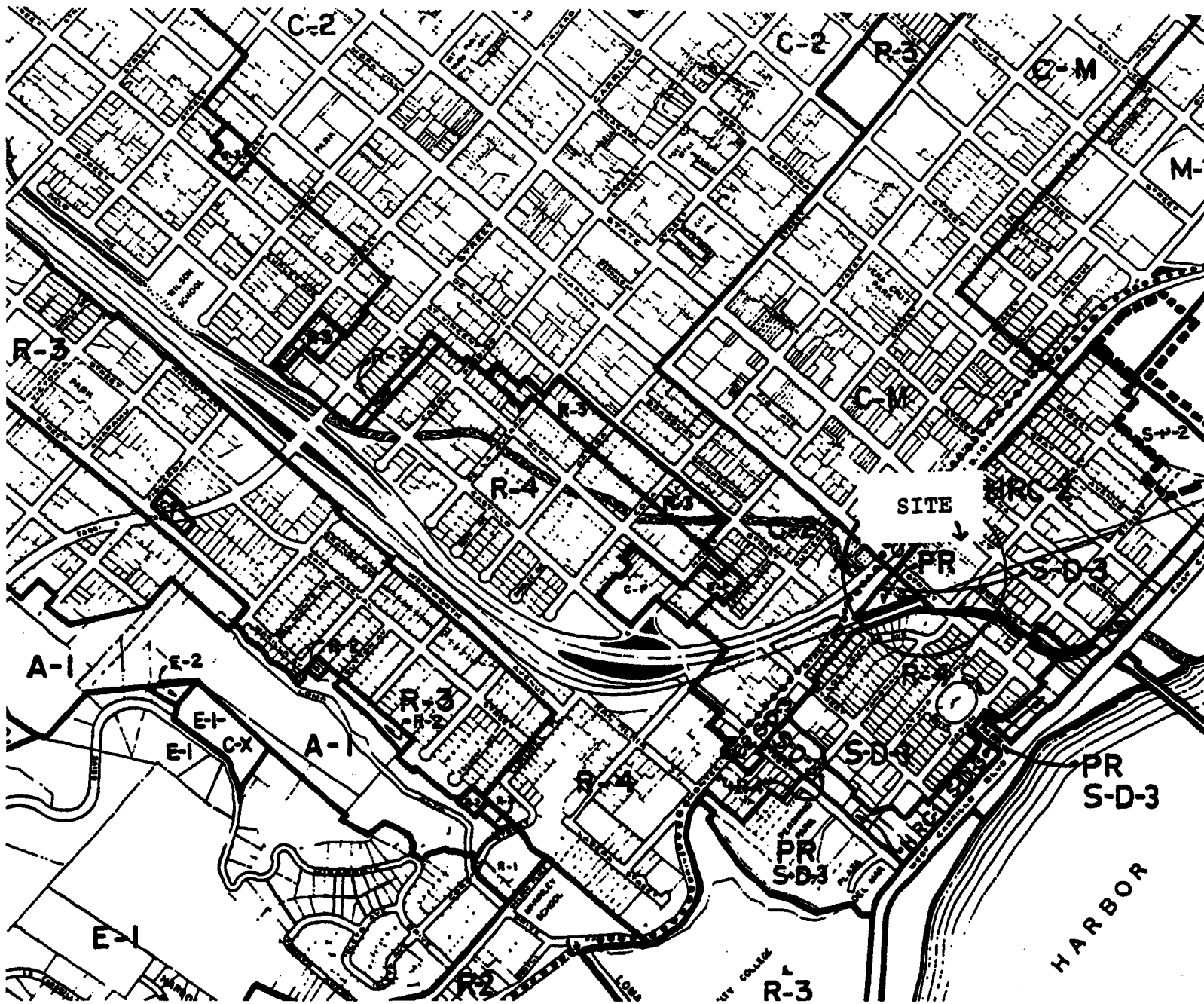


EXHIBIT NO. 2
APPLICATION NO.
A-4-SB-96-029
City Santa Barbara

# CITY OF SANTA BARBARA



## COMMUNITY DEVELOPMENT DEPT.

Planning Division ..... 564-5470  
Housing & Redevelopment Division 564-5461  
Division of Land Use Controls ..... 564-5485  
Director's Office ..... 564-5455  
Fax Number ..... 564-5477

630 GARDEN STREET  
POST OFFICE BOX 1990  
SANTA BARBARA, CA 93102-1990

August 25, 1995

Ms. Mary Louise Days  
Assistant Planner  
City Planning Division  
630 Garden Street  
Santa Barbara, CA 93101

EXHIBIT NO. 3
APPLICATION NO.
A-4-SB-96-029
City Santa Barbara

Page 1 of 4

**SUBJECT: SANTA BARBARA RAILROAD STATION IMPROVEMENT PLAN--  
PROPOSED REVISIONS**

Dear Ms. Days:

On August 4, 1994, the Redevelopment Agency received a Coastal Development Permit for improvements to the Railroad Station Depot and Site. In May 1994 the Redevelopment Agency had acquired four parcels adjacent to the Railroad Station Site (the Lagomarsino Property). At the time the Agency purchased the Lagomarsino Property, the property was to be retained for the future development of a youth hostel. The Agency, however, ultimately determined that this property would be an asset to the Railroad Station Improvement Plan for parking and circulation purposes, and requested that Planning Commission approve the development of the youth hostel at 12 East Montecito Street instead. The approval was granted and the Agency now proposes to include the Lagomarsino Property in the Railroad Station Site and amend the Improvement Plan accordingly. Ultimately the Agency will prepare and record a Redevelopment Parcel Map to merge all of the parcels making up the Railroad Station Site.

Redevelopment Agency staff respectfully requests that the Planning Commission review the revised Improvement Plan and approve an amendment to incorporate these revisions into Coastal Development Permit No. 94-0036. The Agency proposes to revise the Railroad Station Improvement Plan as follows:

August 25, 1995

Page 2

1. Add 23,979 square feet (APNs 33-042-01, 02, 03, 04) to the Railroad Station Site that will provide a 60 space parking lot and improve circulation within the site. The parking lot will meet the required front yard setback of ten feet from the property line. The public sidewalk along Chapala Street is proposed to encroach two feet into the parking lot property for the benefit of the Moreton Bay Fig Tree. The parking lot will, therefore, be set back eight feet from the back of the sidewalk.
2. Pursuant to recommendations by arborist, Paul A. Rogers, the sidewalk between the Moreton Bay Fig Tree and Chapala Street, and a portion of the westerly side of Chapala Street, will be removed to improve the fig tree's ability to absorb water and nutrients (Analysis attached). To provide sufficient street width on Chapala Street, the sidewalk between Chapala Street and the Lagomarsino Property must encroach into the Lagomarsino Property.
3. Add 48 parking spaces for a total of 214.
4. Eliminate encroachment of the parking spaces in the Fig Tree Park Parking Lot into the Southern Pacific Transportation Company's (SPTC) right of way along the railroad tracks.
5. Improve site circulation by:
  - a. Relocating parking spaces;
  - b. Providing angled, instead of 90 degree, parking spaces in all parking areas except the Fig Tree Parking Lot;
  - c. Providing a taxi waiting area just north of the center island; and
  - d. Providing a taxi loading area along the curb adjacent to the depot.
6. Improve bus circulation by:
  - a. Providing a bus pocket on the north side of Montecito Street for buses to wait off-site for trains;
  - b. Providing bus loading along the curb adjacent to the depot, opposite the REA Building, for pick-up and drop-off of passengers; and
  - c. Providing a parking control gate for bus exiting at Rey Road;
7. For several reasons, including that the structure is located within the SPTC right of way and that the building is a historic structure, the Redevelopment Agency Board directed the Agency not to pursue converting The Signalman's Building into a public restroom facility. The Agency, therefore, proposes to complete exterior improvements to the structure only. The Agency also proposes to eliminate the sidewalk adjacent to the Signalman's Building between State Street and Depot Park because this sidewalk would also be within the SPTC railroad right of way. Elimination of the sidewalk will provide for improved circulation in the parking lot south of the railroad tracks. Sufficient pedestrian access will remain between State Street and Depot Park. Finally, as a result of these project revisions, Agency staff will no longer pursue dedication of either a parking easement or an access easement by the SPTC, but will pursue a beautification

August 25, 1995

Page 3

easement to permit the Agency to provide landscaping around the Signalman's Building.

8. Chapala Street between Yanonali Street and the railroad tracks will be surfaced with decomposed granite instead of turf as recommended by the Historic Landmarks Committee.

**SITE STATISTICS**

**Existing Railroad Station Site Area:**

<b>Parcel</b>	<b>Assessor Parcel Number</b>	<b>Area</b>
Parcel 1 (RR)	33-042-12	96,143 sq ft
	33-042-13	9,455
	33-010-11	20,398
Parcel 2 (RR)	33-041-10	15,860
	33-010-13	53,975
Parcel 3 (RR)	33-075-12	21,975
	33-075-13	132
	33-010-12	7,893
Fig Tree Parcel	33-041-11	22,953
<b>Sub-Total</b>		<u>248,784</u> sq ft

**Proposed Additional Site Area**

Parcel 4	33-042-01	8,379 sq ft
	33-042-02	4,200
	33-042-03	5,600
	33-042-04	5,800

**Sub-Total** 23,979 sq ft

**Total** 272,763 sq ft

<b>Development Statistics</b>	<b>Proposed Area</b>	<b>% of Site</b>
Building Footprint	8,836 sq ft	4 %
Landscaped Area	80,100	29 %
Hardscape	183,827	67 %
<b>Total</b>	<b>272,763 sq ft</b>	<b>100 %</b>

All requested revisions are consistent with the goals of the Local Coastal Program. The additional parking spaces are visitor serving and will contribute to a reduction in the Lower State Street parking deficit and visual quality will be maintained through site design and with the provision of attractive landscaping. Attached is a site plan that reflects the revisions described above. The Historic Landmarks Commission reviewed this plan on July 5, 1995 and gave it Preliminary Approval contingent on Planning Commission approval of revisions to the project Coastal Development Permit (minutes attached). Other than those revisions discussed above, no changes to the application dated June 6, 1994 are proposed. Please call me at your convenience to discuss any questions you may have. Thank you for your continuing attention to this project.

Sincerely,

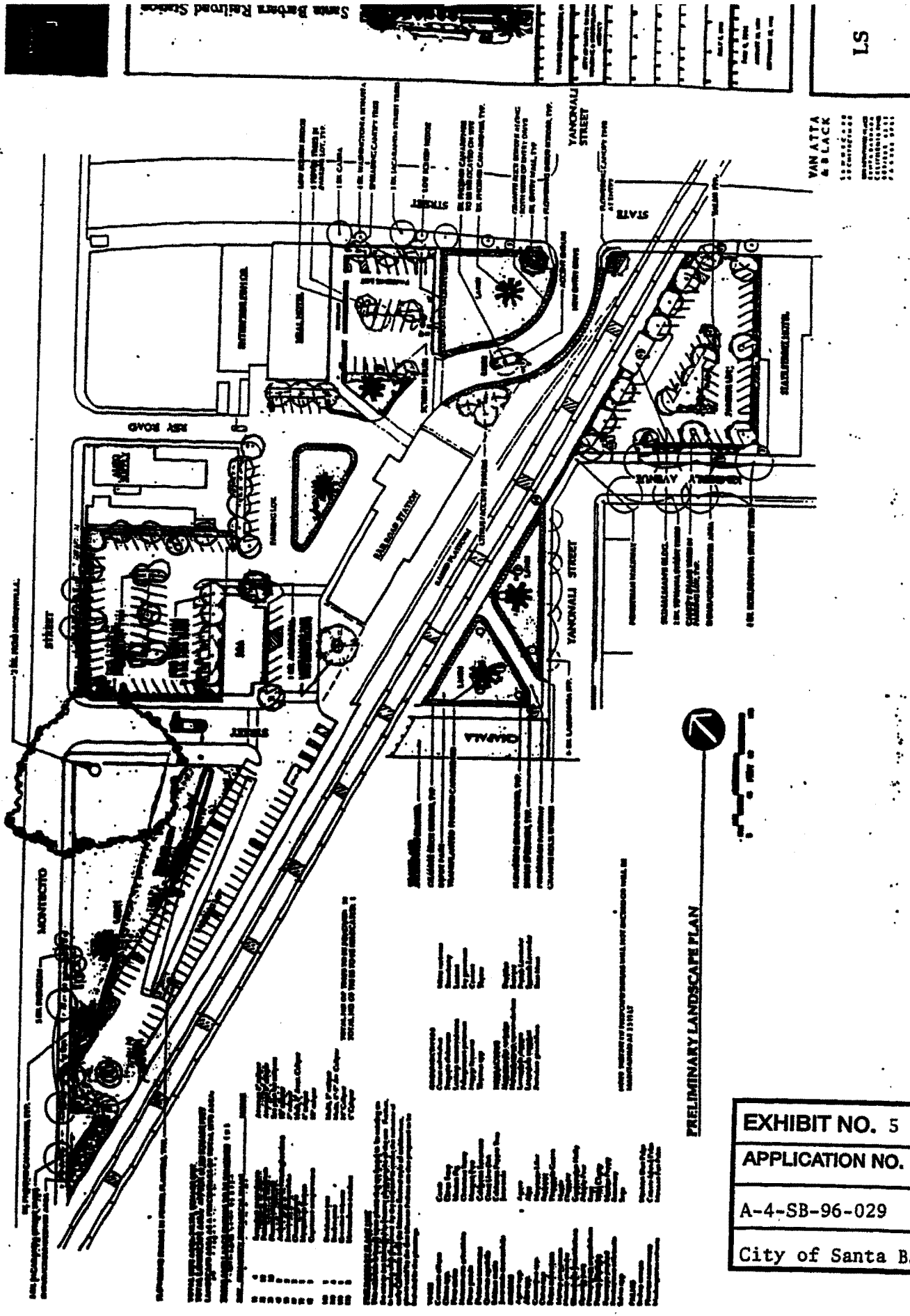


**Teri H. Malinowski**  
Associate Planner

- attachments:
1. Site Plan
  2. Moreton Bay Fig Tree Analysis
  3. Historic Landmarks Commission Minutes, July 5, 1995

cc: **John N. Bridley, Assistant Community Development Director**  
**Lou Lazarine, Redevelopment Specialist**  
**Wayne Donaldson, Project Architect**





LS

VAN ATTA & BLACK  
 1500 CALIFORNIA  
 SANTA BARBARA, CALIFORNIA 93101

PRELIMINARY LANDSCAPE PLAN

EXHIBIT NO. 5  
 APPLICATION NO.  
 A-4-SB-96-029  
 City of Santa Barbara





5. Decision being appealed was made by (check one):

- a.  Planning Director/Zoning Administrator
- c.  Planning Commission
- b.  City Council/Board of Supervisors
- d.  Other \_\_\_\_\_

6. Date of local government's decision: 23 JANUARY 1996

7. Local government's file number (if any): COASTAL DEVELOPMENT PERMIT APP. # 94-0036

**SECTION III. Identification of Other Interested Persons**

Give the names and addresses of the following parties. (Use additional paper as necessary.)

a. Name and mailing address of permit applicant:  
CITY OF SANTA BARBARA - REDEVELOPMENT AGENCY  
P.O. BOX 1990  
SANTA BARBARA, CA 93102

b. Names and mailing addresses as available of those who testified (either verbally or in writing) at the city/county/port hearing(s). Include other parties which you know to be interested and should receive notice of this appeal.

- (1) \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_
- (2) \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_
- (3) \_\_\_\_\_  
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- (4) \_\_\_\_\_  
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 \_\_\_\_\_

**SECTION IV. Reasons Supporting This Appeal**

Note: Appeals of local government coastal permit decisions are limited by a variety of factors and requirements of the Coastal Act. Please review the appeal information sheet for assistance in completing this section, which continues on the next page.

State briefly your reasons for this appeal. Include a summary description of Local Coastal Program, Land Use Plan, or Port Master Plan policies and requirements in which you believe the project is inconsistent and the reasons the decision warrants a new hearing. (Use additional paper as necessary.)

MAJOR PUBLIC WORKS PROJECT, IMPROPER ZONING OF SITE

VIOLATES LOCAL COASTAL PROGRAM AND COASTAL ACT

CITY HALL "CREATES" BADLY DESIGNED AND NON-FUNCTIONAL RAILROAD STATION

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

SEE ATTACHMENT A; MORE ANALYSIS WILL FOLLOW OR UPON REQUEST

Note: The above description need not be a complete or exhaustive statement of your reasons of appeal; however, there must be sufficient discussion for staff to determine that the appeal is allowed by law. The appellant, subsequent to filing the appeal, may submit additional information to the staff and/or Commission to support the appeal request.

**SECTION V. Certification**

The information and facts stated above are correct to the best of my/our knowledge.

Richard A. Stromme  
Signature of Appellant(s) or  
Authorized Agent

Date 2.FEBRUARY 1996

NOTE: If signed by agent, appellant(s) must also sign below.

**Section VI. Agent Authorization**

I/We hereby authorize \_\_\_\_\_ to act as my/our representative and to bind me/us in all matters concerning this appeal.

\_\_\_\_\_  
Signature of Appellant(s)

Date \_\_\_\_\_

The City Hall Gang's latest Railroad Station Destruction Scheme is so badly conceived and designed that the ersatz station could not function efficiently as a Railroad Station to serve the traveling public.

Unnecessary elements in the Scheme obstruct Station operation. Non-functional components further hinder station operation on this small site. Numerous hazards created by the Scheme endanger the public and train passengers. Many destructive anti-historic elements violate the City's Historic Structures Ordinance and obstruct Station operation. Anti-railroad elements prohibits the Station from functioning properly to meet present and future requirements for railroad passenger service and related transportation modes.

The failure to provide a functioning Station violates City Hall's General Plan, Coastal Act, and Local Coastal Program. Providing relatively low cost, frequent, and efficient railroad passenger service and connecting bus service is essential for persuading people to forsake their automobiles for public transportation and for providing access to Coastal Zone resources.

This Station Destruction Scheme must be derailed. A far superior Station Restoration Plan must be created for this historic site and vitally needed railroad transportation facility.

A National Railroad Passenger System cannot be operated with thousands of local agencies owning, constructing, and operating railroad stations. Some one agency must be responsible to passengers and the taxpayers for station operation. AMTRAK is the logical choice for this job and is required to own and operate stations. However, AMTRAK's AMBureaucrats have done next to nothing to maintain, operate, and restore the Station since 1971. They don't know how!

The City Hall Gang has been conspiring to destroy the Station since 1978. The major reason why the Scheme is so badly designed and non-functional as a Railroad Station is that the anti-railroad criminals who have been running amok at City Hall for the past sixteen long years and who have wasted over \$1,500,000 of the taxpayers' money attacking the Station have NO interest nor capability for operating the Station in the interests of passengers but are scheming to steal the site for misuse as a public parking lot to subsidize the greedy tourist trap operators in the neighborhood and steal some \$5,000,000 in State Railroad Bond Money to pay for this crime against the public interest.

One prime conspirator is multi-millionaire developer, Bill Levy, who owns the Neal Hotel building adjacent to the Station and millions of dollars worth of downtown property and who also owns the soon-to-be-jailed, ex-mayor Hal Conklin, another Station attacker for the past sixteen years. The Scheme is being misdesigned to benefit Levy! Let's call the Station the Levy Parking Lot!

The LCP refers to the Station and Transportation Center in several places: pages 2-5, 3-147, 148, 150, 4-7, 8, 17, 19, 21 and cites the importance of such a facility. Yet no Policies directly refer to the Station. Why not?

The City Hall Gang has compiled a sixteen-year record of continuous attacks upon the Station. We cannot have anti-railroad criminals deliberately stealing and wrecking this Station. We cannot have gross ignoramuses, general incompetents, and unqualified bureaucrats and politicians playing with trains and stations in their second childhoods. We cannot have the City Hall Gang owning, constructing, and operating this Station. They are incapable of doing the job!

The Coastal Commission must derail this Station Destruction Scheme, prohibit the City Hall Gang from taking over this Station, and require the development of a functional, well-designed Station Restoration Plan and the transfer of the Station to AMTRAK or the Department of Transportation for implementation of the Plan.

The amendment to the Coastal Development Permit to add about 60 more parking spaces to City Hall's theft of the Station for misuse as a public/private parking lot to benefit the neighborhood tourist trap operators will only result in more trespassers overrunning the site, fewer parking spaces for train passengers, obstructed circulation on site, and a more non-functional railroad station.

The proposed operation of commuter trains to the South Coast from Los Angeles and Ventura Counties will be prohibited by the Scheme because there will be no room for restoration of the Station Siding and connecting bus un/loading spaces.

The proposed construction of an interurban line along the South Coast from Goleta to Carpinteria through the Station will not be possible because of the mislocated, hazardous Yarnoli Alley and the parking lot to be constructed in the railroad right-of-way and other obstructions.

City Hall proposes to open the Depot/Landmark tickets which must be reserved for passengers to the unwashed public, thus ensuring that the Station and Depot will be overrun by ambulatory BUMS to discourage more people from riding AMTRAK's worthless trains.

The perk barreling, empire-building megalomaniacs occupying City Hall, the Chamber of Commerce, and the Downtown Disorganization want to steal over 2,000 square feet of Station Turf to construct a visitors' center and public toilet, thus further downgrading the Station and providing more evidence that the City Hall Gang has NO interest in designing, constructing, and operating any railroad station. They don't know how anyway!

City Hall's Railroad Station Destruction Scheme involves the following inconsistencies with and violations of the Coastal Act and Local Coastal Program (LCP) policies and requirements:

1) LCP Policy 1.3 claims that the Land Use Plan (LUP) takes precedence over the City's General Plan where there are conflicts. The problem here is that the LCP generally ignores the existence of and need for the Station at its historic site because of City Hall's lust to relocate the railroad alongside Highway 101 and convert the Station into some hotel and related commercial misuse. The General Plan's Circulation and Conservation Elements more properly address the Station's function and necessity.

This inconsistency violates Coastal Act Sections 30001, 30007.5.

2) LCP Policy 3.3 requires adequate off-street parking to serve present and future needs. City Hall's eagerness to steal the Station for misuse as a public parking lot will not result in sufficient number of parking spaces for use by passengers and other Station-related facilities now and in the future.

This inconsistency violates Coastal Act Sections 30212.5, 30213, 30252, 30253, 30254, 30222.

3) LCP Policy 3.5 requires that City Hall and the local bus operator, the Metropolitan Transit District (MTD), provide bus service to waterfront facilities. There has been no bus service to the Station for about 25 years! The Scheme does not provide for connecting bus facilities to serve the City or other South Coast areas.

This failure violates Coastal Act Sections 30212.5, 30252, 30254.

4) LCP Policy 4.1 requires that the Station site be zoned for Hotel and Related Commerce. The LUP does not mention zoning the Station as "Railroad Station" or "Transportation Center." City Hall has waged war on the Station since 1978, now including the public parking lot and ticket schemes, and who knows what future mischief is afoot. The Station must be zoned as "Railroad Station" to end these attacks and ensure that the site will be available for railroad and transportation facilities to serve residents and visitors.

This nefarious plot violates Coastal Act Sections 30222, 30252, 30254.

5) LCP Policy 4.5 prohibits removal or conversion of existing low-cost visitor-serving uses. City Hall's public parking lot plot and failure to provide a functioning station violate this Policy.

This is a violation of Coastal Act Sections 30213, 30221, 30222, 30252, 30253, 30254.

6) LCP Policy 5.3 prohibits traffic circulation and on-street parking impacts on existing residential neighborhoods. The Scheme will adversely impact the residential neighborhood south of the tracks with the failure to provide on-site parking at the Station for passengers and the public parking lot entrance/exit on Kimberly Avenue/Yamona Street.

This is a violation of Coastal Act Sections 30212.5, 30213.

7) LCP Policy 9.1 requires that existing views be protected, preserved, and enhanced. The Scheme will obstruct views of the Fig Tree, Depot, trains, and other Station elements with too many parking spaces, autos, misplaced trees, stealing 4,600 square feet from the Fig Tree Park (actually part of the Station).

This violates Coastal Act Sections 30251, 30240.

Page 8 of 12

8) LCP Policy 11.5 requires adequate off-street parking to meet the peak needs of the project. By misusing the Station as a public parking lot, failing to reserve the Station for passengers, and prohibiting passengers easy access and parking spaces at the site, there will not be sufficient peak period parking spaces for passengers and other Station users to provide a functioning railroad station.

This violates Coastal Act Sections 30212.5, 30213, 30252, 30253, 30254.

9) LCP Policy 11.6 requires multi-use parking facilities as a means to minimize street access points, reduce peak parking space requirements, and improve control. The Scheme will increase street access points, increase peak parking requirements, and increase congestion and obstructions at the Station. This Policy is City Hall's main rationale for stealing the Station for misuse as a public parking lot. Consolidating parking lots will not work at any railroad station due to conflicts between passengers and tourist traps' need for spaces at varying times and days. This Policy is incompatible with Station operation. Passengers come first!

This is a violation of Coastal Act Sections 30212.5, 30213, 30252.

10) LCP Policy 11.13 requires City Hall and the MTD to provide bus service to the waterfront area. The Scheme will not provide local bus facilities at and service to the Station. There has been no local bus service to the Station for about 25 years! Connecting local bus service from South Coast destinations like LCSB, Solita, Carpinteria, etc, is essential for attracting riders to buses and AM Trains and forsaking the auto.

This is a violation of Coastal Act Sections 30252, 30253, 30254.

11) LCP Policy 12.2 requires City Hall to evaluate a project's impact on openness, lack of congestion, naturalness, and rhythm. The Scheme will result in stuffing too many, too narrow parking spaces into the small Station site to achieve the public parking lot goal and attracting too many vehicles onto the site, far more than at present. City Hall claims there are now only 90 on-site parking spaces available but proposes to stuff 214 into the site.

This is a violation of Coastal Act Section 30251.

12) LCP Policy 11.15 requires City Hall to provide for pedestrian movement and safety. The Scheme not only has poor pedestrian circulation but endangers pedestrians by mislocating sidewalks, a public ticket parking space, and driveway entrance on the railroad right-of-way and too close to the hazards created by moving trains - as close as 8'.

This is a violation of Coastal Act Section 30212.5, 30252, 30253.

B) ANTI-RAILROAD ACTIVITY. The worthless, badly conceived and designed Scheme contains numerous subversive elements that will prohibit the Station from functioning properly to meet present and future requirements for railroad passenger service and related transportation modes. In their eagerness to steal the Station the anti-railroad criminals running amok at City Hall forgot to include the necessary facilities for a functioning Station here:

1) About 25% of the historic Station site has not been included in the Scheme, including the area south of the tracks between Chapala and Montecito Streets, the railroad right-of-way east of State to Anacapa Street and about 500' west of Montecito Street.

2) The major motivation for City Hall's alleged interest in the Station is not rail passenger service and operation of the facility in the public's and passengers' interests, but as the subversives have conspired since 1978, for some non-railroad misuse - this time as a public parking lot to subsidize the greedy tourist trap operators in the neighborhood with a cheap lot at passengers' and the taxpayers' expense. Too many, too narrow 8.5'-wide parking spaces will be stuffed into the site.

3) There will not be sufficient on-site parking spaces for passengers and related transportation uses. Far less than the proposed 214 spaces will be included in the Scheme when City Hall is prohibited from stealing and paving over 4,600 square feet of Fig Tree Park and planting spaces on the railroad right-of-way. Peak period demand in recent years for passenger coaches 225, a figure bound to increase as train frequency and ridership grow.

4) Unfortunately, the Station will be overrun by people and vehicles that do not belong there, obstructing operations. If the Station is stolen for misuse as a public parking lot there will be few or no spaces for passengers because there will be nothing to stop the tourist trap victims from occupying all of the spaces, even those allegedly to be designated for passengers. No station can be operated to benefit passengers if Joe Public is invited to overrun the site.

5) Peak parking demand for the neighborhood must be 300-400. Obviously, the Station site cannot accommodate this large demand. The only way the Station can function for passengers is to reserve the site for their exclusive use and prohibit Joe Public from parking there. Passengers come first! City Hall's priority is accommodating tourist trap operators and victims.

6) Some parking areas have been rendered unusable by passengers, e.g., north of Depot, south of tracks. Spaces closest to the Depot are also the most convenient for trespassers. Passengers will be forced to park farthest from the Depot, or off site down the street.

7) No local bus service and interchange facilities have been provided for in the Scheme.

8) Mislocating the AM Bus un/loading/parking area 100' from the Depot will force passengers to trudge an unnecessarily long distance in the rain carrying their luggage. Bus un/loading spaces must be reserved around the Depot.

Another site plan designates only one un/loading space some 30' west of the Depot and long-term parking off-site. Three un/loading spaces for buses are needed now, more later.

9) Vehicular access to the Depot will be obstructed by constructing, illegal, anti-historic "fingerscoping" areas east and west of the building. These spaces must be reserved for un/loading for autos, taxis, trucks, buses, etc. There will be 10-15 spaces eliminated here.

9) On-site circulation will be impaired for buses and autos by the trespassers overrunning the site, by the unneeded El Rey Alley, by loading spaces for adjacent businesses, by closing the Chapala Street grade crossing, by the lack of a State Street exit for the south parking lot, by the kiosk disoperation.

10) The Scheme will not accommodate present and future levels of train operations. The Station Siding must be restored to provide a third track as a means to eliminate delays for freight and passenger trains and to facilitate cross-platform transfers between slower, local trains terminating at Santa Barbara or being passed by faster, long-distance passenger trains.

11) The parking area west of Chapala Street not only will be mislocated IN the railroad right-of-way and create a hazard for the public but will prohibit restoration of the Siding.

12) Southern Pacific's (SP) truncated, phantom, 70'-wide railroad right-of-way is far too narrow to contain the wreckage in any train wreck or derailment and to construct additional tracks and other railroad facilities in the future. The right-of-way should be 150'-200' wide.

13) The Scheme will not accommodate the future construction of interurban/trolley lines.

14) Mislocating the hazardous Yononali Alley entrance IN the railroad right-of-way not only will create a hazard for the public but will prohibit the future construction of tracks and other railroad facilities in this area.

15) Numerous facilities will be mislocated IN the railroad right-of-way thus forcing people and their vehicles into too close proximity to speeding trains and the hazards of train operations: Yononali Alley only 20' from moving trains; parking spaces west of Chapala Street - 1'; the Great Public Toilet Flush in the Crew Locker Room - 10'; a public sidewalk - 10'; a fence to trap victims - 8'; ledges - 8'!

These hazards must be removed!

16) Raising the Train Platforms 8" above the railhead level will produce non-functional and hazardous two-level platforms connected by numerous ramps for people to stumble over in the dark and for baggage wagons to spill luggage and packages.

The present, historic, and traditional single and rail-level platforms are the most convenient and safest to use by passengers and vehicles.

17) Stealing some 5,600 square feet of Station Turf for expanding the alleged Fig Tree Park (already and historically part of the Station) south of the rock border is unneeded and unacceptable. The Fig Tree must be reconstituted and restored as part of the Station.

18) Train maintenance facilities have not been provided for in the Scheme.

19) Train crew facilities have not been provided for in the Scheme.

20) Installing reverse signalling for the two mainline tracks to permit two-way train operations on each track has not been included in this or any scheme. Doing so will eliminate conflicts and delays between and for passenger and freight trains.

21) The Open Air Bike Shop occupying the Railway Express Agency Depot for the past two decades provides no benefit for train passengers and creates another obstruction to Station operations.

22) Train speeds through the Station have been arbitrarily limited to 25 MPH for many decades. Speeds can be increased to 50 MPH for freight and 80 MPH (plus) for passenger trains between Milpas and Monterito Streets.



C) PARKING SPACE SHORTAGE. The badly conceived and designed Scheme will not provide sufficient parking spaces to accommodate present and future Station and passengers' demand:

1) As the City Hall Gang has little interest in owning and operating any railroad station and wants to steal the Station for misuse as a public parking lot there will be few parking spaces for passengers and fewer still adjacent to the Depot.

2) The existence of the public parking lot will attract more Trespassing Bums in Automobiles than have been overrunning the Station since 1978. There will be nothing to stop the Bums from hogging EVERY space on the site, even those few allegedly to be designated for passengers.

3) The general increase in attractiveness of the area, the alleged rehabilitation of the Station, and tourist trap schemes like the Lunatic Gary/Berkus' Urban Village will only attract more Bums to overrun the Station.

4) The City Hall Thieves have created the impression that somehow or other the public "owes" Bill Levy (a City Hall Welfare Recipient) and the Neal Hotel a parking lot on the Station site. Passengers do not "owe" Levy/Hotel one square foot of Station Turf! Not for any purpose! Who else besides the ersatz, soon-to-be-jailed, ex-mayor Corbkin (being kept by Levy) is being paid off at City Hall to destroy the Station?

5) The mislocated and misdesignated parking areas will ensure that passengers will be forced to park 200 yards from the Depot or two blocks down the street, while the Bums get to park 50' from the Depot.

6) The proposed 214 on-site parking spaces (a number to be reduced when the real world intrudes upon City Hall Fantasies) cannot accommodate the needs of both station functions and tourist-traps in the neighborhood, to say nothing about future increases in demand.

7) The peak demand of 176 spaces is far too low. Let's raise to 300-400! Obviously, the Scheme cannot provide the required number of spaces!

8) The Phantom 32 Spaces allegedly available on Yanonali and Chapala Streets do not exist, cannot be used, to meet parking requirements, could not be used by passengers anyway, have been already designated for other uses several times, and cannot be stolen for the Scheme.

9) The fanciful peak passenger space demand of 90 is far too low for present and past real world experience and even farther below future needs.

10) The parking lot south of the tracks will be inconvenient or unusable by passengers because Chapala Street might be closed at the tracks and lacks an exit onto State Street, and numerous trees provide perches for Santa Barbara's undiapered and untrained birds to crap upon and ruin vehicle finishes, and trains may block access to the Depot, and no pedestrian underpass will be provided.

11) The liars proclaim that there are only 90 spaces existing on site today. There are over 225 available, if all paved areas are used for parking! The Scheme only provides 214 at the fantasy level (there will be far fewer in the real world), LESS than existing

today. The Scheme must provide at least 225 spaces!

12) The Scheme must provide for future increases in ridership and train frequency with more spaces to meet increased demand, up to 300 according to AMTRAK.

13) If AMTRAK was not another National Disaster designed to prohibit and discourage people from riding the ugly, badly designed, unsafe, non-accommodating AMTrains, if the City Hall Gang had not wasted the past sixteen years insulting, abusing, and endangering passengers, more people would be riding AMTrains today.

14) Most parking areas are badly designed and waste space, e.g. north of Depot, south of tracks.

15) Three bus parking spaces will not be sufficient. One un/loading space is not enough.

16) Parking spaces have not been provided for trucks, limos, taxis, van/carpools, etc.

17) Parking spaces are too narrow. They must be 10' wide to accommodate wider vehicles, more people exiting/entering cars, un/loading luggage, etc. 8.5' are not useable!

18) In order to justify stealing the Station for misuse as a public parking lot, the lying bureaucrats are claiming that "public parking" exists on-site. The Station is not and never has been a "public" parking lot! Because there has been no management of the Station by Southern Pacific nor AMTRAK for 20 years (or more) the Trespassing Bums have been overrunning the place at will in their vehicles.

19) The fanciful 90-minute free parking/pay for additional time mode of disoperation at City Hall parking lots/garages will not work at the Station. The AMTrains are usually late - frequently 1, 2, 3 hours late, sometimes 6, 12, 18 hours late! There is no reason why passengers should be further abused by being forced to pay for parking because of late trains or indulge in the "90-minute shuffle".

20) Mislocating four so-called handicapped parking spaces adjacent to the Depot will be a great waste of space. These spaces will remain empty 99% of the time! Most of the "handicapped" gang are no more handicapped than the "normals".

21) Wasting parking lot space for protrusions of "fringscaping" not only reduces the number of spaces available but obstructs the use of spaces adjacent to each erection. The far too narrow 8.5'-wide spaces force people to open vehicle doors against or onto the shrubs and tromp on the vegetation. Or bushes prohibit opening vehicle doors.

22) "Fringscaping" obstructions between the parking area west of Chapala Street and the Train Platform prohibit access to both.

23) Kiork disoperation will cause gridlock as numerous vehicles attempt to exit the Station at the same time.

The Station must be reserved for passengers and transportation uses only. The site is too small to accommodate the Bums too! Give the Bums the Bums' Push!

Any Condition of Approval must include something like the following: "The Station parking areas shall be reserved for the exclusive use of passengers, guests, AMTRAK workers, and related intermodal transportation vehicles and Station and Fig Tree visitors."

City Hall's Railroad Station Destruction Scheme involves the following inconsistencies with and violations of the General Plan's Circulation Element Policies:

- 1) Policy 2.1 requires the Scheme to provide adequate off-street parking, to give special consideration to landmarks, and to encourage the use of alternative transportation modes.
- 2) Policy 3.3 requires City Hall to encourage the coordination of public and private transportation modes and systems.
- 3) Policy 3.3-1 requires City Hall to develop a centralized transportation center.
- 4) Policy 3.3-2 requires City Hall to encourage the use of public transportation with the Metropolitan Transit District (MTD).
- 5) Policy 3.3-3 requires that the Scheme provide large turning radius for buses.
- 6) Policy 3.3-4 requires the dedication of right-of-way for bus turnouts.
- 7) Policy 3.3-6 encourages the MTD to expand service routes. There has been no local bus service to the Station for about 25 years.
- 8) Policy 3.3-11 requires City Hall to support the expansion of bus and railroad passenger service, AND maintain the State Street vehicular access to the Station, AND insure that adequate parking is maintained at the Station, AND consider the expansion of bus service.
- 9) Policy 3.4-2 requires City Hall to establish van/car pool priority parking for commuters at the Station.
- 10) Policy 3.5 requires City Hall to work with other agencies to increase the use of alternative transportation modes.
- 11) Policy 4.1 requires City Hall to give safety the highest priority in the design of all transportation modes. The Scheme's numerous hazards negate this Policy.
- 12) The General Plan also requires that a buffer zone be created along the railroad right-of-way to catch wayward equipment and cargo from train wrecks and derailments and reduce noise, dirt, and visual impacts of train operations. Therefore, structures and parking lots must be banished from this buffer zone.

