

SANTA BARBARA COUNTY BOARD AGENDA LETTER



Clerk of the Board of Supervisors
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TO: Board of Supervisors

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SUBJECT: Stubblefield Road Extension Options in Orcutt (4th District)

Recommendation(s):

That the Board of Supervisors receive a report and provide direction to staff on extension options for Stubblefield Road, located in southeast Orcutt.

Alignment with Board Strategic Plan:

The recommendation is primarily aligned with the following adopted Strategic Goals:

- An Efficient Government Able to Respond Effectively to the Needs of the Community.
- A Safe and Healthy Community in Which to Live, Work, and Visit.
- A High Quality of Life for All Residents.
- A Community that Fosters the Safety and Well-Being of Families and Children.

Executive Summary and Discussion:

On March 9, 2005 the Planning Commission approved the Vintage Ranch subdivision project, TM 14,556. The project site is located at the terminus of Stubblefield Road in southeast Orcutt, identified as Key Site 7 in the Orcutt Community Plan (OCP). The Vintage Ranch project consists of the division of 32.97 acres into 55 lots, including 52 residential lots, two public open space lots consisting of approximately 20 acres, and one private open space lot. Access to the project site and future residences would be provided from the east by an extension of Black Oak Drive, a public road to be constructed from Stillwell Road, through the Mesa Verde project site and through the southern section of the Vintage Ranch project site. Instead of tying into the terminus of Stubblefield Road, Black Oak Drive is configured to connect with the Rice Ranch project (Key Site 12) located south of the Vintage Ranch project.

At the hearing, Commissioner Valencia expressed concern regarding the alignment of Black Oak Drive, as depicted in Figure KS7-1 (see Attachment A). Specifically, Commissioner Valencia inquired why Black Oak Drive does not extend directly into Stubblefield Road. Staff indicated that further review would be necessary to determine whether or not the OCP would allow for Stubblefield Road to be extended into Black Oak Drive (see Attachment A - OCP Figure 20 and Figure KS7-1). Rather than delay approval of the Vintage Ranch project, the Planning Commission included with their approval (see Attachment B) a separate motion to direct P&D, Public Works staff, and the Fire Department to prepare and file a report to the Board of Supervisors that evaluates the following extension options for Stubblefield Road (see Attachment E).

- Option A: connection between the Stubblefield Road terminus and Black Oak Drive through the “pocket park” in the eastern portion of Key Site 12.
- Option B: extension of Stubblefield Road through the remainder lot and lot #1 of TM 14,556 provided that it will not result in the reduction of lots on the Vintage Ranch project.

Option A would conform to the current plans for Black Oak Drive by providing a “T” intersection design and a 1-way stop along Stubblefield Road at Black Oak Drive. This extension option would not require a major site plan revision for Key Site 7. It would go through the “pocket park” on the Key Site 12 map, which is not anticipated to be recorded for several years.

Option B would require one or two residential lots to be removed or deleted from the approved Key Site 7 map (or have the entire site redesigned). Additionally, Black Oak Drive would require reconfiguration to form, at a minimum, an off-set “T” shaped connection at its intersection with Stubblefield Road. This option would also require the extension to traverse through the triangular shaped remainder parcel that is a prescriptive easement owned by another private party. Therefore, Option B would require significant land acquisition costs and staff time, in addition to the costs to process a revision to the approved Key Site 7 tract map, all at County

expense. The County can *request* the developer of Key Site 7 for a tract map revision, however; the County cannot *require* a revision to an already approved project. For these reasons, we are not recommending Option B.

From a traffic volume standpoint, both options would provide the same roadway operational benefits. Construction of either option (estimated at approximately 150-feet in length) to connect to Black Oak Drive would provide the existing community with improved access options to and from the entire Orcutt Planning Area, especially to the east (i.e. Key Site 1, 2, 25 and the US Highway 101 Northbound and Southbound Ramps), and providing a more direct link to regional destinations. Public Works, Roads Division staff estimate that the volume using either Stubblefield option, in conjunction with Black Oak Drive traveling to Stillwell Road north to Clark Avenue is between 1,500 and 2,500 cars per day. Additionally, either option would result in a significant reduction in emissions and vehicle miles traveled (VMT). Either option would reduce critical left turns at the Clark/Bradley intersection especially during the P.M. peak hour.

By connecting Stubblefield Road directly with Black Oak Drive, County Fire Department travel distances to the existing Stubblefield subdivision will be reduced by approximately one mile. This connection will allow Fire Engine 22, located at 1596 Tiffany Park Court, to respond directly to existing homes by traveling down Stillwell Road to Black Oak Drive. This connection has the potential of reducing response times of emergency responders by 2-3 minutes. This improvement will provide access options for the community, and improve the overall public safety. This is done both in terms of lower response times for emergency responders, as well as emergency egress for the public.

Processing Requirements

Both Stubblefield Road options will require an amendment to the Orcutt Community Plan (OCP). The Circulation Element of the OCP, adopted in 1997, designated roadway classifications and identified the location of planned roadway improvements to accommodate circulation impacts and service levels from new development and community buildout. Neither Stubblefield Road options were identified on adopted OCP maps (see Attachment A - OCP Figure 20 and Figure KS7-1) or described as roadway improvements identified in OCP Circulation Element. Therefore amendments to the OCP Circulation Element figure and text are required.

Processing the OCP amendment will cost approximately \$20,000-25,000 to prepare the changes, complete traffic analysis and modeling of the roadway extension, and conduct environmental review. After environmental assessment, adoption of the amendment requires public review and recommendation from the Planning Commission before adoption hearings by your Board. The anticipated timeline to complete the amendment is 4-5 months. The acquisition of the land required for the extension of Stubblefield Road falls within Government Code Section 65402 which requires governmental agencies to prepare a report to the decision makers prior to its acquisition. Both options would require processing time for land acquisition and CEQA review (see Attachment C for description of county acquisition process).

The Orcutt Transportation Improvement Plan (OTIP) does not include either of the Stubblefield Road options and only contains funding for improvements to Stillwell Road, south of Clark Avenue, and miscellaneous sidewalk improvements through the OPA. A portion of the OTIP, described below in detail, could be used for the Stubblefield Road extension when the OTIP Fund Balance is available.

An OTIP amendment is not needed for the roadway extension. The amendment would not be effective, as the costs to process the amendment would likely exceed the fees that could be imposed on future projects. Therefore there is no benefit to an OTIP amendment.

Roadway Implementation, Cost and Timing

The construction of either option is estimated to cost approximately \$212,000 (see Attachment D). However, as stated previously, the land acquisition costs for Option B will be significantly greater than Option A.

The cost for Option A includes a portion of Black Oak Drive located on Key Site 12 to provide the necessary approach angle for a 1-way stop controlled intersection for Stubblefield Road to traverse through Key Site 7 (Vintage Ranch) and ultimately through the other Key Sites in the area, ending up at an intersection with Stillwell Road to the east (see Attachment E). This improvement includes a 40' cross-section, including curb, gutter, sidewalk and bikeline. Because the construction of the improvement is only necessary if Black Oak Drive is constructed, staff recommends timing of the improvement coincide with Key Site 7 improvements.

Mandates and Service Levels:

There is no mandate to complete the roadway extension to serve the surrounding area, but impacts to county service levels will be improved.

Fiscal and Facilities Impacts:

As discussed above, the cost to complete the OCP amendment is approximately \$20,000-25,000. There is no source of funds available to complete this work in the current FY04/05 budget and is not included in the proposed FY05/06 budget. Staff work on other Planning and Development department projects would need to be redirected to complete the OCP amendment. The OTIP has funds identified for regular updates as needed. An update to the OTIP is not recommended at this time, due to the scope, cost, and schedule of such a work effort; where fees which could be obtained from future development would be much less than the cost of the OTIP update. The time frame needed to complete such an effort is approximately six months to a year, at estimated cost of \$50,000-\$75,000. The OTIP update would involve interagency coordination with Caltrans District 5, the City of Santa Maria, the Santa Barbara County Association of Governments, and the Planning & Development Department, and would include calibrating the Orcutt/Santa Maria Valley Traffic Forecasting Model, updating the model software, providing

forecasts for various land development scenarios, updating current levels of service at key intersections throughout the OPA, and various technical reports, public hearings, etc.

For construction costs, the full roadway extension is estimated to cost \$212,000. There is no funding allocated specifically for this improvement. Potential funding sources include the General Fund, grants, or other discretionary funds by district. Additionally, the OTIP contains a project line item for sidewalks at "Other Locations" throughout the Orcutt Planning Area to be determined (see Attachment F, excerpt from OTIP regarding Miscellaneous Projects – Sidewalk Improvements). The cost of sidewalk, curb, and gutter identified in the cost estimate for the Stubblefield Extension project is \$69,500. When the OTIP Fund Balance is available, this amount could be applied to offset the total cost of the Stubblefield Extension project, reducing the amount needed from other sources.

Special Instructions: Clerk of the Board shall publish notice in the Santa Maria Times and mail notices of the project at least 10 days prior to the hearing, pursuant to Government Code Section 65090-65096 Minute order to be forwarded to Hearing Support, attention Cintia Mendoza.

Attachments:

- A – OCP Figure 20 and Figure KS7-1
- B – Planning Commission Action Letter, dated April 14, 2005
- C – Real Property Acquisition Punch List
- D – Stubblefield Roadway Extension Preliminary Cost Estimates
- E – Conceptual Figures of Stubblefield Road Extensions – Option A and Option B
- F – OTIP Reference regarding Miscellaneous Projects – Sidewalk Improvements