BOARD OF SUPERVISORS AGENDA LETTER

Clerk of the Board of Supervisors
105 E. Anapamu Street, Suite 407
Santa Barbara, CA 93101
(805) 568-2240

Agenda Number:

Submitted on:
(COB Stamp)

Department Name:	CEO - Comprehensive Planning
Department No.:	990
For Agenda Of:	February 13, 2007
Placement:	Administrative
Estimate Time:	1 hr on February 27, 2007
Continued Item:	NO
If Yes, date from:	
Vote Required:	Majority

TO: Board of Supervisors

FROM: Department Director: Michael F. Brown, County Executive Officer, 568-3400

Contact Info: John McInnes, Director, County Executive Office of Long Range Planning 805-568-3552

Derek Johnson, Project Manager, Comprehensive Planning Division 805-568-2072

SUBJECT: **Rice Ranch Specific Plan Amendment regarding the Stubblefield Rd Connection**

County Counsel Concurrence:
As to form/legality: ☒ Yes ☐ No ☐ N/A

Auditor-Controller Concurrence:
As to form: ☐ Yes ☐ No ☒ N/A

Recommended Action(s):

It is recommended that the Board of Supervisors set a Hearing on February 27, 2007 to:

1. Receive the Planning Commission's recommendations (Attachment A).
2. Adopt the CEQA findings and findings for approval of the proposed amendments (Attachment B).
3. Approve the project subject to the conditions included as Attachment C.
4. Approve and consider the Addendum dated January 18, 2007 (Attachment E), with recommended revisions at the PC Hearing (see Attachment A), to the Certified Final Program EIR for the Orcutt Community Plan (95-EIR-01) and the Rice Ranch Specific Plan (03-EIR-05), as revised by staff.
5. Adopt Ordinance 06ORD-00000-00016 approving amendments to the Rice Ranch Specific Plan (Attachments G).

Please refer the matter to staff if your Board takes action other than that which is recommended.

Summary:

This item is on the Board agenda because the Board of Supervisors maintains authority over all changes to specific plans. The recommended text and map amendments to the Rice Ranch Specific Plan (Specific Plan) are necessary to implement the July 11, 2006 Board approved amendments to the Orcutt Community Plan Circulation Element, which provides for the Stubblefield Road connection. A Specific Plan must be consistent with General Plans pursuant to Cal. Govt Code §65454. After Ordinance adoption, an amending addendum will be added to the Specific Plan listing text and map revisions throughout the document, which will supersede applicable Specific Plan maps and text (see Attachment G, Exhibit 1 and 2).

The proposed road would be 160 feet long and 40' wide and would be located between the Stubblefield Road terminus and Black Oak Drive through the 1.39-acre neighborhood park in the eastern portion of Rice Ranch (Key Site 12). Construction of the roadway connection would require approximately 9,890 square feet of right-of-way; the remaining park acreage would still maintain the minimum 1 acre size requirement of the Orcutt Community Plan (OCP) and is consistent with Key Site 12 policies and Rice Ranch conditions.

Background:

On December 9, 2003, the Board of the Supervisors approved the Rice Ranch project, a 725-unit residential subdivision and development located on 580 acres on Key Site 12 of the Orcutt Community Plan (OCP). As required by the OCP, the Rice Ranch Specific Plan, a document that further refines and implements policies and standards of the OCP, was also prepared and adopted. On July 11, 2006, the Board of Supervisors approved amendments to the Transportation section of the OCP to connect the eastern terminus of Stubblefield Road to Black Oak Drive. The road connection would be located partially within the Rice Ranch Specific Plan area. Because the Stubblefield Road connection was not anticipated at the time the Rice Ranch Specific Plan was prepared, it was not included in the document and hence needs to be amended within the Specific Plan. The property owner, Rice Ranch Ventures, has submitted a consent agreement letter (Attachment H) and the Board of Supervisor have provided a letter for consent to amend (Attachment I).

Environmental Review

On July 11, 2006, the Board of Supervisors approved an Addendum to the OCP FEIR and the Rice Ranch SEIR for OCP amendments for the Stubblefield Road connection. The EIR Addendum considered the environmental impacts that could occur as a result of the road connection and concluded that the project would not result in any new significant environmental impacts beyond those analyzed in the FEIR and SEIR. The impacts that were analyzed in the OCP FEIR and Rice Ranch SEIR are expected to remain significant and unavoidable, as concluded in both previous documents and overridden by the Board of Supervisors.

The EIR Addendum, Attachment E, prepared for the OCP Amendment has been modified to reflect the proposed Rice Ranch Specific Plan Amendments and minor changes requested by the Planning Commission described in Attachment A, the Planning Commission Action Letter. In addition, Staff updated Figure 3.1, illustrating the connection, and included in the Biological Resource Impact Analysis

the findings requirement for the oak removal (see below). No further analysis or substantive changes were made to the previously approved EIR Addendum.

Removal of Oak
The project will require the removal of one specimen Oak. The Oak has been determined to be outside the Open Space Overlay (Attachment D) and mitigation measures within the Conditions of Approval (Attachment C) require that ten (10) 15-gallon-size coast live oak saplings grown from locally obtained acorns collected on-site shall be planted within the Grove neighborhood park.

Fiscal and Facilities Impacts:

Budgeted: ☒ Yes ☐ No

Fiscal Analysis:

Funding Sources	Current FY Cost:	Annualized Cost:	Total Project Cost
General Fund	$ 17,991.45	$1,000	
State			
Federal			
Fees			
Other:			
Total	$ 17,991.45	$ 1,000.00	$ -

Narrative:

Staffing Impact(s):

Legal Positions:	FTEs:
NA	NA

Special Instructions:

1. Clerk of the Board shall post legal notice in the Santa Barbara News Press and Santa Maria Times at least 10 calendar days before the hearing pursuant to Cal Govt. Code §65090 et seq and County Code Chapter 35.106.
2. Clerk of the Board shall post display ad in the Saturday, February 17, 2006 edition of the Santa Maria Times (Comprehensive Planning staff will provide ad for publication).

Attachments: (list all)

A. Planning Commission Action Letter
B. CEQA findings and findings for approval
C. Conditions of Approval
D. Open Space Overlay
E. EIR Addendum
F. Rice Ranch Amendments Planning Commission Resolution
G. Rice Ranch Amendments Ordinance
    a. Exhibit 1: Amended map to Rice Ranch Specific Plan
    b. Exhibit 2: Amended text to Rice Ranch Specific Plan

H. Rice Ranch Ventures, L.L.C. Consent Agreement for Specific Plan Amendments
I. Board of Supervisors Letter for Consent to Amend

Authored by:

cc: Derek Johnson, Project Manager, County Executive Office of Long Range Planning, Comprehensive Planning, 805-568-2072

ATTACHMENT: A

Planning Commission Action Letter

COUNTY OF SANTA BARBARA

CALIFORNIA

PLANNING COMMISSION

COUNTY ENGINEERING BUILDING
123 E. ANAPAMU ST.
SANTA BARBARA, CALIF. 93101-2058
PHONE: (805) 568-2000
FAX: (805) 568-2030

TO THE HONORABLE BOARD OF SUPERVISORS
COUNTY OF SANTA BARBARA, CALIFORNIA

PLANNING COMMISSION
HEARING OF DECEMBER 13, 2006

RE: Rice Ranch Specific Plan Amendments Regarding the Stubblefield Road Connection, 06ORD-00000-00016

Hearing on the request of the County Executive Office Comprehensive Planning Division to consider Case No. 06ORD-00000-00016, proposing to amend the Rice Ranch Specific Plan text and maps in conformance the Board of Supervisor-approved Stubblefield Road Connection; and to accept the Addendum to the Orcutt Community Plan Final Environmental Impact Report (95-EIR-01) and the Rice Ranch Specific Plan Supplemental Environmental Impact Report (03-EIR-05) pursuant to the State Guidelines for Implementation of the California Environmental Quality Act. There are no new significant environmental impacts as a result of this modification request. The original Orcutt Community Plan Final Environmental Impact Report (FEIR) identified significant effects on the environment in the following categories: biological resources, cultural resources, geology, agriculture, noise, aesthetics, polluting sources/risk of upset, water supply, traffic, air quality, public services, and recreation. The Rice Ranch Specific Plan Supplemental Environmental Impact Report (SEIR) evaluated impacts to Noise, Air Quality, Aesthetics/Visual Resources, Biology, Public Services (Solid Waste Services) and Land Use/Agricultural Resources. The proposed amendments would affect approximately 9,890 square feet within the 580 acre Rice Ranch Specific Plan area. The application involves AP No. 101-400-002, in the southeast Orcutt area, Fourth Supervisorial District.

Dear Honorable Members of the Board of Supervisors:

At the Planning Commission hearing of December 13, 2006, Commissioner Boyesn moved, seconded by Commissioner Valencia and carried by a vote of 4-1 (Cooney no) to recommend that the Board of Supervisors:

1. Adopt the CEQA findings and findings for approval of the proposed amendments specified in Attachment A of the staff report dated November 22, 2006, as revised at the hearing of December 13, 2006;

2. Approve and consider the Addendum dated September 22, 2006, as recommended for revision, to the Certified Final Program EIR for the Orcutt Community Plan (95-EIR-01) and the Rice Ranch Specific Plan (03-EIR-05) included as Attachment B of the staff report dated November 22, 2006;

3. Approve the project subject to the conditions included as Attachment C of the staff report dated November 22, 2006, as revised at the hearing of December 13, 2006;

4. Adopt Ordinance No. 06ORD-00000-00016 approving amendments to the Rice Ranch Specific Plan, included as Attachment E of the staff report dated November 22, 2006; and

5. Adopt Planning Commission Resolution No. 06-12, adopting 06ORD-00000-00016 to amend the Rice Ranch Specific Plan, included as Attachment F of the staff report dated November 22, 2006.

REVISIONS TO THE FINDINGS

Finding 2.1, language is added:

2.1 **The Specific Plan is in conformance with and will implement all applicable Comprehensive Plan policies and incorporates any other conditions specifically applicable to the parcels that are set forth in the plan.**

As discussed in Section 6.2 of the staff report dated September 22, 2006 the Specific Plan Amendment is consistent with all applicable Orcutt Community Plan policies, including Key Site 12 policies and development standards. In addition, the following consistency findings can be made:

Policy	Consistency and Findings
BIO-O-3: Established native trees in designated open space areas shall be protected. Established native trees in developable areas shall be incorporated into the site landscaping plan to the greatest degree feasible except where it will interfere with reasonable developing of a property. Native trees should be considered established if they are six feet in height. Dev Std BIO-O-3: To the maximum extent feasible, development shall be designed to avoid damage to established native trees (e.g. oaks) by incorporating set backs, clustering, or other appropriate methods.	The native tree (e.g. oaks) within the designated open space will be protected: the Stubblefield Road Connection cannot be safely designed to protect the native tree (e.g. oak) in the developed area and simultaneous protect the oaks in the designated open space; therefore development was assigned to avoid damage to the native trees to the maximum extent feasible.
Policy O-4: Development adjacent to or within designated open space areas, shall be sited and designed to protect and enhance the natural resources of those areas and accommodate appropriate recreation opportunities identified in the Parks, Recreation and Trail section of this plan. Dev Std. 4.1: Prior to project approval any development within or adjacent to an open space area, determination must be made that the proposed development is consistent with all applicable open space policies for the Orcutt Community Plan. Dev. Std. 4.3: No structure should be located within a designated open space area with the exception of related structures necessary for the provision of active or passive recreation opportunities that would not adversely affect open space areas, and flood control projects with no other	As indicated in the addendum and the staff report the Stubblefield Road connection provides enhanced emergency response time making it a better design while accommodating recreational facilities consistent with open space policy 4.0 and development standards, 4.1 and 4.3.

method for protecting any existing structure in the floodplain is feasible and where such protection necessary for public safety (including detention basins). Culverts, crossings, roads, pipelines, fences, and bridges may be permitted where no alternative route or location is feasible or other constraints or site designs consideration (e.g. public safety) would require such structures.	

REVISIONS TO THE CONDITIONS OF APPROVAL

Condition 1, first sentence, language is added:

1.0 Ten (10) 15-gallon-size coast live oak saplings grown from locally obtained acorns collected on-site shall be planted within the Grove neighborhood park. Each planted tree shall survive *in situ* for at least 5 years and reach a height of at least 6 feet. Planted trees shall be protected with gopher fencing and irrigated using drip irrigation on a timer, and shall have survived through the first 3 years of the maintenance period. During the final two years of maintenance and monitoring, maintenance shall be reduced (i.e., no irrigation) to determine ability of the trees to survive unaided.

REVISIONS TO THE ORCUTT COMMUNITY PLAN FEIR

Section 3.1, Proposed OCP Amendments, first paragraph is amended:

~~The proposed Orcutt Community Plan amendment~~ The Proposed Rice Ranch Specific Plan Amendments include text and map changes. ~~to the Transportation Section of the OCP. The proposed Circulation Map and Bikeways map would also be revised. The OCP Circulation Element designated roadway classifications and identified where roadway improvements were planned to accommodate circulation impacts and service levels from new development and community build out.~~ The Stubblefield Road Connection was not identified on adopted circulation maps adopted in the OCP nor described as roadway improvements identified in the OCP Circulation Element. See summary of proposed ~~OCP amendment~~ Rice Ranch Specific Plan Amendments text changes, Appendix A. Subsequent to the adoption of the Orcutt Community Plan the Board of Supervisors amended text and map of the OCP to add the Stubblefield Road Connection on July 11, 2006.

Sincerely,

Dianne M. Black

Dianne M. Black
Secretary Planning Commission

xc: Case File: 06ORD-00000-00016
Planning Commission File
Records Management
Mary Ann Slutzky, Deputy County Counsel
Derek Johnson, Project Manager
√John McInnes, Director Long Range Planning

ATTACHMENT: B

CEQA findings and findings for approval

FINDINGS

1.0 CEQA FINDINGS

1.1 The Board of Supervisors has considered the OCP FEIR, Rice Ranch SEIR, and Addendum. The Addendum dated January 18, 2007 reflects the independent judgment of the Board of Supervisors and has been completed in compliance with CEQA, and, together with the OCP FEIR and Rice Ranch SEIR, is adequate for this proposal.

1.2 The project will not result in any new significant environmental impacts that were not analyzed in the OCP FEIR and the Rice Ranch SEIR, and therefore, no changes to the Level of Significance would occur. The OCP FEIR anticipated the loss of 1.5 acres of coast live oak woodland as a result of the entire Black Oak Drive/Stubblefield Road connection. The Rice Ranch SEIR identified potentially significant impacts associated with the removal of oak trees and coast live oak woodlands resulting from build out of Rice Ranch. The Board of Supervisors finds that a mitigation measure (Mitigation KS12-BIO-1) identified in the Rice Ranch SEIR, which requires the installation and maintenance of replacement plantings, no additional significant impacts on the environment will occur. The biological impacts that were analyzed in the OCP FEIR and Rice Ranch SEIR are expected to remain significant and unavoidable, as concluded in both previous documents and overridden by the Board of Supervisors.

1.3 The documents and other materials which constitute the record of proceedings upon which this decision is based are in the custody of the Chief Deputy of the Clerk of the Board, Mr. Michael Allen, located at 105 East Anapamu St., Santa Barbara, CA 93101.

1.4 Public Resources Code Section 21081.6 requires the County to adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of approval in order to mitigate or avoid significant effects on the environment. The approved project description and revised Open Space Habitat Management and Restoration Implementation Plan (OSHMRIP), with their corresponding permit monitoring requirements, are hereby adopted as the monitoring program for this project. The monitoring program is designed to ensure compliance during project implementation.

2.0 ADMINISTRATIVE FINDINGS

Pursuant to Santa Barbara County Code-Chapter 35 Sec. 35.88.50, in order for the County Planning Commission to recommend approval of and for the Board of Supervisor's to approve the a Specific Plan the following findings shall be made by the Planning Commission and the Board of Supervisors.

2.1 **The Specific Plan is in conformance with and will implement all applicable Comprehensive Plan policies and incorporates any other conditions specifically applicable to the parcels that are set forth in the plan.**

As discussed in Section 6.2 of the Planning Commission staff report dated December 13, 2006, the Specific Plan Amendment is consistent with all applicable Orcutt Community Plan policies, including Key Site 12 policies and development standards. In addition, the following consistency findings can be made:

Policy	Consistency and Findings
BIO-O-3: Established native trees in designated open space areas shall be protected. Established native trees in developable areas shall be incorporated into the site landscaping plan to the greatest degree feasible except where it will interfere with reasonable developing of a property. Native trees should be considered established if they are six feet in height.	The native tree (e.g. oaks) within the designated open space will be protected: the Stubblefield Road Connection cannot be safely designed to protect the native tree (e.g. oak) in the developed area and simultaneous protect the oaks

Dev Std BIO-O-3: To the maximum extent feasible, development shall be designed to avoid damage to established native trees (e.g. oaks) by incorporating set backs, clustering, or other appropriate methods.	in the designated open space; therefore development was assigned to avoid damage to the native trees to the maximum extent feasible.
Policy O-4: Development adjacent to or within designated open space areas, shall be sited and designed to protect and enhance the natural resources of those areas and accommodate appropriate recreation opportunities identified in the Parks, Recreation and Trail section of this plan. Dev Std. 4.1: Prior to project approval any development within or adjacent to an open space area, determination must be made that the proposed development is consistent with all applicable open space policies for the Orcutt Community Plan. Dev. Std. 4.3: No structure should be located within a designated open space area with the exception of related structures necessary for the provision of active or passive recreation opportunities that would not adversely affect open space areas, and flood control projects with no other method for protecting any existing structure in the floodplain is feasible and where such protection necessary for public safety (including detention basins). Culverts, crossings, roads, pipelines, fences, and bridges may be permitted where no alternative route or location is feasible or other constraints or site designs consideration (e.g. public safety) would require such structures.	As indicated in the addendum and the staff report the Stubblefield Road connection provides enhanced emergency response time making it a better design while accommodating recreational facilities consistent with open space policy 4.0 and development standards, 4.1 and 4.3.

2.2 **The Specific Plan will not be detrimental to the health, safety, comfort, convenience, and general welfare of the neighborhood.**

Total 10-year forecast estimated emissions for the 160 foot extension and the stop sign would be approximately 0.14 lbs/day, which would not be substantial enough to affect the health of nearby residents. The proposed Specific Plan Amendment would provide access options for the community and improve the overall public safety in terms of lower response times for emergency responders.

2.3 **The Specific Plan will not adversely affect necessary community services such as traffic circulation, sewage disposal, fire protection, and water supply.**

The proposed project would improve traffic circulation and fire protection in the southeast Orcutt area. The Stubblefield Road connection would provide easterly access to the existing Pine Grove/Oak Knolls neighborhood while improving overall connectivity in the road network in the Southeast Orcutt area. Fire Station 22 can respond directly to the Pine Grove/Oak Knolls neighborhood via Stillwell Road to Black Oak Drive, reducing response times by 2-3 minutes. The secondary emergency route would be less congested and have fewer traffic control devices, which would provide emergency response vehicles with unobstructed access to existing neighborhoods. Water supply and sewage disposal would be unaffected as a result of the road connection.

ATTACHMENT: C

Conditions of Approval

CONDITIONS OF APPROVAL

PROJECT SPECIFIC CONDITION

1.0 Ten (10) 15-gallon-size coast live oak saplings grown from locally obtained acorns collected on-site shall be planted within the Grove neighborhood park. Each planted tree shall survive *in situ* for at least 5 years and reach a height of at least 6 feet. Planted trees shall be protected with gopher fencing and irrigated using drip irrigation on a timer, and shall have survived through the first 3 years of the maintenance period. During the final two years of maintenance and monitoring, maintenance shall be reduced (i.e., no irrigation) to determine ability of the trees to survive unaided.

Plan requirements: This requirement, including suitable planting locations for each tree, shall be shown on a landscape plan to be reviewed and approved by the County Parks Department, P&D, and Comprehensive Planning.

Timing: Prior to construction of the Stubblefield Road connection, the County shall enter into an agreement with the developer of the park to install required landscaping. The final Grove neighborhood park grading and landscape plans shall be reviewed and approved by the County Parks Department, P&D, and Comprehensive Planning prior to approval of land use clearance for the Grove Neighborhood Final Development Plan. Park improvements, including tree planting, fencing, and irrigation, shall be completed prior to occupancy clearance for the first residence in the Grove neighborhood.

MONITORING: The County Parks Department, P&D, and Comprehensive Planning shall site inspect in the field to ensure compliance with landscape plans prior to occupancy clearance for the first residence in the Grove neighborhood.

ATTACHMENT: D

Open Space Overlay


Stubblefield Road
Oak for Removal
Open Space Overlay
© 1997-2004 AirPhotoUSA

ATTACHMENT: E

EIR Addendum

RICE RANCH SPECIFIC PLAN AMENDMENT FOR THE STUBBLEFIELD ROAD CONNECTION
CASE NUMBER 06ORD-00000-00016
ADDENDUM TO ORCUTT COMMUNITY PLAN EIR (95-EIR-01) and
RICE RANCH SPECIFIC PLAN SUPPLEMENTAL EIR (03-EIR-05)

January 18, 2007

1.0 CEQA DETERMINATION

Finding that CEQA section 15164 (Addendum) applies to the Rice Ranch Specific Plan Amendment. CEQA section 15164 allows an addendum to be prepared when only minor technical changes or changes which do not create new significant impacts would result. The OCP FEIR 95-EIR-01, which was prepared for the buildout of the Orcutt Community Plan and the Rice Ranch Specific Plan SEIR 03-EIR-05 are hereby amended by this 15164 letter for the Rice Ranch Specific Plan Amendment (06ORD-00000-00016).

2.0 INTRODUCTION

The California Environmental Quality Act (CEQA) requires analysis of environmental impacts that could occur as a result of project development. This environmental document, together with the Orcutt Community Plan Environmental Impact Report (OCP FEIR), 95-EIR-01, and the Rice Ranch SEIR, 03-EIR-05, is intended to inform the public and decision-makers of the potential significant environmental effects of the proposed Stubblefield Road Connection and to identify possible ways to minimize significant effects. This environmental document evaluates the potentially significant impacts associated with development and long term effects of the project.

This document has been prepared pursuant to State CEQA Guidelines Section 15164 and is referred to as an Addendum to an EIR. Where a community plan EIR has been certified and proposed development is consistent with the community plan, further environmental review is limited to effects upon the environment which are specific to the project area or the project and which are not addressed as significant effects in the prior EIR. The OCP EIR evaluated impacts associated with buildout under the Orcutt Community Plan, including detailed descriptions of the existing environmental setting and the analysis of cumulative impacts associated with buildout under the plan. The OCP EIR identified significant cumulative impacts in the areas of biological resources, cultural resources, geology, agriculture, noise, aesthetics, polluting sources/risk of upset, water supply, traffic, air quality, public services, and recreation. The Rice Ranch Specific Plan SEIR evaluated impacts to noise, air quality, aesthetics/visual resources, biology, public services (solid waste services) and land use/agricultural resources.

This document is intended to analyze potentially significant impacts which may result from the proposed project as well as determine any changes to the environmental setting that may require additional mitigation to reduce project-related impacts to less than significant levels. This environmental document, together with the OCP FEIR and Rice Ranch SEIR, would be used by the decision-makers in their consideration of the proposed project.

The proposed OCP amendments are described below and are followed by an explanation documenting that no new substantial increases in significant environmental effects would occur.

Following environmental review, staff analysis and a public hearing process, the Planning Commission would make recommendations to the Board of Supervisors relating to adoption of the proposed amendments.

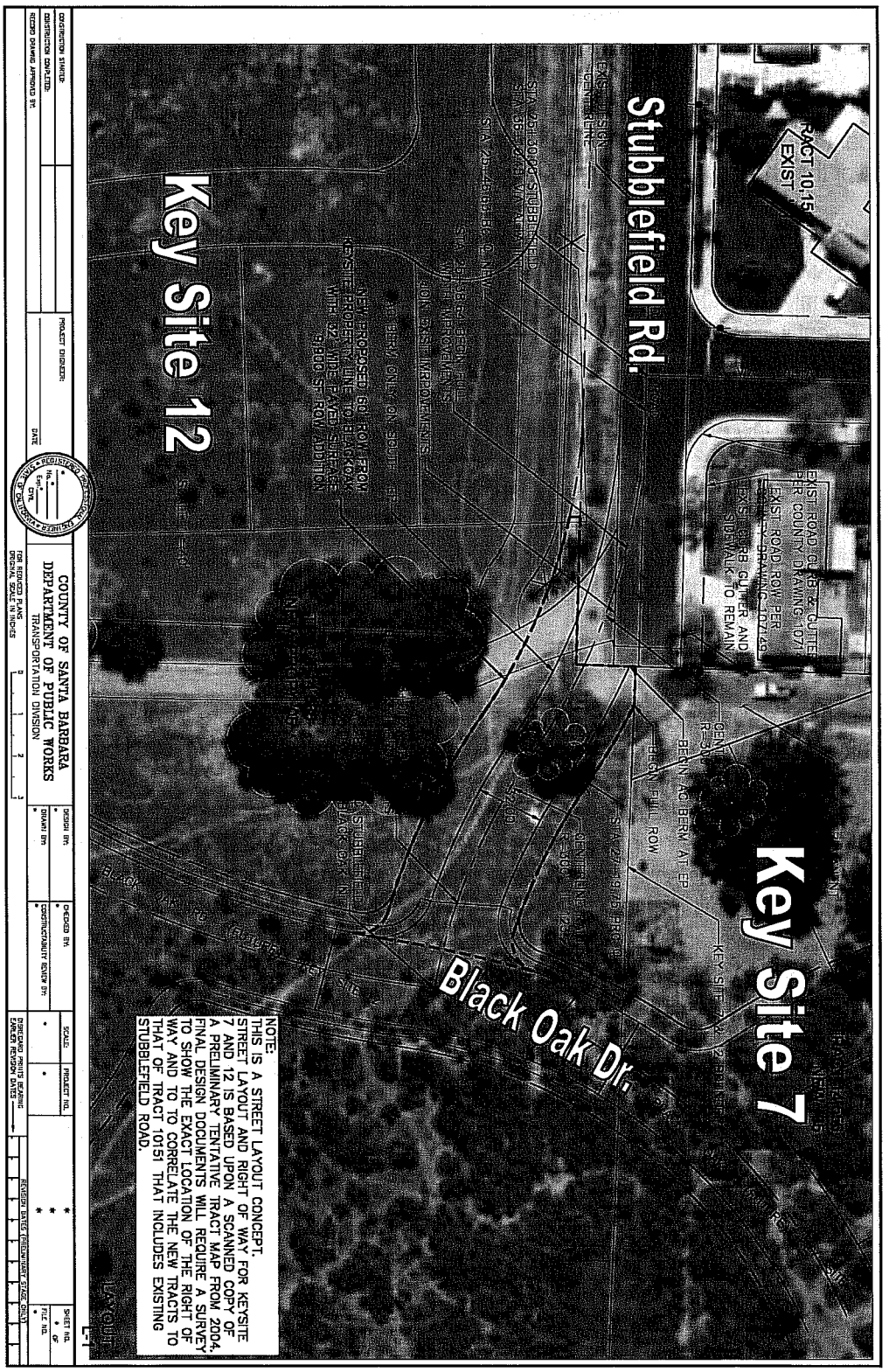
3.0 PROJECT DESCRIPTION

Hearing on request of the Public Works Department and the County Executive Office of Long Range Planning, Comprehensive Planning Division to adopt text and map amendments to the Rice Ranch Specific Plan to connect the eastern terminus of Stubblefield Road to Black Oak Drive.

The OCP FEIR Volume II included an analysis of three alignment options for the Stubblefield Road connection. Alignment A depicts the roadway extending along the southern boundary of Site 6 and connecting to Chancellor Street east of Stillwell Road (Figure KS6-2). Based upon engineering parameters, right-of-way, and cost, this alignment was the least desirable of the alternatives considered. Alignment B traverses the northern portion of the developable area of Site 6 before extending southwesterly into Site 7 (Figure KS6-3). Alignment C was determined to be preferable to Alignment B based upon location, conflict with development, impact on adjacent properties and general design (Figure KS6-4). All three alignment options would encroach into an approved residential lot on Key Site 7 and into approximately 3,000 square feet of the open space area (which includes the proposed park) on Key Site 12. All three would require removal of a mature coast live oak tree.

The proposed road would be 160 feet long. The connection would be located between the Stubblefield Road terminus and Black Oak Drive through the proposed 1.39-acre neighborhood park in the eastern portion of Rice Ranch (Key Site 12). The proposed project would include linking the proposed class II bikeway along Black Oak Drive to a proposed class III bikeway along Stubblefield Road. Construction of the roadway connection would require approximately 6,400 square feet of space within the park; the remaining park acreage would still maintain the minimum 1 acre size requirement, pursuant to OCP Key Site 12 Policy KS12-2.b and the Rice Ranch conditions of approval. The project 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.

Figure 3.1
Preliminary Design of Stubblefield Road Connection



3.1 Proposed Rice Ranch Specific Plan Amendments

The Proposed Rice Ranch Specific Plan Amendments include text and map changes. The Stubblefield Road Connection was not identified on the adopted circulation maps adopted in the OCP nor described as road way improvements identified in the OCP Circulation Element. See summary of proposed Rice Ranch Specific Plan amendments and text changes, appendix A. Subsequent to the adoption of the Orcutt Community Plan the Board of Supervisors amended text and map of the OCP to add the Stubblefield Road Connection on July 11, 2006.

The existing Policies, Actions, and Development Standards of the OCP that currently guide and regulate circulation envision increased intensity of development in the southeast Orcutt area. The OCP FEIR analyzes the potential environmental impacts that would occur with the anticipated intensity of development in southeast Orcutt within the context of the entire Orcutt planning area.

Potential environmental impacts that would result from implementation of the proposed amendments are the subject of this Addendum. In addition to analyzing overall environmental impacts to the Orcutt planning area resulting from general build-out under the OCP, the FEIR (Volume II Key Sites) as well as the Rice Ranch Specific Plan Supplemental EIR (03-EIR-05) evaluates potential site-specific environmental impacts of development of individual Key Sites as designated throughout the OCP planning area, and also evaluates how these site-specific impacts would contribute to the overall environmental impacts to the planning area.

4.0 PROJECT IMPACT ANALYSIS

Development of a roadway on the project site was reviewed under CEQA as part of the Orcutt Community Plan Environmental Impact Report 95-EIR-01 (certified 7/22/97). Development of a neighborhood park on the project site was reviewed under the Rice Ranch Specific Plan SEIR 03-EIR-05. This EIR addendum addresses topic areas where there have been changes to the existing circumstances, project description, or if new information has been obtained from what was described in the previous environmental documents. All impacts from the proposed project have been fully analyzed in either the OCP FEIR or the Rice Ranch SEIR. The discussion below includes the original cumulative analysis, original site specific analysis, and a description of the proposed project's changes and specific impacts and any circumstances that may have changed.

The document does not discuss impacts in the following areas: Agricultural Resources, Archaeological and Historical Resources, Geologic Resources, Hazardous Materials, Water Quality, Mineral Resources, Population and Housing, and Utilities and Service Systems. No significant impacts to these resources were identified during initial evaluation of the proposed project and project site. Significant impacts were identified in the earlier environmental documents for several other issue areas and are described in detail below.

4.1 Aesthetics/Visual Resources

Setting

The project location is currently undeveloped and features patches of sandhill chaparral and non-native grassland with oak woodland to the south and single family residential development to the north at the existing terminus of Stubblefield Road. Portions of Key Site 12 that are located farther up the hill at a higher elevation than the project site feature the highly visible Solomon Hills, containing some of the most significant natural scenic resources in the OPA (scenic bluffs, steep ridges, and oak woodlands) that are visible from Clark Avenue Rice Ranch Road, Bradley Road and Graciosa Road. However, the project site is located at the extreme north edge of KS 12, at a lower elevation and adjacent to existing residential development and is not part the expansive hillside vistas more generally associated with KS 12.

Previously Identified Impacts and Mitigation Measures

The OCP FEIR analyzed the visual impacts of converting the project site from undeveloped open space to a roadway (OCP FEIR Vol. 2 Figures KS6-2-4) and analyzed the extension of Stubblefield Road occupying the northern portion of the park. The Rice Ranch SEIR evaluated the visual impact of converting the project site natural open space to a neighborhood park. The original OCP FEIR identified seven relevant general impacts and three site-specific impacts with regard to development of residences and roadways on Key Site 12. The OCP FEIR also identified several mitigation measures, some of which are specific to the site. The relevant impacts and mitigation are shown in Table 4.1.1.

Table 4.1.1

Impact	Impact Summary	Impact Type	Mitigation
VIS-1	**Transformation to Urbanization.** Cumulative development potential under the OCP would transform the area from semi-rural to urban in character.	Class I	None applicable to the applicant's proposal
VIS-2	**Increased Night Lighting.** Development would increase nighttime lighting near the urban fringe.	Class II	**VIS-2.** Exterior lighting shall be directed away from open space areas and shielded. Night lighting shall not be permitted within or adjacent to wildlife corridors, unless essential for safety. **VIS-2.1.** Outdoor lighting shall be placed to minimize impacts to neighboring properties.
VIS-4	**Unmaintained Roadway Medians.** If left unmaintained, roadway medians could present a significant visual impact.	Class II	**VIS-4.** All landscaping shall use drought-tolerant species that do not obstruct views for motorists, pedestrians and cyclists.
VIS-6	**Intrusion of Fire Breaks.** Fire breaks could result in significant impacts because of tree removal.	Class II	**VIS-6.** All new development adjacent to open space overlay areas shall consider both fire protection and visual character through the use of setbacks, landscape maintenance, and fire resistant vegetation.
VIS-7	**Removal of Scenic Natural Resources.** Removal of scenic natural resources could result in significant visual impacts.	Class I	None suggested
VIS-13	**Open Space Fragmentation.** Development within open space corridors would result in significant unavoidable visual impacts.	Class I	None suggested
KS12-VIS-1	**Change in Visual Character.** Development on Key Site 12 would change the rural character of the site.	Class I	**KS12-VIS-1.** An Open Space Overlay shall be applied to the site as depicted in the OCP FEIR (Figure KS12-2) to preserve contiguous bands of open

Impact	Impact Summary	Impact Type	Mitigation
			space. **KS12-VIS-1.1** Landscape buffers and native vegetation shall be used as screening, where appropriate. **KS12-VIS-2.** The Specific Plan shall include landscaping and plantings to break up building masses and screen new development.
KS12-VIS-3	**Increased Night Lighting.** New housing and roadways would introduce night lighting to the area.	Class II	**KS12-VIS-3** The Specific Plan shall include a master lighting plan and/or standards. All exterior lighting shall be of low intensity, hooded, and directed away from open space areas.

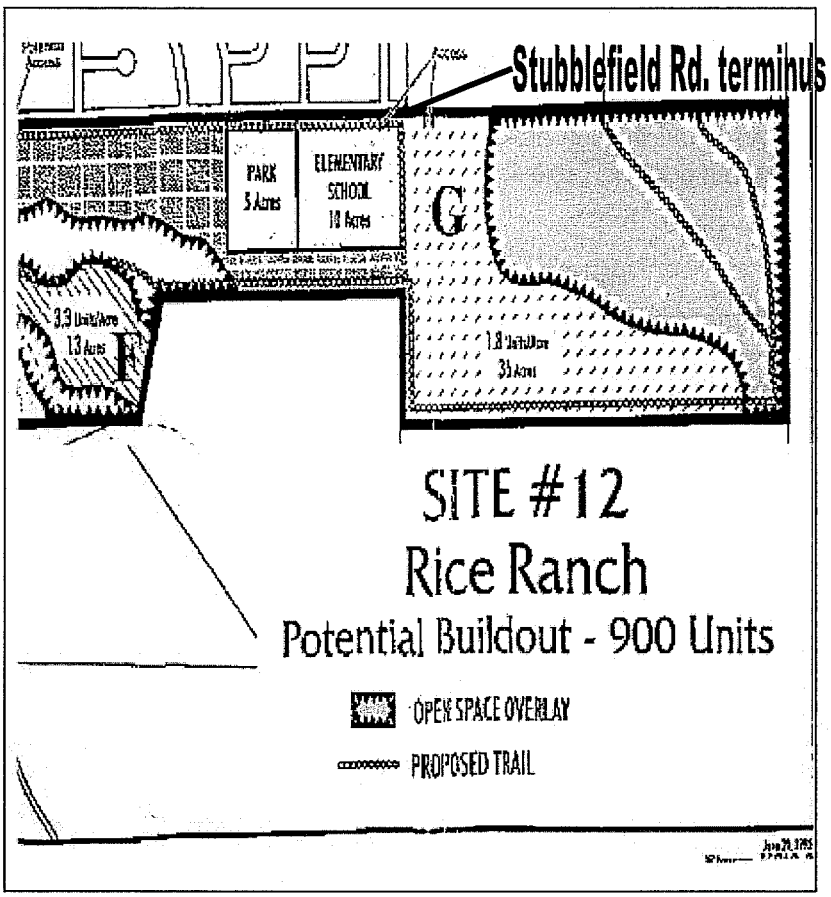
Impact Analysis

Night lighting The project involves the development of a 160 foot long extension of Stubblefield Road to Black Oak Drive. The extension would traverse a proposed 1.39 acre neighborhood park within the Grove neighborhood of Rice Ranch on the Key Site 12 map. The proposed project would result in some incremental increase in night lighting (Impacts VIS-2 and KS12-VIS-3).Potential night lighting impacts resulting from the proposed project would be similar to those impacts identified in the FEIR and SEIR. Mitigation measures VIS-2 and VIS 2.1 (see Table 4.1.1 above) have been adopted as OCP Policy VIS-O-6.1 and DevStd VIS-O-6.2 in the OCP, with which the proposed project would be required to be consistent.

Scenic Natural Resources The OCP FEIR identified unavoidable Class I impacts to visual resources resulting from the removal of scenic natural resources, including the removal of an oak tree, and open space fragmentation under the buildout scenario anticipated in the OCP. The road connection is located primarily in annual grassland, and one coast live oak tree is within the road alignment. A Statement of Overriding Considerations was adopted for the OCP FEIR, approving the OCP despite its significant environmental impacts. The removal of scenic natural resources and open space fragmentation resulting from the proposed road connection has been previously analyzed and is not considered a new impact.

Visual Character The Rice Ranch SEIR identified impacts associated with development changing the rural character of Key Site 12 (Impact KS12-VIS-1). A mitigation measure (KS12-VIS-1) to address this impact requires, "an Open Space Overlay...as depicted in the OCP FEIR (Figure KS12-2) to preserve contiguous bands of open space." As depicted on the excerpt of Figure KS12-2 below, the project site is not included on the map as it is not within a contiguous band of open space. The project site is within an isolated designated Open Space Area intended for recreational purposes. Therefore, this impact does not apply to the proposed project.

Figure 4.1.1
Excerpt from Figure KS12-2 depicting KS12 Open Space Area



Changes in Environmental Effects

The proposed amendments would not result in any new significant environmental impacts related to visual and aesthetic resources that were not analyzed in the FEIR and the Rice Ranch SEIR, and therefore, no changes to the Level of Significance would occur. The aesthetic and visual resource impacts that were analyzed in the FEIR and Rice Ranch SEIR are expected to remain **Significant and Unavoidable** (Class I).

4.2 Air Quality

Setting

Meteorological conditions in Santa Barbara County and how they affect local air quality are described in Section 5.11 of the 1995 OCP FEIR, as are the pollutants of primary concern in the Santa Barbara County region. State and federal standards governing air quality and current air quality in the region are briefly described below and are also described in greater detail in the 1995 OCP FEIR.

The long-term air quality threshold of significance is **25 pounds per day** of either nitrogen oxides (NO_x) or reactive organic compounds (ROC). Long-term project emissions primarily stem from motor vehicles associated with land use projects.

Previously Identified Impacts and Mitigation Measures

The original OCP FEIR identified three air quality impacts (AQ-1 through AQ-3), and 11 general mitigation measures (AQ-1 through AQ-11). The Key Site 12 analysis identified two specific impacts. These are summarized below in Table 4.2-1, with mitigation measures noted.

Table 4.2.1

Impact	Impact Summary	Impact Type	Mitigation
AQ-1	**Significant ozone precursors.** Implementation of the proposed Community Plan would result in potentially significant air quality impacts resulting from significant emissions of ozone precursors (ROC and NOx) to a non-attainment air basin for ozone.	Class I	**AQ-3.** Work with SMAT to extend and expand bus service **AQ-4.** County to provide transit, bicycle, and pedestrian access **AQ-5.** County to coordinate with Caltrans of park-and-ride facilities **AQ-6.** County to develop a TDM program for new job-based developments **AQ-7.** County to revise off-site road impact fees to increase funding for alternative transportation modes **AQ-8.** County to provide funding for new and expanded park-and-ride facilities **AQ-9.** County to use land planning that encourages the use of alternative transportation **AQ-11.** Energy conservation methods recommended for all projects
AQ-2	**Dust and PM10 generation.** Implementation of the Community Plan would result in potentially significant air quality impacts associated with the generation of fugitive dust and PM10 during construction related activities.	Class II	**AQ-1.** Future construction consistent with APCD control measures. **AQ-2.** Future construction to follow APCD requirements for NOx and ROC emissions. **AQ-10.** Measures to minimize dust generation associated with all earth-moving activity
AQ-3	**Inconsistent with Clean Air Plan growth rate.** Buildout of the proposed Community Plan could result in potentially significant air quality impacts by allowing residential development at a rate which is inconsistent with the air quality attainment objectives contained in the 1994 Santa Barbara Clean Air Plan.	Class I	See above under AQ-1
KS12-AQ-1	**Short-term Construction-Related Emissions.** Project grading would create potentially significant short-term construction-related impacts with regard to dust generation and emissions from construction equipment.	Class II	See AQ-3, AQ-4, and AQ-11 above under AQ-2
KS12-AQ-2	**Long-Term Operational Emissions.** Emissions from traffic associated with the development of 900 units would create potentially significant impacts by exceeding the ROC or NOx County thresholds of 25 pounds per day.	Class I	See above under AQ-1

Impact Analysis

The OCP FEIR analyzed air quality impacts associated with full buildout of the OPA, with a road network that included the Stubblefield Connection. In reality, build out numbers and traffic volumes have been lower than what was anticipated. For example, the original analysis anticipated development of 900 new residential units at Rice Ranch while only 793 units were approved for the site. This is about 12% fewer homes than originally contemplated. Consequently, trip generation would be about 12% less than originally expected and traffic volumes and therefore emissions would also be less than what was previously analyzed in the OCP FEIR.

The analysis of the Stubblefield Road connection included three alignment options, none of which were adopted in the OCP. Although these proposed alignments did not specifically analyze the impacts of the dogleg design, they did include the one-way stop sign and that is proposed under the current General Plan Amendment proposal.

Vehicle emissions, on average, tend to be highest during acceleration (after stopping at a stop sign) and lowest when vehicles are coasting or decelerating. The California Air Resources Board model, EMFAC 2002, shows that for light duty automobiles with catalytic converters, the summertime running exhaust emissions of NOx at 5 mph (considered to be same as idling) are approximately 12 times higher than when the auto is running at 35 mph. ROG emissions are approximately 8 times higher and CO emissions are approx. 1.7 times higher.

Emissions would only increase momentarily while the vehicle is at the stop sign until the vehicle accelerates. NOx emissions, which are the highest out of all the pollutants, at idling, would be 0.00002964 lbs/stop per car, (assuming a 5-second stop per car at 5mph idling speed).

With a 10-year forecast of 810 ADT, the increase in emissions due to the stop sign would be estimated to be 0.02368 lbs per day. NOx emissions at 35 mph on the 160-long portion of the road would be 0.00483 lb/mi. Total estimated emissions for the 160 foot extension and the stop sign for 810 ADT would be approximately 0.14 lbs/day, which is below the 25 lb/day threshold of significance. Therefore, the air quality impact from the addition of a stop sign would be less than significant.

Changes in Environmental Effects

The County's attainment status has improved since adoption of the OCP FEIR. Santa Barbara County is now in attainment of all federal ambient air quality standards including the federal eight-hour ozone standard, but does not meet the state one-hour ozone standard or the standard for particulate matter less than ten microns in diameter (PM10).

The proposed amendments, including the proposed 1-way stop sign, would not result in any new significant environmental impacts that were not analyzed in the OCP FEIR and the Rice Ranch SEIR, and therefore, no changes to the Level of Significance would occur. The air quality impacts that were analyzed in the OCP FEIR and Rice Ranch SEIR are expected to remain **Significant and Unavoidable** (Class I).

4.3 Biological Resources

Setting

The 160-ft.-long Stubblefield Road/Black Oak Drive connection project area is located in "The Grove" neighborhood of Key Site 12, also known as Rice Ranch. Key Site 7 (Vintage Ranch) is located immediately to the north. Broad-scale descriptions of the Biological Resources of these two key sites are included in the Environmental Documents for both the Rice Ranch Specific Plan and Vintage Ranch (SAIC 2003; LFR, 2002). The area is also discussed in the OCP FEIR.

Tables 5.2-2A and 5.2-2B in Section 5.2, *Biological Resources* of the OCP FEIR, show significant vegetation types and list sensitive species with potential or documented occurrence in the general project vicinity. Section 5.2 also includes additional information for plant and wildlife resources, including the regulatory setting, which is incorporated by reference. The road connection is located primarily in annual grassland, and one coast live oak tree is within the road alignment. Four additional mature oak trees, identified as oak woodland in the Rice Ranch Supplemental EIR, are located to the south of the proposed road alignment. A blue gum eucalyptus tree and Monterey pine trees are located to the north on Key Site 7. Neither the oak woodland, eucalyptus tree, nor the pine trees would be affected by the Stubblefield Road Connection.

Previously Identified Impacts and Mitigation Measures

The OCP FEIR and the Rice Ranch SEIR identifies several impacts resulting from grading and the construction of the entire approximately 1.3 mile long Stubblefield Road/Stillwell Road Connection and build out of the Rice Ranch development. Impacts resulting from the proposed Stubblefield Road connection and the construction of Black Oak Drive to Stillwell Road alone would involve the loss of ten acres of undeveloped lands including 2 acres of riparian scrub, 1.5 acres of coast live oak riparian woodland, 3 acres of central coastal scrub, and 2 acres of sandhill chaparral. The loss of habitats resulting from the construction of the 1.3-mile-long Black Oak Drive across the watercourse on Vintage and Rice Ranches is the primary significant impact of the Stubblefield/Stillwell connection, as discussed in the OCP FEIR and Rice Ranch SEIR. The following table identifies impacts and associated mitigation measures applicable to the entire Stubblefield /Stillwell Connection (i.e., the proposed 160-foot long Stubblefield Road Connection and the construction of Black Oak Drive to Stillwell Rd.) and the Rice Ranch project as contemplated at that time. Please refer to the OCP FEIR and the Rice Ranch SEIR for the complete discussion.

Table 4.3.1

Impact	Impact Summary	Impact Type	Mitigation
1995 OCP FEIR Analysis:			
BIO-2	**Stillwell-Stubblefield extension.** Ten acres of undeveloped lands crossed by the proposed road extension could include 2 acres of riparian scrub, 1.5 acres of coast live oak riparian woodland, 3 acres of central coastal scrub, and 2 acres of sandhill chaparral. The road alignment would significantly fragment habitats	Class II	**BIO-1.** Avoid or minimize removal of riparian vegetation and fill placement in creek. Bridge clearance shall be adequate for wildlife passage (minimum 6 feet). Span bridge is preferred; box culvert is second

Impact	Impact Summary	Impact Type	Mitigation
	in the foothills, (sandhill chaparral) and wildlife corridors along Orcutt Creek and a major tributary that flows across Rice Ranch.		choice. Locate supports outside creek banks. **BIO-2.** Minimize removal of riparian vegetation for bicycle paths. Requires 50-foot setback (if feasible) from edge of riparian vegetation or top of bank, whichever protects greater area. Restore riparian habitat between path and creek. Direct lighting away from creek. **BIO-3.** Provides for preparation of habitat restoration plans for projects that significantly impact wetlands, oak woodland, and rare plant impacts. **BIO-3.1.** Recommendation to P&D to establish a regional mitigation bank to offset habitat loss in cooperation with other agencies as funding becomes available. **BIO-3.2.** Suggests locations for purchase and preservation as offsite mitigation in the event that on-site preservation and restoration options are exhausted. **BIO-6.** Road lighting shall be designed to minimize spill into native habitat areas.
BIO-31	**Removal of oak trees:** Removal of oak trees due to site development would be *potentially significant* due to the wildlife habitat value that even a single oak tree in an urban environment provides for insects, reptiles, birds, and small mammals.		**Mitigation BIO-26:** Oak trees shall be protected to the maximum extent feasible. Measures taken to preserve oak trees should include modification of project design (eg: clustering, narrower road width, taller building heights, etc). The area protected from grading, paving and other disturbances should include the area 6 feet outside of the dripline. Where oak trees are killed, they shall be replaced in a manner consistent with County standards.
KS12-BIO-1	**Reduction in Habitat.** Grading and clearing associated with the construction of 900 residential units, hiking trails, roadway access, and retention basin would create potentially significant impacts to biological resources through the loss of approximately 55 acres of coastal sage scrub, 90 acres of coast live oak woodland, 40 acres of eucalyptus woodland, 50 acres of sandhill chaparral, and 300 acres of grassland.	Class I	**KS12-BIO-1**: Requires an Open Space Overlay to be applied to preserve intact, habitat. **KS12-BIO-3:** Any specimen coast live oaks removed or damaged should be mitigated by installation and maintenance of replacement plantings in accordance with standards of the County of Santa Barbara.
KS12-BIO-2:	**Disruption of Habitat Corridor.** Construction of 900 residences, roads, and hiking trails would *significantly* impact the ability of wildlife to use the site by constricting movement to small north-south corridors and eliminating wildlife movement from east to west. Habitat fragmentation (i.e. elimination and separation of grasslands, coast live oak woodlands, riparian woodlands, sandhill chaparral, and coastal sage scrub) would cause an overall decline in the numbers and diversity of species by creating barriers to wildlife movement and restricting genetic exchange for both plants and animals.	Class I	**KS12-BIO-9:** All exterior lighting features used in development within 100 feet of the open space area shall be directed away from adjacent habitat areas. Hoods shall be installed on lighting fixtures to prevent "spill-over" into adjacent habitat areas when deemed necessary by P&D. Decorative lighting shall utilize low intensity sources.

Impact Analysis

The realignment of the Stubblefield Road connection is approximately the same length as the three originally proposed alignments and would impact similar resources. The OCP FEIR analysis included removal of the oak tree and approximately 3,000 square feet of the park.

One coast live oak tree would be removed as part of the proposed project which is outside of the Orcutt Community Plan Open Space Overlay. While the loss of each individual tree was not specifically discussed, the OCP FEIR and the Rice Ranch SEIR analyzed the impacts resulting from converting the site from natural open space and grazing land to an urban setting. The loss of one coast live oak tree would be unsubstantial in comparison to the previously addressed broader impacts of Vintage Ranch, Rice Ranch, and the OCP build-out, and would not be considered a new impact as the removal of hundreds of oak trees have been previously analyzed. The coast live oak tree currently provides a link to the habitats to the north and to the south, however, because the coastal sage scrub habitats to the north would be removed by the anticipated development of Vintage Ranch, and approximately 0.9 acres of natural open space to the south would be replaced by park landscaping, the loss of the oak tree would not result in fragmentation of habitat. The oak tree will be replaced with ten (10) 15-gallon-size coast live oak saplings grown from locally obtained acorns collected on-site and planted within the Grove neighborhood park. Each planted tree shall survive *in situ* for at least 5 years and reach a height of at least 6 feet. Planted trees shall be protected with gopher fencing and irrigated using drip irrigation on a timer and shall have survived through the first 3 years of the maintenance period. During the final two years of maintenance and monitoring, maintenance shall be reduced (i.e., no irrigation) to determine ability of the trees to survive unaided.

The OCP FEIR determined in Impact BIO-31, that the removal of even one oak tree could have a potentially significant impact. A mitigation measure identified in the OCP FEIR (BIO-26) addresses this potential impact by requiring replacement of removed oak trees and protection of nearby trees. As required pursuant to County tree replacement standards, any protected trees which are removed, relocated and/or damaged (more than 20% encroachment into the critical root zone) shall be replaced on a 10:1 basis with 1 gallon size saplings grown from seed obtained from the same watershed as the project site. Where necessary to remove a tree and feasible to replant, trees shall be boxed and replanted.

Changes in Environmental Effects

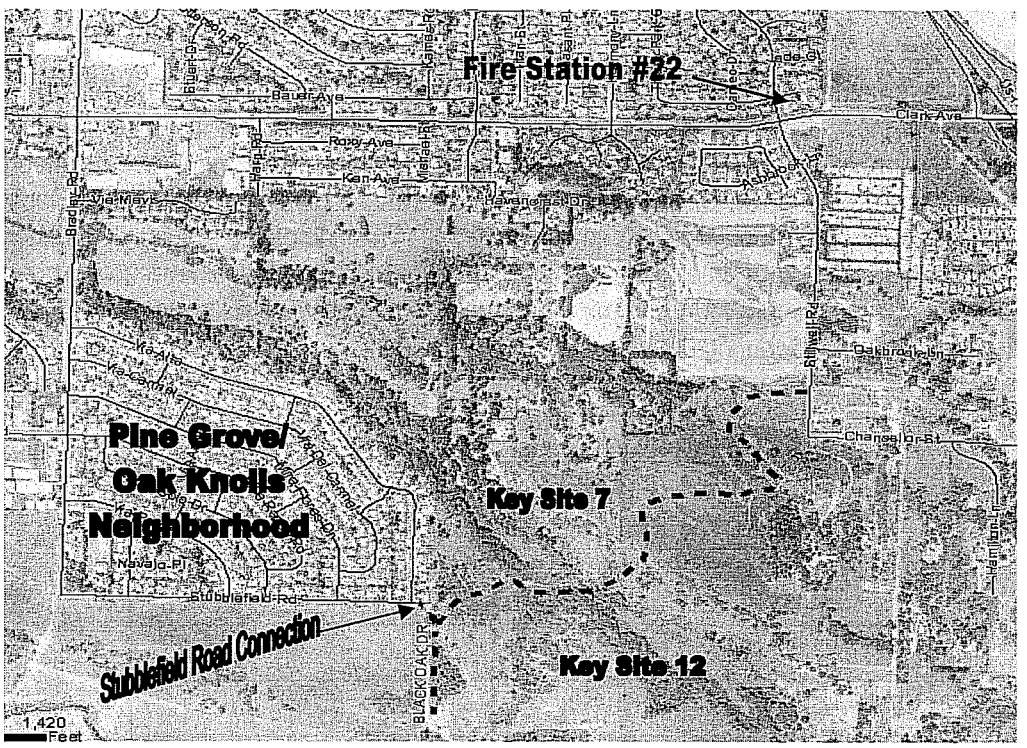
Biological impacts associated with removing natural habitat from the project site and converting it to urban uses was fully analyzed in the OCP FEIR and the Rice Ranch SEIR. The proposed amendments would result in an incremental impact (one coast live oak tree) but would not result in any new significant environmental impacts that were not analyzed in the OCP FEIR and the Rice Ranch SEIR, and therefore, no changes to the Level of Significance would occur. The one coast live oak tree to be removed would be replaced at the standard county ratio of 10:1. The biological impacts that were analyzed in the OCP FEIR and Rice Ranch SEIR are expected to remain **Significant and Unavoidable** (Class I).

4.4 Fire Protection

Setting

Wildland and structural fire protection and paramedic services for the Orcutt area is provided by the Santa Barbara County Fire Department (SBCFD). Rice Ranch, Vintage Ranch and the Pine Grove/Oak Knolls neighborhood would be served by County Station 22, located at 1596 Tiffany Park Court, approximately 1.5 miles northeast of the project site. Back up assistance would be provided from County Station 21, located near the airport at 3339 Skyway Drive, and the Orcutt Volunteer Fire Department as needed. Currently, County Station 21 is staffed with nine full-time professional fire fighters, three of whom are on duty at all times. County Fire Station 22 is staffed with 12 full-time fire fighters, four of whom are on duty at all times (includes one paramedic per shift). In 2005, County Fire responded to 32 emergency calls in the Oak Knolls/Pine Grove neighborhood, 23 of which were medical emergencies.

Figure 4.4.1
Vicinity Map of Fire Station #22



Previously Identified Impacts and Mitigation Measures

The original OCP FEIR identified five fire protection impacts (FIRE-1 through FIRE-5). These are summarized below (Table 4.4.1), with mitigation measures noted. It should be noted that not all mitigation measures identified in the OCP FEIR are relevant for the Stubblefield Road Connection project. These measures were omitted.

Table 4.4.1

Impact	Impact Summary	Impact Type	Mitigation Summary
FIRE-2	**Development Outside Existing Five-Minute Response Areas.** Cumulative development under the OCP would increase the number of residences outside the five-minute threshold, resulting in potentially significant impacts.	Class II	**FIRE-1.** As funds become available, county shall hire additional firefighters. **FIRE-2.** Each residential unit shall be assessed a mitigation fee. County Fire Dept. shall periodically reassess these fees. **FIRE-3.** Buildings over 5,000 square feet shall install sprinkler systems. **FIRE-6.** New development shall adhere to standards outlined in the Uniform Fire Code. Two routes of ingress/egress for all developments. **FIRE-10** Fire breaks at least 100 ft. between development and foothill vegetation. Undergrowth mowed annually, and oaks trimmed up to 6 ft. Open Space Overlay not more than 25% of width of fire break.
FIRE-5	**Removal of Vegetation.** Clearing and brushing for fire breaks could create potentially significant impacts to biological resources and aesthetics.	Class II	**FIRE-6.** See above **FIRE-7.** See above **FIRE-14.** Fire breaks sited to minimize impacts to biological resources. **FIRE-15.** Minimize need for fuel breaks through use of paved roads. Setback of 100 ft. from Open Space. Landscaping should not restrict fire fighting equipment.

Impact Analysis

Only one access route for emergency response is available to the Pine Grove/Oak Knolls neighborhood via the Clark Avenue/Bradley Road intersection. As shown in Table 4.4.2 below, projected 10-year roadway volumes from the fire station to the Oak Knolls/Pine Grove neighborhood would be substantially higher on Clark Avenue to Bradley Road than on Stillwell Road, Black Oak Drive, and the proposed Stubblefield Road connection. This increased traffic would increase emergency response times over time. The installation of traffic signals on Clark Avenue to control the increased traffic volumes would further impede the speed emergency vehicles on the only existing emergency route, particularly during peak hours.

Table 4.4.2
10-YEAR FORECAST ROADWAY VOLUMES

Route from Fire Station #22 via Bradley Road

Roadway Segment	ADT Forecast 10-Year With Connection
Clark Ave e/o Bradley Rd	18,300
Bradley Rd. n/o Rice Ranch Rd.	9,700

Route from Fire Station #22 via Stillwell/Black Oak Drive

Roadway Segment	ADT Forecast 10-Year With Connection
Stillwell Rd s/o Clark Ave	8,200
Black Oak Dr. s/o Stubblefield Rd.	940
Black Oak Dr. e/o Stubblefield Rd.	2,250

By connecting Stubblefield Road directly with Black Oak Drive, fire department travel distances to the existing Pine Grove/Oak Knolls neighborhood would be reduced by approximately one mile. In addition to the shorter distance, the secondary emergency route would also be less congested and have fewer traffic control devices, which would provide emergency response vehicles with unobstructed access to existing neighborhoods. Fire Station 22 can respond directly to the Pine Grove/Oak Knolls neighborhood via Stillwell Road to Black Oak Drive, reducing response times by 2-3 minutes despite the higher grade of Black Oak Drive (maximum 11% grade). This improvement would provide access options for the community, and improve the overall public safety in terms of lower response times for emergency responders, as well as emergency egress for the public.

Changes in Environmental Effects

The proposed amendments would not result in any new significant environmental impacts to Fire Protection that were not analyzed in the FEIR and Rice Ranch SEIR, and therefore, no changes to the Level of Significance would occur. The noise impacts that were associated with emergency response vehicles traversing the area were analyzed in the OCP FEIR and Rice Ranch SEIR and are expected to remain **potentially significant** (Class III).

4.5 Land Use

Setting

The project site is located in the northeastern portion of Key Site 12. The land use and zoning designations on this site are Planned Development (PD) maximum 725 units and Planned Residential Development (PRD), respectively. These designations allow for construction of residential units of various densities, clustered on a maximum total of about 250 acres. The Rice Ranch Specific Plan SEIR addresses development of the site.

The Pine Grove/Oak Knolls neighborhood is directly to the north of Stubblefield Road and is bounded by Bradley Road to the west, Stubblefield Road to the south, Orcutt Creek floodplain to the north, and Key Site 7 to the east. This neighborhood was constructed during the 1960s and is entirely residential, single family detached housing on lots of 8,000 square feet. The area is completely built out with no remaining open space. Pine Grove Elementary School is immediately to the west of the neighborhood and is located on the intersection of Bradley Road and Rice Ranch Road approximately 0.5 miles from the Stubblefield Road connection.

In compliance with the mitigation measures identified in the OCP FEIR, seven contiguous bands of open space areas have been applied throughout Orcutt to preserve its semi-rural character and scenic value, avoid natural hazards, and provide for recreational opportunities or habitat preservation. The foothill open space corridor preserves unobstructed views of the Solomon Hills. This corridor also buffers the urban area from hundreds of acres of highly flammable vegetation, protects steep slopes, preserve the diverse habitats of the hills (oaks, coastal sage scrub, chaparral, etc.), provide continued foraging grounds for a variety of animals, and preserve trail opportunities.

The open space in "The Grove" neighborhood of Rice Ranch, as discussed in the Supplemental FEIR for Rice Ranch, is separated into two sections, a northerly section and a southerly section. The

northerly section (north of Black Oak Road and south of the Stubblefield connection) was designated to be a neighborhood park, and the southerly section (south of Black Oak Road) was designated to be natural open space (See Figure 2-1, Rice Ranch Specific Plan SEIR).

Previously Identified Impacts and Mitigation Measures

The OCP FEIR identified one applicable land use impact (LU-4). The agricultural resource analysis found two general impacts (KS12-AG-1 and KS12-AG-2). The Key Site 12 analysis identified two site-specific impacts. These are summarized below in Table 4.5.1, with mitigation measures noted.

Table 4.5.1

Impact	Impact Summary	Impact Type	Mitigation
LU-4	**Urbanization of Rural and Semi-Rural Areas.** Development would unavoidably convert open space and spread urbanization to rural areas.	Class I	All directed toward County actions; none relevant to the applicant
KS12-AG-1	**Agricultural Soils Conversion.** Development on Key Site 12 would convert about 75 acres of agricultural soils to urban uses, including 30 acres of Class I soils and 45 acres of Class III soils along the northern and central site boundaries.	Class I	None available
KS12-AG-2	**Rangeland Conversion.** Development of Rice Ranch would impact cattle grazing by removing 250-300 acres of grassland.	Class I	None available

Impact Analysis

Policy Consistency The preliminary design of the Stubblefield Road connection indicates that a portion of the road would encroach into the northerly section of The Grove neighborhood open space area. The general area traversed by the proposed Stubblefield Road connection was designated in the Rice Ranch Specific Plan and the OCP (see OCP, March 2005, Figure KS-12-2) as a 1.39-acre neighborhood park of the Rice Ranch development. Development Standard OS-O-4.3 allows for the construction of roads within the open space area where constraints or site design considerations (e.g., public safety) preclude development elsewhere. Staff analyzed two design options, identified as Option A, which is the proposed option, and Option B, which would encroach into an approved residential lot on Key Site 7 and into approximately 3,000 square feet of the open space area on Key Site 12. Both options would require removal of a mature coast live oak tree. The benefit of maintaining an additional approximately 3,000 square feet of open space does not outweigh the negative effects of removing a residential lot on Key Site 7 and requiring a more complicated and less safe intersection design. Encroachment into the Open Space Area entirely is unavoidable due to the close proximity of the Stubblefield Road terminus to the designated Open Space Area. Therefore, the proposed project would be consistent with OCP Development Standard OS-O-4.3 as well as all other Comprehensive and Community Plan policies. No new impacts would occur.

According to the Traffic Study prepared for the proposed project, the Bradley/Rice Ranch Road intersection is currently operating at 0.25/Level of Service (LOS) A. A LOS A condition indicates free unobstructed flow, no delays, and that all signal phases are sufficient in duration to clear all approaching vehicles. The projected 10-year forecast at the intersection is 0.42/LOS A regardless of construction of the Stubblefield Road connection. The proposed project would not result in increased congestion during school hours in the surrounding area.

The connection would result in a 40% average daily trip (ADT) increase on Stubblefield Road over the next 10 years. The traffic Study considered the possibility of drivers seeking an alternate route through the Pine Grove/Oak Knolls neighborhood to avoid the increased traffic on Stubblefield Road due to the road connection. The study indicated that the existing elaborate road network within the neighborhood discourages drivers from diverting onto residential streets. No increased traffic within the neighborhood would occur as a result of the proposed project.

Changes in Environmental Effects

The Land Use impacts that were analyzed in the OCP FEIR and Rice Ranch SEIR are expected to remain **Significant and Unavoidable** (Class I).

4.6 Noise

Setting

Vehicular traffic along Stubblefield Road is the primary existing noise source in the area of the project site. The OCP FEIR determined that existing noise levels along this stretch of roadway are 52.5 dBA. A project that generates noise that raises the ambient noise level above 65 dBA CNEL and can affect sensitive receptors is considered significant (County of Santa Barbara, 1995). Noise sources that increase ambient noise levels substantially but remain under 65 dBA CNEL may also be determined significant. For purposes of the Rice Ranch Specific Plan, an impact is considered significant if project implementation would cause the ambient noise level to increase by 3 dBA or more. A 3 dBA change represents the minimum change that is audible to most receptors. Exterior noise level changes of 1-2 dBA are not considered significant since they are generally not perceptible.

County environmental thresholds estimate that noise-sensitive uses, such as residences, hotels, hospitals, and educational facilities, located within 1,600 feet of typical construction are subject to noise levels of 65 DBA CNEL. Approximately 157 residences are located within 1,600 from the project site; the nearest residence is located approximately 40 feet away.

Previously Identified Impacts and Mitigation Measures

The original OCP FEIR identified four noise impacts, two of which are relevant to the proposed project (NSE-3). Mitigation measures NSE-1-3 and NSE-5 would address this impact.

Table 4.6.1

Impact	Impact Summary	Impact Type	Mitigation
NSE-1	**Noticeable Noise Level Increase.** Development under the OCP would result in noise level increases of at least 3 dBA on secondary roadways throughout Orcutt.	Class I	**NSE-1.** Locate development outside 65 dBA CNEL contours **NSE-2.** Interior noise levels should be less than 45 dBA through building design and materials used **NSE-3.** Barriers, site design and building orientation should ensure exterior noise levels would be less than 65 dBA
NSE-3	**Construction Related Noise.** Noise from grading and construction would result in potentially significant impacts to	Class II	**NSE-5.** Limit construction hours between 8 AM and 5 PM. Noise attenuation

	receptors within 1,600 feet of activity.		barriers could be required
KS12-NSE-1	**Exposure of Residents to Noticeable Noise Level Increases.** Development under the OCP, particularly in Key Sites 6 and 7 would generate traffic that would increase existing noise levels along Rice Ranch Road and Stubblefield Road by more than 3 dBA.	Class I	None suggested, other than NSE-1 listed above
KS12-NSE-2	**Construction Related Noise.** Noise from grading and construction could impact activities at Pine Grove Elementary School, which is within 1,600 feet of the proposed project site. Development of Rice Ranch would impact cattle grazing by removing 250-300 acres of grassland.	Class II	None suggested, other than NSE-5 listed above

OCP Impacts NSE-1 and NSE-3 are general impacts that would result from cumulative development under the OCP. They are not specific to the proposed project site. Similarly, mitigation measures NSE-1, NSE-2, NSE-3 and NSE-5 identified in the OCP FEIR pertain to countywide efforts to reduce noise impacts for development in general. These measures should still be implemented, but do not directly address specific impacts that would occur on the project site.

Impact Analysis

Short Term Impacts The extent of projected noise levels from construction have been adequately evaluated in the OCP FEIR. Construction related noise would be minimized by limiting construction hours as required by Development Standard NSE-O-2.1 of the OCP.

Long Term Impacts Associated traffic generation and projected noise levels that would result from the proposed amendments have been adequately evaluated in the FEIR. According to the Traffic and Circulation Study prepared by the Public Works Department, the Stubblefield Road Connection would result in a 40% increase in traffic on Stubblefield Road. Figure 5 of the County Noise Element calculates a 40% increase in traffic would result in an increase of 1.48 dB, which is below the 3dB threshold and would not be perceptible. Therefore, potential noise impacts resulting from construction of the 160 foot connection, as amended pursuant to this project proposal, were adequately analyzed in the OCP FEIR and no additional environmental impacts beyond those analyzed in the OCP FEIR would occur.

Changes in Environmental Effects

Impacts associated with short and long term noise levels as a result of the Stubblefield Road Connection were previously evaluated in the OCP FEIR. The OCP FEIR 10-year forecast anticipated higher traffic volumes and associated traffic noise than what is presently occurring. The OCP FEIR anticipated 2,450 average daily trips (ADT) on Stubblefield Road east of Bradley Road in 2007. The actual roadway volume is only 1,000 ADT. The proposed amendments would not result in any new significant environmental impacts that were not analyzed in the FEIR and Rice Ranch SEIR, and therefore, no changes to the Level of Significance would occur. The noise impacts that were analyzed in the FEIR and Rice Ranch SEIR are expected to remain **Significant and Unavoidable** (Class I).

4.7 Public Services

Setting

Police protection in the Orcutt area is provided by both the Santa Barbara County Sheriff's Department (SBCSD) and the California Highway Patrol (CHP). The Santa Maria Valley Sheriff's

Substation located at 812A W. Foster Road in Orcutt (Division Headquarters for North County), provides primary service to the Orcutt planning area with backup from the CHP, Santa Ynez Valley Sheriff's Substation, the City of Santa Maria, and the City of Lompoc's Police Department, on an as-needed basis.

Sheriff patrol cars are dispatched to the planning area to respond to calls for emergency service. Due to the location of the substation in Orcutt, response time to service calls within the project area is below five minutes. Since the Sheriff's Department also responds to calls in Guadalupe, Casmalia, Garey, and Los Alamos, response time in Orcutt increases if officers are out on call in one of these outlying areas.

While the Santa Barbara Sheriff's Department provides general police service to the area, the CHP enforces the Vehicle Code and investigates accidents. These two police agencies have reciprocal agreements to provide mutual assistance in emergency situations. Two CHP cars patrol the three major routes (US Highway 101, State Route 1, and State Route 135) through Orcutt as part of the Santa Maria patrol area.

Previously Identified Impacts and Mitigation Measures

The original OCP FEIR identified two impacts (POL-1 and POL-2), related to service deficiencies and response times.

Table 4.7.1

Impact	Impact Summary	Impact Type	Mitigation
POL-1:	Reduction in service ratio of police officers to population served.	Class I	The hiring of additional officers shall be phased with the additional population growth to provide a ratio of 1 officer to 1,200 persons. An additional 15 officers shall be hired by the County sheriffs department at full buildout of the project.
POL-2	Development outside of existing five minute response area.	Class I	

OCP Impact POL-1 is a general impact that would result from cumulative development under the OCP. It is not specific to the proposed project site. Similarly, mitigation measure POL-1 identified in the OCP FEIR pertains to countywide efforts to reduce police protection impacts in general. This measure should still be implemented, but does not directly address specific impacts that would occur on the project site. Impact POL-2 is a general impact regarding development outside the Sheriff's five-minute response zone. The Santa Maria Valley Sheriff's Substation has indicated that the site is within the five-minute response area.

Impact Analysis

The extension of Stubblefield Road to Bradley Road would provide enhanced access to Rice Ranch and the Pine Grove/Oak Knolls neighborhoods, reduce response time for some police calls, and result in more efficiency in patrolling the southeast section of Orcutt. Developer Fees shall be paid to help finance additional police services, as defined by the Public Infrastructure Financing Program developed for the Orcutt Community Plan, prior to Final Inspection.

Changes in Environmental Effects

The proposed amendments would not result in any new significant environmental impacts that were not analyzed in the OCP FEIR and Rice Ranch SEIR, and therefore, no changes to the Level of Significance would occur. The public service impacts that were analyzed in the OCP FEIR and Rice Ranch SEIR are expected to remain **Significant and Unavoidable** (Class I).

4.8 Recreation and Open Space

Setting

The project site is currently undeveloped open space. The Rice Ranch Specific Plan called for the development of two 5+ acre public parks and four pocket parks, one of which would be located at the project site. The pocket park was planned to be 1.39 acres.

Previously Identified Impacts and Mitigation Measures

The original OCP FEIR identified five Parks, Trails, Recreation and Open Space impacts (REC-1 through REC-4). The Rice Ranch Specific Plan SEIR identified two additional impacts (KS12-REC-1 and KS12-REC-1). It should be noted that not all mitigation measures identified in the OCP FEIR are relevant for the proposed project. These measures were omitted from table 4.8.1.

Table 4.8.1

Impact	Impact Summary	Impact Type	Mitigation Summary
REC-1	**Intensification of Use in Existing Recreational Facilities.** Increased population associated with buildout of community plan could result in significant and unavoidable impacts, leading to unavailability of facilities to existing and future residents.	Class II	**All measures pertain to the County; none applicable to the applicant**
REC-2	**Increased Demand for Recreational Facilities.** Increased population associated with the community plan would worsen existing facility deficit and cause a substantial increase in demands for parks, trails, bike paths and recreational facilities resulting potentially significant impacts.	Class II	**REC-11.** County Parks Dept. shall review trail easement requirements, location and design on a case-by-case basis and for obtaining appropriate permits and environmental review prior to trail construction. Trails shall be sited to avoid significant environmental constraints and minimize conflicts. Other measures pertain to County actions, and do not apply to the applicant
REC-3	**Loss of Open Space/Established Public Use of Trails.** Buildout of the community plan would substantially reduce the amount of undeveloped open space and the existing extensive trail network, resulting in potentially significant impacts through the loss of established hiking, biking trails and passive recreational areas.	Class I	**REC-6.** Dedication of appropriate areas in fee or as easements for public open space, and to dedicate trail easements. **REC-11.** See above
REC-4	**Increased Demand for Neighborhood Parks.** Buildout would reduce undeveloped open space in the urban area while increasing population in areas with no established or proposed neighborhood parks, resulting in a potentially significant impacts.	Class II	Measures pertain to County actions, not applicable to the project applicant.
KS12-REC-1	**Loss of Established Public Use of Trail/Open Space.** Project would reduce the amount of undeveloped open space and would fragment the existing trail network, resulting in potentially significant impacts.	Class II	**KS12-REC-1.** Specific Plan/Development Plan shall incorporate hiking trails that will connect with the proposed trails for southeast Orcutt
KS12-REC-2	**Increased Demand for Local/Neighborhood Parks.** Development would create potentially significant impacts to recreation by introducing additional residents into an area that currently has no public parks or recreation areas.	Class II	**KS12-REC-2.** Specific Plan/Development Plan shall include provision for dedication, funding and construction of a 5-acre public park next to the proposed elementary school, a 5+ acre park to serve the 8 unit/acre neighborhoods and one additional 1+ acre park to serve each other neighborhood.

Impact Analysis
Staff analyzed two design options identified as Option A, which is the proposed option, and Option B, which would encroach into an approved residential lot on Key Site 7 and into approximately 3,000 square feet of the open space area on Key Site 12. Development of the proposed Stubblefield Road Connection alignment would eliminate 6,400 square feet of the pocket park within a designated Open Space Area on Key Site 12. The benefit of maintaining an additional approximately 3,000 square feet of open space of the Option B alignment does not outweigh the negative effects of removing a residential lot on Key Site 7 and requiring a more complicated and less safe intersection design.

The road connection would reduce the size of the neighborhood park from 1.39 acres (60,548 sq. ft.) to 1.24 acres (54,148 sq. ft.) and would bisect the park to create an approximately 5,600 square foot park area to the north of the Stubblefield Road connection and an approximately 48,548 square foot 1.1 acre) park area to the south of the connection. Even with the decrease in park space, the Rice Ranch Development would still comply with the Board of Supervisors established minimum standard ratio of 4.7 acres of park land per 1,000 people. The remaining park acreage of the southern portion of the park alone would also maintain the minimum 1 acre size requirement for parks, pursuant to the Rice Ranch conditions of approval. No new impacts would occur.

Changes in Environmental Effects
The proposed amendments would not result in any new significant environmental impacts that were not analyzed in the OCP FEIR and Rice Ranch SEIR, and therefore, no changes to the Level of Significance would occur. The recreation impacts that were analyzed in the OCP FEIR and Rice Ranch SEIR are expected to remain **Significant and Unavoidable** (Class I).

4.9 Transportation

Setting
The developed portion of the OPA is approximately 5 miles in length and 6 miles in width, and is contiguous to the City of Santa Maria. The OPA is generally bounded by Black Road on the west, Telephone Road on the east, the City of Santa Maria on the north, and rolling hills on the south. Regional access to the planning area is provided by U.S. Highway 101 traversing the eastern area, State Route 1 located south and west of the OPA and State Route 135 traversing the center of the Orcutt area and continuing through the City of Santa Maria. East-west circulation across the planning area is primarily provided by Clark Avenue-State Route 1.

The Southeast Orcutt area is approximately 1 mile in l length and 1 mile in width, as defined to the north by Clark Avenue, to the west by Bradley Road, to the south by Black Oak Drive (under construction), and to the east by Highway US 101.

Existing Road System The principal components of the Road network in the Southeast Orcutt area portion of the OPA are illustrated in Figure 4.8.1 and discussed in the following text. Figure 4.8.1 also shows the existing average daily traffic (ADT) volumes for each of the roadways analyzed in the study.

State Highways U.S. Highway 101 is a 4-lane freeway which serves as a major north-south link through the OPA and the Santa Maria Valley, and is the principal inter-city route along the Pacific Coast. This highway is used by a significant number of local drivers as an intra-community route when its use can reduce travel delay over parallel surface streets. This highway provides the principal connection between the Orcutt area and the Cities of Buellton and Santa Barbara to the south, and Santa Maria, the Nipomo area, the Five-Cities area, and the City of San Luis Obispo to the north. Access between U.S. 101 and the Orcutt area is provided via the Santa Maria Way and Clark Avenue interchanges.

Arterial Streets

Clark Avenue is an east-west arterial extending through the Orcutt area from east of U.S. Highway 101 to Route 1 on the west. This roadway provides connections to both U.S. 101 and Route 135 via full access interchanges. Clark Avenue is 4-lanes wide between and U.S. and California Boulevard and narrows to 2 lanes west of that point. Stop signs control the intersections at Route 1, Blosser Road, California Boulevard, and the Clark Avenue/U.S. Highway 101 interchange; while signals control the Route 135 interchange, Orcutt Road and Bradley Road intersections.

Rice Ranch Road is a 2-lane arterial which extends westerly from the Bradley Road in the southern portion of the OPA. The intersection of Rice Ranch Road with Bradley Road is controlled by a 4-way stop, while the Rice Ranch Road/Orcutt Road intersection is controlled by a 2-way stop. West of Orcutt Road the roadway continues as Broadway Street and extends into the old town area of Orcutt.

Bradley Road extends on a north-south alignment from Santa Maria Way on the north to Stubblefield Road located south of Clark Avenue. This arterial is 4-lanes wide within the study area and is signalized at Santa Maria Way, Lakeview Road, Foster Road, and at Clark Avenue. Four-way stop signs are present at the Patterson Road and Rice Ranch Road intersections.

Collector Streets

Stubblefield Road is an east-west road which currently extends easterly from Bradley Road. This 2-lane collector road currently terminates just east of Via Alta in the southeast portion of the planning area.

Stillwell Road is a 2-lane collector road which extends north and south of Clark Avenue. North of Clark Avenue the roadway extends to Oak Knoll Road, while south of Clark Avenue the roadway terminate adjacent to Chancellor Street. The intersections of Stillwell Road with Clark Avenue are currently off-set and controlled by stop signs on Stillwell Road.

Black Oak Drive is an east-west collector road located at the southern boundary of the study area. This 2-lane road currently serves the new Rice Ranch, Vintage Ranch, Mesa Verde residential projects located south of Bradley Road, and south and east of Stubblefield Road. Intersections along this road are stop controlled.

Existing Levels of Service

Because traffic flow on the Orcutt area street network is most restricted at intersections, existing "Levels of Service" (LOS) were determined for the critical intersections during the P.M. peak travel

period (the most constrained time period). In rating operating conditions, LOS A through LOS F are used, with LOS A indicating very good operations and LOS F indicating poor operations. More complete definitions of levels of service are shown in Table 4.9.1.

LEVEL OF SERVICE DEFINITIONS
Table 4.9.1

LOS	Definition
A	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
B	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
C	Conditions of stable flow, delays are low to moderate, full use of peak direction signal phases is experienced.
D	Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
F	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal.

The 3 key intersections in the Southeast Orcutt area were identified cooperatively with County Public Works staff as critical area-wide traffic facilities. The locations of these intersections are shown in Figure 4.8.1. Each of the intersections was reviewed in the field to identify the number of approach lanes, type of traffic control, signal phasing, etc. In addition, P.M peak hour traffic volumes were collected for each location by County staff, ATE, and Penfield & Smith in 2004 and 2006. Two of the three intersections are controlled by traffic signals and 1 by stop signs.

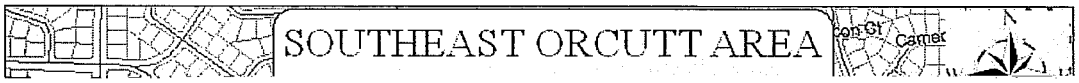
Pursuant to County policies, levels of service for the signalized intersections were calculated using the Intersection Capacity Utilization methodology, levels of service for the stop-sign controlled intersections were calculated pursuant to methods contained in "Highway Research Board Special Report 209", Highway Capacity Manual 2000, Transportation Research Board, National Research Council. Table 4.9.2 lists the type of control and existing P.M. peak hour level of service for the critical intersections located in the Southeast Orcutt area.

TABLE 4.9.2
SOUTHEAST ORCUTT AREA
EXISTING INTERSECTION LEVELS OF SERVICE - P.M. PEAK HOUR

Intersection	Control	V/C / LOS
1. Clark Ave/Bradley Rd.	Signal	0.656/LOS B
2. Clarke Ave./Stillwell Rd.	Signal	0.42/LOS A
3. Rice Ranch Rd./Bradley Rd.	All-Way Stop	0.25/LOS A[1]
[a] V/C ratio not applicable. LOS based on control delay.		

As shown in Table 4.9.2, most of the study-area intersections currently operate at good service levels, in the LOS A-B range during the P.M. peak hour period. However, much residential and commercial development surrounds the area, and this is evaluated further in the document.

FIGURE 4.9.1



Alternative Transportation Modes

Transit Facilities Transit service is provided within the OPA by Santa Maria Area Transit (SMAT). Route #6 provides a loop service via Rice Ranch Road and Bradley Road with 60 minute headways. This service connects with Route #1 at the Oak Knolls Shopping Center, which runs along Bradley Road to the City of Santa Maria with 30 minutes headways.

Bicycle Facilities There are currently 9.6 miles of public bikeways in the OPA. Class II (separated on-street) facilities are present along Bradley Road between Lakeview Road and Rice Ranch Road; along Lakeview Road between Route 135 and Bradley Road; along Clark Avenue between Telephone Road and Route 135; along Rice Ranch Road between Bradley Road and Orcutt Road; and along portions of Orcutt Road between Clark Avenue and Lakeview Road. There is a planned Class I bikeway in Southeast Orcutt that runs along the Orcutt Creek, from the eastern side of Key Site 7 (Vintage Ranch), down to Bradley Road, south of Clark Avenue.

Regional Travel

Traffic originating in the Orcutt-Santa Maria area also travels to and from areas outside of the OPA. The southeast Orcutt area is primarily a residential community with commercial development along Clark Avenue. Much of the external travel to and from the southeast Orcutt area is for work and shopping. The following briefly describes external travel outside of the Santa Maria-Orcutt area.

U.S. Highway 101 Existing P.M peak hour volumes on U.S. 101 north of the modeling area (at the Santa Maria Bridge) is about 4,800 trips. Approximately 1,700 of these trips are "through" trips – those passing through the area – and 3,100 of the trips are generated by existing development within the Santa Maria-Orcutt area. South of Clark Avenue, U.S. 101 currently carries about 2,275 P.M peak hour trips (including 1,480 through trips and 795 trips generated within the Santa Maria-Orcutt area).

Previously Identified Impacts and Mitigation Measures

The original OCP FEIR identified 38 circulation impacts that addressed three development horizons: 10-year, OCP buildout, and regional (cumulative) traffic increases. Not all impacts are relevant to the proposed project. Table 4.9.3 summarizes those impacts that are relevant to the proposed project. In addition, the Key Site 12 analysis found 8 additional impacts, specific to the proposed project site. These are summarized below, with mitigation measures noted.

Table 4.9.3

Impact	Impact Summary	Impact Type	Mitigation
CIRC-1 **CIRC-15**	Significant increase in traffic volumes	Class I	**CIRC-1.** Neighborhood Traffic Control Program
CIRC-2 **CIRC-16**	Traffic increase in unsignalized intersections	Class II	**CIRC-2.** Signalize several intersections **CIRC-19.**Signal at Patterson/Bradley **CIRC-21.** Signal at Clark/101 SB **CIRC-22.** Signal at Clark/101 NB
CIRC-4 **CIRC-18**	Foster Road/SR 135 traffic delays	Class II	**CIRC-2.** See above **CIRC-3.** SR 135 widening
CIRC-7 **CIRC-30**	Congestion on Stillwell, s/o Clark Avenue	Class II	**CIRC-1.** See above
CIRC-8	Congestion on Stubblefield to Bradley	Class II	**CIRC-1.** See above

Impact	Impact Summary	Impact Type	Mitigation
CIRC-31			
CIRC-14 **CIRC-35**	Alternative transportation mode deficit	Class II	**CIRC-8** through **CIRC-14.** Various measures for County to coordinate with other agencies to improve transit and promote alternative modes of transportation
CIRC-21	Congestion at Clark Ave/Bradley intersection	Class II	**CIRC-17.** Improvements to Clark/Bradley intersection
CIRC-22	Congestion at Clark/Stillwell intersection	Class II	**CIRC-18.** Signalize Clark/Stillwell
CIRC-27	Congestion on Rice Ranch Road	Class II	**CIRC-1.** See above

Changes in Environmental Effects

Several roadway and intersection improvements have been programmed in the planning area by the County and the City of Santa Maria. The following text describes these improvements.

Funded Improvements

Stillwell Road. Per the County Circulation Element, the segment of Stillwell Road north and south of Clark Avenue has been aligned. This project eliminated the off-set that existed at the Stillwell Road/Clark Avenue intersections. Stillwell Road is to be improved from a 32 foot-cross section to a 40 foot cross-section, with a thicker structural section as part of the OTIP improvements.

Traffic Signals. Traffic signals are being constructed at the Rice Ranch Road/Bradley Road intersection. This location has been identified as meeting the criteria for construction of traffic signals, and is currently in preliminary design.

IMPACT ANALYSIS

Thresholds of Significance

The County's thresholds of significance for traffic impacts were used to assess traffic operations in the Southeast Orcutt area. These thresholds are listed below. Although these thresholds are more typically applied to individual development projects, they are utilized as standards for assessing the overall impacts of the 10-year growth scenario impacts. Impacts are considered significant if intersection or roadway levels of service degrade below LOS C.

A. If the addition of project traffic to an intersection increases the volume to capacity (V/C) ratio by the values provided in the following table, the impact is considered significant.

Table 4.9.4
Significant Changes in Levels of Service

Intersection Level of Service (Including Project)	Increase in V/C or Trips Greater Than
LOS A	0.20
LOS B	0.15

Intersection Level of Service (Including Project)	Increase in V/C or Trips Greater Than
LOS C	0.10
LOS D	15 Trips
LOS E	10 Trips
LOS F	5 Trips

B. The project's access to a major road or arterial road would require access that would create an unsafe situation, a new traffic signal or major revisions to an existing traffic signal.

C. The project adds traffic to a roadway that has design features (e.g., narrow width, road-side ditches, sharp curves, poor sight distance, and inadequate pavement structure) that would become a potential safety problem with the addition of project traffic.

D. Project traffic would utilize a substantial portion of an intersection's capacity where the intersection is currently operating at acceptable levels of service (A-C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 for an intersection which would operate from 0.80 to 0.85, a change of 0.02 for an intersection which would operate from 0.86 to 0.90 and a change of 0.01 for an intersection which would operate greater than 0.90.

Study Methodology

The road classification and attributes used to develop the transportation model used for the OCP, and subsequent Southeast Orcutt analysis, were based upon Primary and Secondary roadway classifications, with arterial type facilities designated as Primary roads and collector type facilities designated as Secondary roads. The existing Orcutt roadway classifications were redefined by County Transportation Division and Planning & Development staff to correlate to the Primary and Secondary roadway classification system according to each road's design characteristics and the land uses served.

The revised roadway system for Orcutt is consistent with the reclassification efforts for other communities in the County. The overall intent of this process is to revise and update the County's Circulation Element as each planning area's Community Plan is updated. Definitions for the primary and secondary roadway classifications are provided in Table 4.9.5.

TABLE 4.9.5
DEFINITIONS OF ROADWAY CLASSIFICATIONS

Classification	Purpose and Design Factors	Design Capacity		LOS C Threshold[1]	
		2 Lane	4 Lane	2 Lane	4 Lane
Primary 1	Roadways designed to serve primarily non-residential development. Roadways would have a minimum of 12-foot wide lanes with shoulders and few curb cuts. Signals would be spaced at 1 mile or more intervals.	19,990	47,760	15,900	38,200
Primary 2	Roadways which serve a high proportion of non-residential development with some residential lots and few or no driveway curb cuts. Lane widths are a minimum of 12 feet with well spaced curb cuts. Signals intervals at a minimum of 1/2 mile.	17,900	42,480	14,300	34,000
Primary 3	Roadways designed to serve non-residential development and residential development. More frequent driveways are acceptable. Potential signal intervals of 1/2-1/4 mile.	15,700	37,680	12,500	30,100
Secondary 1	Roadways designed to primarily serve non-residential development and large lot residential development with well spaced driveways. Roadways would be 2 lanes with infrequent driveways. Signal would generally occur at intersections with primary roads.	11,600	NA	9,300	NA
Secondary 2	Roadways designed to serve residential and non-residential land uses. Roadways would be 2 lanes with close to moderately spaced driveways.	9,100	NA	7,300	NA
Secondary 3	Roadways designed to primarily serve residential with small to medium lots. Roadways are 2 lanes with more frequent driveways.	7,900	NA	6,300	NA

[1] Defined as 80% of Design Capacity.

Source: Santa Barbara County Public Works, Transportation Division.

TABLE 4.9.6
EXISTING SOUTHEAST ORCUTT AREA ROAD CLASSIFICATIONS

Class P-1	No roadways in Orcutt are included in this classification
Class P-2	Clark Avenue
Class P-3	Bradley Road Rice Ranch Road
Class S-1	None in Southeast Orcutt
Class S-2	None in Southeast Orcutt
Class S-3	Stillwell Road Stubblefield Road

The Southeast Orcutt was subdivided into a smaller area, traffic analysis zones (TAZs) were reviewed and modifications to the TAZ and network were made to allow more detail in Southeast Orcutt, and existing and 10 year land use information was collected for each of the area. The land within the City of Santa Maria was also subdivided into TAZs and land use information was collected for each variable. The numbers of trips to and from each TAZ were estimated by multiplying a land use factor associated with the zone by the appropriate trip generation rate. Trip rates were obtained from: Trip Generation, Institute of Transportation Engineers (Seventh Edition, 2003); San Diego Traffic Generators, San Diego Association of Governments, (2002); and independent studies published by Caltrans.

Traffic impacts of the 10-year growth scenario were evaluated for each of the 3 key intersections. Projected traffic volumes were obtained from the traffic model and used to determine V/C ratios and corresponding LOS. The process used to assess arterial and collector road operations was to obtain estimated daily traffic volumes from the traffic simulation model and to compare them with the LOS C thresholds listed in Table 4.8.5. Road segments where levels of service degrade below LOS C are identified in Table 4.6.10.

10-Year Growth Scenario

Land Uses and Trip Generation

The 10-Year growth scenario includes the development of approximately 3,000 additional residential units and approximately 850,000 square feet of non-residential uses (commercial, office, industrial etc.) within the OPA. The model also includes land uses planned in the City of Santa Maria and the Sphere of Influence areas located immediately adjacent to the City that are planned for annexation in the near term. Many of these uses had no observable effect on the Southeast Orcutt area, with the exception of Clark Avenue, which experiences increases in volume. Traffic volumes associated with the land uses proposed under the 10-Year growth scenario were estimated using the County's Orcutt/Santa Maria Valley Traffic Forecasting Model, using TMODEL2 software.

Road Network

The OPA street network analyzed in the 10-Year scenario traffic model runs includes roadway and intersection improvements anticipated to be completed within the 10-Year timeline. The 10-Year

improvements assumed in the traffic model are incorporated into the results shown in tables 4.9.7 and 4.8.8 listed below.

10-Year Improvements throughout the OPA

The 10-Year County improvements listed in the OCP results in a redistribution of traffic patterns in the northern (and to a lesser extent in the southern) portion of the community. In particular, completion of the Union Valley Parkway from U.S. Highway 101 to California Boulevard would significantly alter traffic volumes on north Bradley Road, sections of Foster Road, the northern end of California Boulevard, and help reduce traffic on Clark Avenue by providing another key east-west arterial improving overall circulation in the OPA and providing improved levels of service.

City of Santa Maria Improvements

Improvements planned for the City of Santa Maria were also programmed into the traffic model. These improvements include new roadway links to serve the annexation areas located within the City's Sphere of Influence areas, as well as some minor street widening and installation of traffic signals at numerous locations. None of these improvements would significantly alter travel patterns in the southeast Orcutt area.

Intersection Impacts

Levels of service for the study-area intersections were recalculated assuming the 10-Year P.M. peak hour traffic volume forecasts. This analysis assumes completion of the roadway improvements discussed above. Tables 4.9.8 and 4.9.9 presents the results of the calculations and identifies the impacts of the 10-Year scenario based on the County's impact criteria.

TABLE 4.9.7
SOUTHEAST ORCUTT
EXISTING & 10-YEAR INTERSECTION LEVELS OF SERVICE - P.M. PEAK HOUR
WITH THE STUBBLEFIELD CONNECTION

Intersection	V/C / LOS	
	Existing With	10-Year With
1. Clark Ave/Bradley Rd	0.64/LOS B	0.72/LOS C
2. Clark Ave/Stillwell Rd[a]	0.42/LOS A	0.61/LOS B
3. Rice Ranch Rd/Bradley Rd	0.25/LOS A	0.42/LOSA

Bolded-Underlined values exceed LOS C.

TABLE 4.9.8
SOUTHEAST ORCUTT
EXISTING & 10-YEAR INTERSECTION LEVELS OF SERVICE - P.M. PEAK HOUR
WITHOUT THE STUBBLEFIELD ROAD CONNECTION

Intersection	V/C / LOS	
	Existing W/O	10-Year W/O
1. Clark Ave/Bradley Rd	0.65/LOS B	0.73/LOS C
2. Clark Ave/Stillwell Rd[a]	0.42/LOS A	0.62/LOS B
3. Rice Ranch Rd/Bradley Rd	0.25/LOS A	0.42/LOS A

Bolded-Underlined values exceed LOS C.

As shown above in Table 4.9.8, the peak hour traffic volumes generated by the 10-Year buildout scenario with the Stubblefield Road connection would improve the operation at 2 of the 3 study area intersections, all 3 intersections would operate well within the County's current LOS C standard. Table 4.9.9 shows some degradation in the operation of all 3 intersections under the 10-Year scenario, largely due to localized growth in the Southeast Orcutt area. No mitigation measures are recommended to improve the operation of these intersections as no new impacts would occur. As in both scenarios, the LOS is within the acceptable standards of the OCP.

It is noted that the roadway ADT volumes also show some improvement under the 10-Year traffic scenario with the Stubblefield Road Connection (Table 4.9.9). The Stubblefield connection roadway would provide an alternative eastbound route for residents of the existing Pine Grove/Oak Knolls neighborhood, and provide an alternate freeway access route for the residents. This would improve travel time for residents and also allow emergency access to the existing neighborhood.

Roadway Impacts

Average daily traffic volumes would also increase on the primary and secondary streets within the OPA as a result of the 10-Year buildout scenario. Table 4.9.10 shows the 10-Year buildout ADT volume forecasts for the Southeast Orcutt area road system with and without the Stubblefield Connection.

TABLE 4.9.9
10-YEAR FORECAST ROADWAY VOLUMES
WITH AND W/O THE STUBBLEFIELD CONNECTION

Roadway Segment	ADT Forecast		
	10-Year (With Connection)	10-Year (Without Connection)	ADT Net Difference
Clark Ave e/o Bradley Rd	18,300	18,500	-200
Bradley Rd. n/o Rice Ranch Rd.	9,700	9,800	-100
Stubblefield Rd e/o Bradley Rd	1,450	1,000	+450
Stillwell Rd s/o Clark Ave	8,200	7,500	+700
Black Oak Dr. s/o Stubblefield Rd.*	940	940	0
Black Oak Dr. e/o Stubblefield Rd.*	2,250	1,360	+890
Stubblefield Rd. w/o Black Oak Dr.*	810	NA	+810

* These are new roads currently under construction, or planned for construction.

With all the development within the City of Santa Maria, and the areas within the city sphere of influence, and the developments within the OPA, the Stubblefield connection provides a benefit for the existing Pine Grove/Oak Knolls neighborhood, diverts an estimated 200 ADT off Clark Avenue, and improves emergency response times while providing easterly access to the proposed commercial development on Key Site 1 and to US 101. The Stubblefield Road connection at Black Oak Drive adds an estimated 800 ADT at the connection, which is planned to be a one way stop controlled T-intersection at Black Oak Drive.

FIGURE 4.9.2

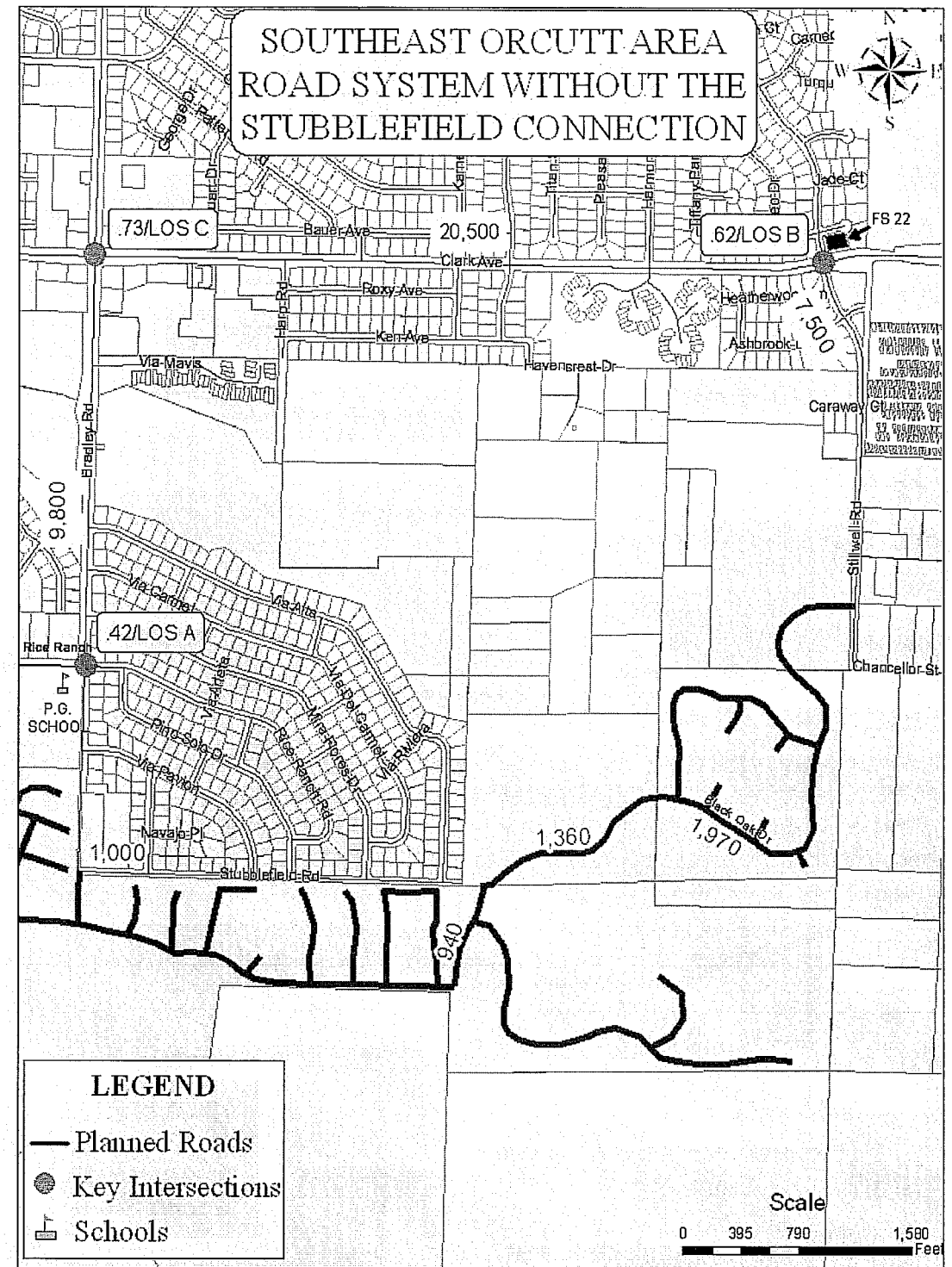
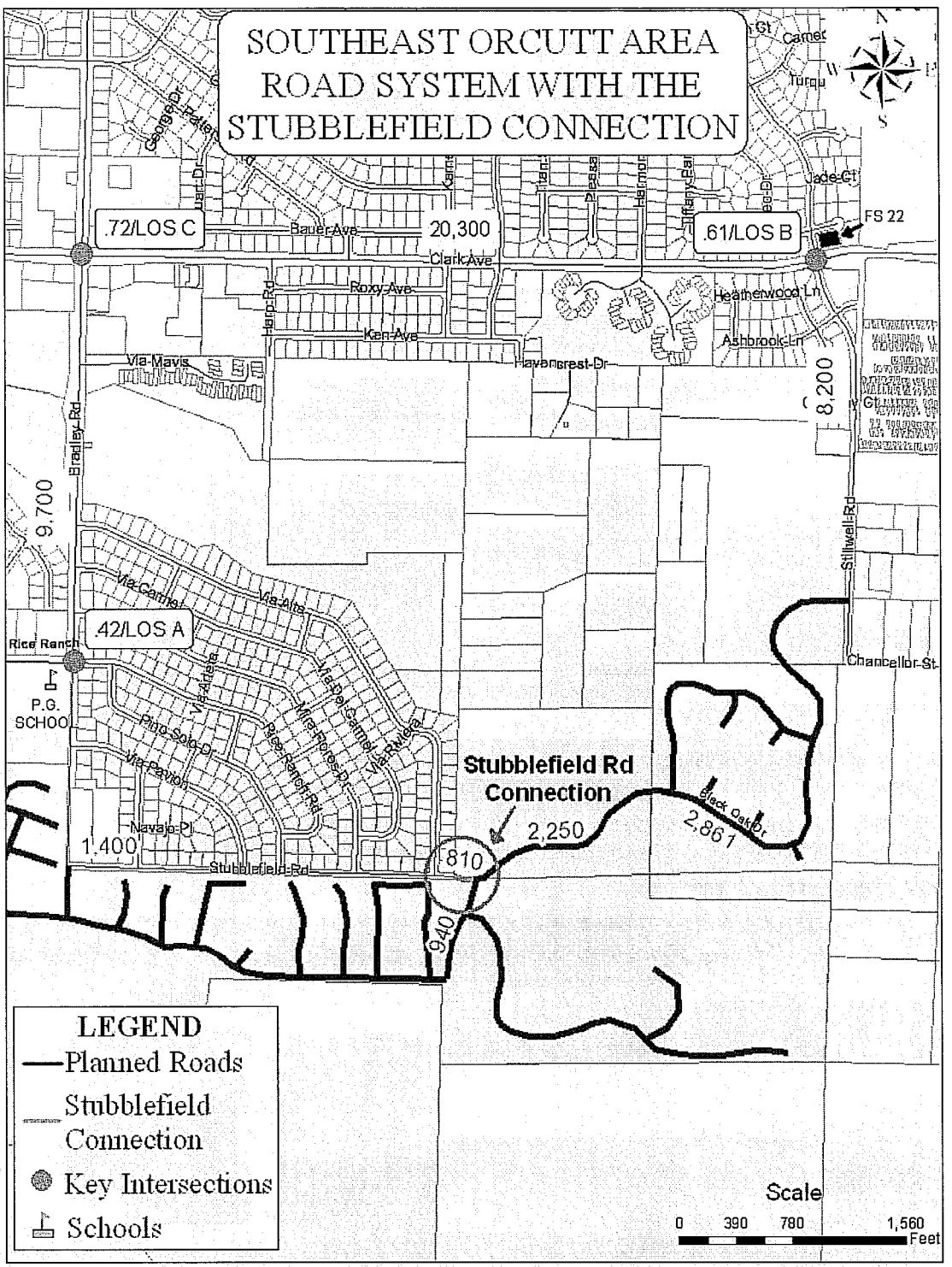

SOUTHEAST ORCUTT AREA
ROAD SYSTEM WITHOUT THE
STUBBLEFIELD CONNECTION
.73/LOS C
.62/LOS B
.42/LOS A
20,500
7,500
9,800
1,000
1,360
1,970
940
Bauer Ave
Clark Ave
Roxy Ave
Ken Ave
Haven Crest Dr
Ashbrook Ln
Caraway Ct
Jade Ct
FS 22
Bradley Rd
Stillwell Rd
Chancellor St
Via Carmel
Via Alta
Via Del Carmel
Via Riviera
Rice Ranch Rd
Rice Ranch
P.G.
SCHOOL
Navajo Pl
Stubblefield Rd
Black Oak Dr
LEGEND
Planned Roads
Key Intersections
Schools
Scale
0
395
790
1,580
Feet

FIGURE 4.9.3


SOUTHEAST ORCUTT AREA
ROAD SYSTEM WITH THE
STUBBLEFIELD CONNECTION
.72/LOS C
.61/LOS B
.42/LOS A
20,300
8,200
9,700
1,400
2,250
2,861
810
940
FS 22
Bauer Ave
Clark Ave
Roxy Ave
Ken Ave
Via Mavis
Bradley Rd
Harp Rd
Heathenwood Ln
Ashbrook Ln
Stillwell Rd
Chancellor St
Rice Ranch
Via Carmel
Via Alta
Via Del Carmel
Via Riviera
Mira Rosa Dr
Paso Ranch Rd
Paso Robles Dr
Via Pavion
Navajo Pl
Stubblefield Rd
Stubblefield Rd Connection
Black Oak Dr
LEGEND
Planned Roads
Stubblefield Connection
Key Intersections
Schools
Scale
0 390 780 1,560
Feet

The data presented in Figures 4.9.2 and 4.9.3 also show that traffic volumes would increase on most of the other primary and secondary streets in the Southeast Orcutt area. While these increased volumes would not cause capacity problems from a roadway engineering design perspective (they would operate at LOS C or better), they may be perceived as significant impacts by local residents living on the streets. In addition to the higher volumes, increases in vehicle speeds on residential streets may also be experienced as development occurs.

Intersection Impacts

No changes in or increases to previously identified impacts were identified from the traffic generated by the 10-year land use scenario. Intersection levels of service were calculated and turn movements are shown in Figures 4.9.7 and 4.9.8. This analysis assumes completion of the improvements projects discussed above. These intersections would continue to operate at LOS C or better, resulting in no new or more severe significant impacts.

Figure 4.9.4
EXISTING TURN MOVEMENTS WITH STUBBLEFIELD CONNECTION

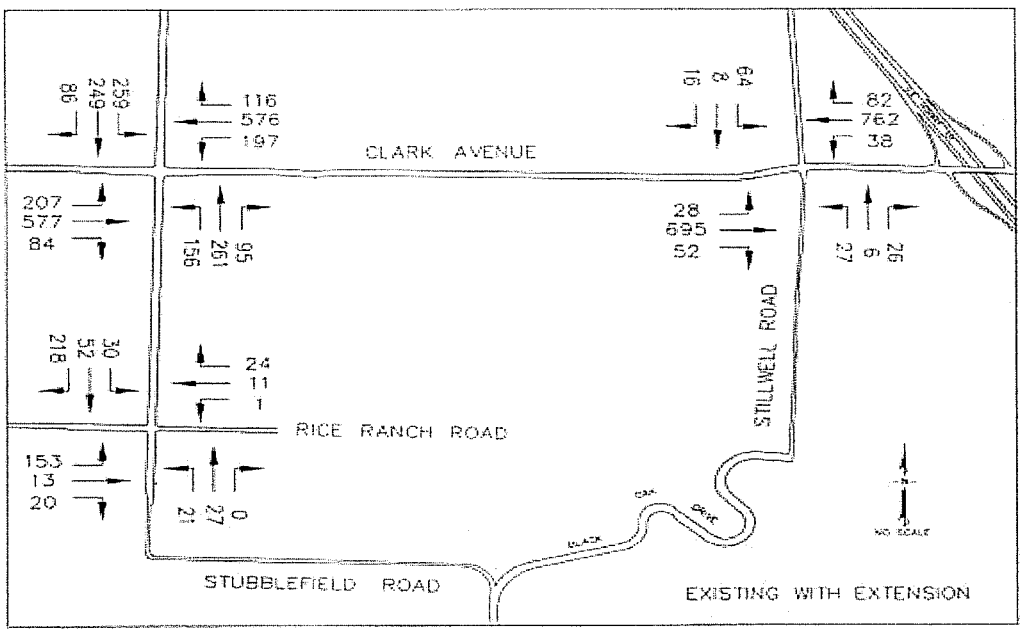


Figure 4.9.5
EXISTING TURN MOVEMENTS WITHOUT STUBBLEFIELD CONNECTION

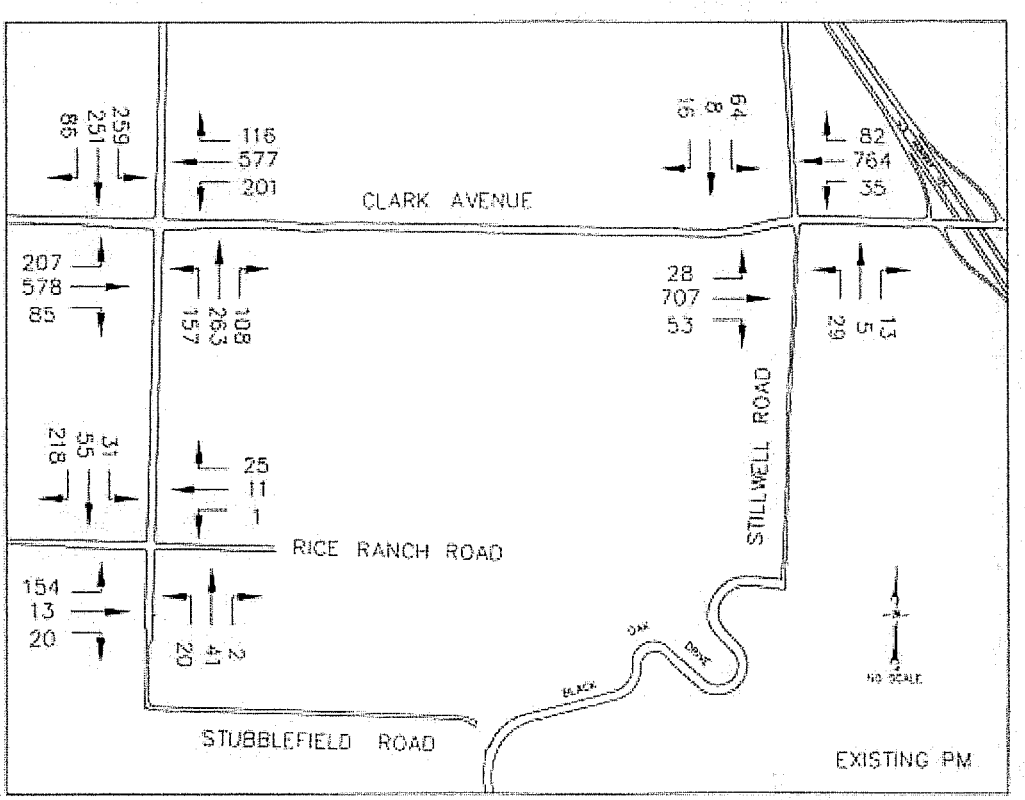


Figure 4.9.6
10-YEAR TURN MOVEMENTS WITH STUBBLEFIELD CONNECTION

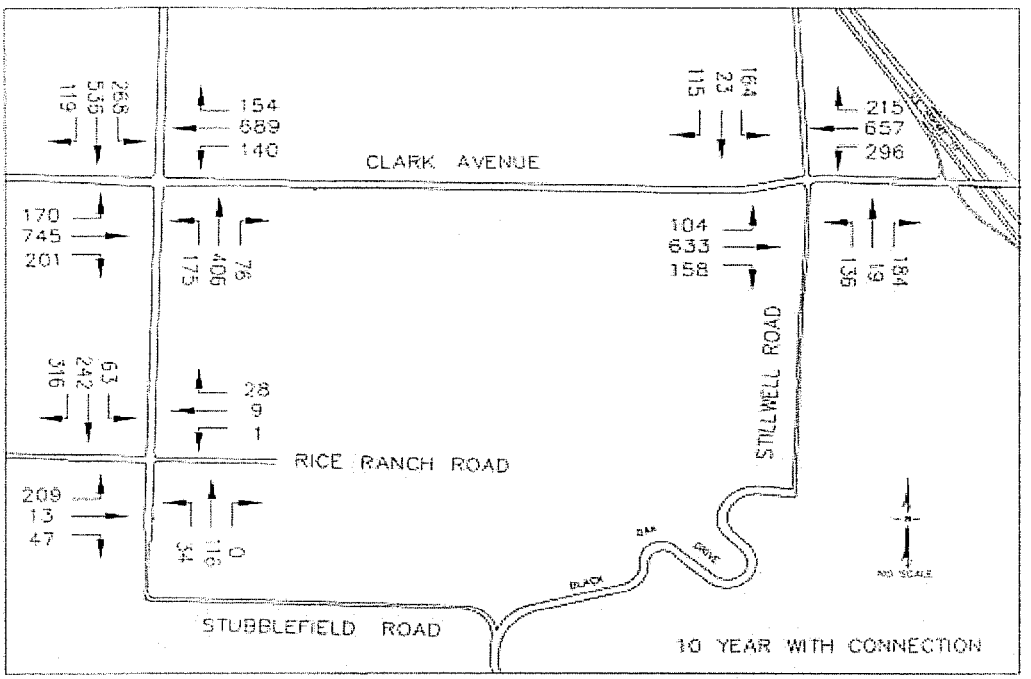


Figure 4.9.7
10-YEAR TURN MOVEMENTS WITHOUT STUBBLEFIELD CONNECTION

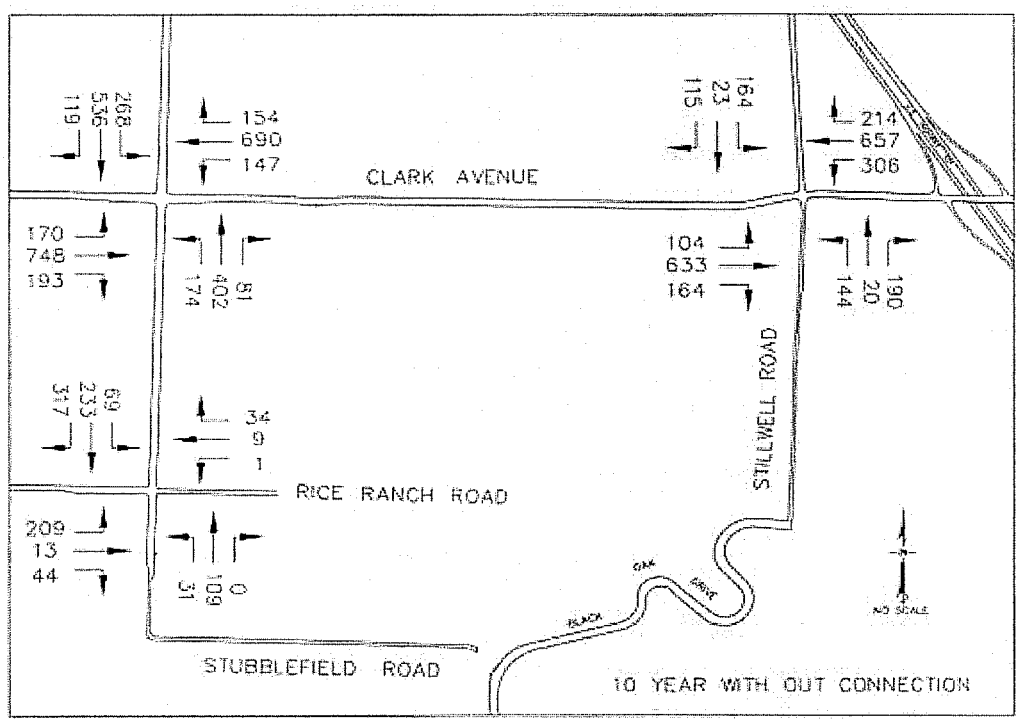


TABLE 4.9.10
SOUTHEAST ORCUTT
10-YEAR ROADWAY ADT VOLUMES
WITH THE STUBBLEFIELD CONNECTION

Class	Roadway Segment	ADT		LOS C Threshold	Design Capacity
		2006*	10 Yr.		
P-2	Clark Ave e/o Bradley Rd	18,300	20,300	34,000	42,480
P-3	Bradley Rd n/o Rice Ranch Rd	5,100	9,750	30,100	37,680
S-3	Stillwell Rd s/o Clark Ave	1,450	8,200	6,300	7,900
S-3	Stubblefield Rd e/o Bradley Rd	1,000	1,400	6,300	7,900

*Traffic count data from various sources, including the County Traffic Count Program, ATE, and Penfield & Smith from 2004 to 2006.

The proposed project would include linking the proposed class II bikeway along Black Oak Drive to a proposed class III bikeway along Stubblefield Road, which would improve circulation for bicyclists.

The OCP FEIR analyzed air quality impacts associated with full buildout of the OPA, with a road network that included the Stubblefield Connection. In reality, build out numbers and traffic volumes have been lower than what was anticipated. For example, the original analysis anticipated development of 900 new residential units at Rice Ranch while only 793 units were approved for the site. This is approximately 12% fewer homes than originally contemplated. Consequently, trip generation would be about 12% less than originally expected, and traffic volumes would also be less than what was previously analyzed in the OCP FEIR. In general, the impacts identified in the OCP FEIR would remain unchanged by the proposed project. All mitigation measures shown in Table 4.9-3 would still apply to the proposed project. These are listed in detail in the OCP FEIR.

The proposed amendments would not result in any new significant environmental impacts that were not analyzed in the FEIR and Rice Ranch SEIR, and therefore, no changes to the Level of Significance would occur. The noise impacts that were analyzed in the FEIR and Rice Ranch SEIR are expected to remain **Significant and Unavoidable** (Class I).

5.0 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) DISCUSSION

CEQA contains specific provisions which provide clear authority to a Lead Agency to allow minor corrections in Environmental Impact Reports (EIRs) and Negative Declarations (NDs) without having to prepare further environmental analysis other than this Addendum. The proposed OCP amendments are intended to facilitate access in southeast Orcutt consistent with existing OCP Goals, Policies and Programs, and no new environmental effects or increase in the severity of any environmental effects identified in the FEIR or SEIR would occur as result of implementation of the

amendments. The discussion below provides justification as to why the proposed amendments should be processed as an Addendum, rather than as a subsequent or Supplemental EIR or ND. CEQA Guidelines Section 15162 is set forth below to facilitate this discussion.

CEQA Guidelines Section 15162

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which would require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

As described in detail above, the proposed changes would not result in development that would cause new or additional environmental effects nor increase the severity of significant environmental effects beyond those effects identified in the FEIR.

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which would require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

As set forth in this document, no substantial changes would occur with respect to the circumstances under which the proposed amendments would be implemented which would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of significant environmental effects identified in the FEIR.

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted shows any of the following:

(A) The project would have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined would be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As set forth in this document, the proposed amendments would not have any significant effects which were not previously identified and analyzed in the OCP FEIR and Rice Ranch Specific Plan SEIR, nor are any impacts substantially more severe. The OCP FEIR included evaluation of environmental impacts from build out of the entire Orcutt Community Plan, as well as site-specific evaluations of residential build out of the area. Specifically, the OCP FEIR analyzed a roadway network that included the Stubblefield Road connection. The OCP FEIR identified several impacts to aesthetics, biological resources, land use, and noise, and recreation and open space as a result of construction of the Stillwell Road-Stubblefield Road connection. No environmental effects would be substantially more severe than as identified in the previous FEIR or SEIR. When possible, mitigation measures were formulated to minimize adverse impacts. Many mitigation measures were adopted as policies and development standards of the Orcutt Community Plan. The proposed project would be required to be consistent with all Orcutt Community Plan policies and development standards. No mitigation measures or alternatives previously determined to be infeasible would be found feasible at this time which would substantially reduce significant effects as identified in the FEIR and SEIR. There are no mitigation measures or alternatives considerably different from those analyzed in the FEIR or SEIR that would substantially reduce significant environmental effects as identified in the FEIR for the Orcutt Community Plan or Rice Ranch Specific Plan SEIR.

In conclusion, an Addendum to the OCP FEIR and Rice Ranch Specific Plan SEIR is the appropriate environmental document and, together with the OCP EIR and RR EIR is adequate for the proposed project.

APPENDIX A

Proposed text modifications to Rice Ranch Specific Plan

<table>
<tr><th>Page</th><th>Modification</th></tr>
<tr><td>1-1</td><td>Development Plan</td></tr>
<tr><td>1-4</td><td>This Rice Ranch Specific Plan design includes a build out of 725 residential units clustered on 192 acres, and approximately 376 acres of open space, including 32.5 ~~32.7~~ acres of parks.</td></tr>
<tr><td>4-4</td><td>Land Use Statistical Summary
<table>
<tr><th rowspan="2">Neighborhoods</th><th colspan="3">Residential</th><th colspan="2">Open Space</th><th>Community Facilities</th><th rowspan="2">Total Acres</th></tr>
<tr><th>Acres</th><th>Density Category</th><th>Planned Units</th><th>Natural Space</th><th>Parks</th><th>Schools</th></tr>
<tr><td>The Grove (SFD)</td><td>13.6</td><td>3 DU/Ac.</td><td>22</td><td>48.4
~~48.6~~</td><td>1.1
~~1.3~~</td><td></td><td>72.3</td></tr>
<tr><td>Total</td><td>192.1</td><td>3.8 DU/Ac.</td><td>725</td><td>343.1
~~343.3~~</td><td>32.5
~~32.7~~</td><td>12.0</td><td>580.1</td></tr>
</table></td></tr>
<tr><td>4-6</td><td>The Grove: A 1.1~~1.3~~-acre neighborhood park will be located in the open space area at the entrance to The Grove. The conceptual plans include a picnic area under preserved, existing oaks and other passive amenities. The park shall also include access signs to designate links to the Orcutt regional trail system.</td></tr>
<tr><td>5-14</td><td>The Rice Ranch Specific Plan Area will provide future Class II and III bikeways through the project to increase east-west bikeway links.</td></tr>
<tr><td>7-155</td><td>The Grove is a 72-acre neighborhood that is planned to include 22 single-family homes, 47 condominium units, and a 1.1~~1.3~~-acre neighborhood park.

Access to The Grove will be Stubblefield Road and Black Oak Road, an internal road that will connect to Bradley Road via Pine Creek Circle.</td></tr>
<tr><td>8-18</td><td>Add: Access – Extension of eastern terminus of Stubblefield Road to Black Oak Drive</td></tr>
<tr><td>8-25</td><td>Add: Access - Extension of eastern terminus of Stubblefield Road to Black Oak Drive</td></tr>
</table>

Proposed text modifications to Appendix C

Open Space Habitat Management & Restoration Implementation Plan

<table>
<tr><th>Page</th><th>Modification</th></tr>
<tr><td>1</td><td>The Rice Ranch Specific Plan design includes a buildout of 725 residential units, with 376.0 acres of open space including 32.5~~32.7~~ acres of parks, and a 12-acre school site.

The present development plan for Key Site 12 as described in the Specific Plan divides the site into five neighborhoods or development pods: The Grove; The Meadow; The Oaks; Pine Creek; and Valley View. The 32.5~~32.7~~ acres of park land are divided into one large (26-acre) Community Park located in the center of the property, one 2.8 acre neighborhood park, ~~and three~~ two 1.3 acre neighborhood parks, and one 1.1 acre neighborhood park. A total of 376.0 acres of Open Space is included as part of the project design; this is approximately 65 percent of the total project site.</td></tr>
<tr><td>44</td><td>Oak Trees and Habitat: Presently 20 ~~19~~ oak trees are slated for removal during the project. This represents 0.3% of the approximately 5400 oak trees on the site. At least 200 ~~190~~ oak trees (10:1 replacement ratio) shall be grown and installed in the formal oak restoration area to mitigate for this impact. The formal oak woodland restoration areas are identified on Figure 6-1.</td></tr>
<tr><td>79</td><td>The project design calls for the presence of two ~~three~~ 1.3 acre neighborhood parks, one 1.1 acre neighborhood park, one 2.8-acre neighborhood park, and one large 26-acre centralized Community Park. The total area of park space is 32.5~~32.7~~ acres.</td></tr>
<tr><td>38</td><td>TABLE 4-2
HABITAT ACREAGE IMPACT AREAS
(Existing, Impacted, Restored, and Dedicated Open Space)
<table>
<tr><th>Neighborhoods</th><th>NNG</th><th>CCS</th><th>OW (# of trees)</th><th>MR CH</th><th>RP SB</th><th>FM SP</th><th>NNT</th><th>NNT*</th><th>TOTAL ACRES</th></tr>
<tr><td></td><td colspan="9">EXISTING HABITAT (acres)</td></tr>
<tr><td></td><td>337.4</td><td>91.0</td><td>58.7 (5401)</td><td>42.4</td><td>20.9</td><td>2.8</td><td>23.2</td><td>3.6</td><td>580.1</td></tr>
<tr><td>The Grove</td><td>23.2</td><td>1.4</td><td>0.2 (8 ~~7~~)</td><td>0.5</td><td>25.3</td><td></td><td></td><td></td><td></td></tr>
<tr><td>TOTAL EXPECTED IMPACTS</td><td>221.5</td><td>15.7</td><td></td><td>2.1</td><td>1.1</td><td>0.0</td><td>7.5</td><td>2.6</td><td>251.6</td></tr>
<tr><td>Impacts to Sensitive Habitat</td><td></td><td></td><td>1.1 (20 ~~19~~)</td><td>2.1</td><td>1.1</td><td></td><td></td><td></td><td>4.0</td></tr>
<tr><td></td><td colspan="9">RESTORED AND PRESERVED AREAS (acres)</td></tr>
<tr><td>FORMAL HABITAT RESTORATION2</td><td></td><td>15.7</td><td>7.6 (200 ~~190~~)</td><td>5.4</td><td>2.2</td><td></td><td></td><td></td><td>30.9</td></tr>
<tr><td>NATURAL OPEN SPACE3</td><td>115.9</td><td>75.3</td><td>57.6 (5384)</td><td>40.3</td><td>19.8</td><td>2.8</td><td>15.6</td><td>1.1</td><td>328.5</td></tr>
<tr><td>NATURAL OPEN SPACE</td><td>85.0</td><td>91.0</td><td>65.2 (5574)</td><td>45.7</td><td>22.0</td><td>2.8</td><td>15.6</td><td>1.1</td><td>328.5</td></tr>
</table></td></tr>
</table>

Page	Modification

(Post-restoration)4									

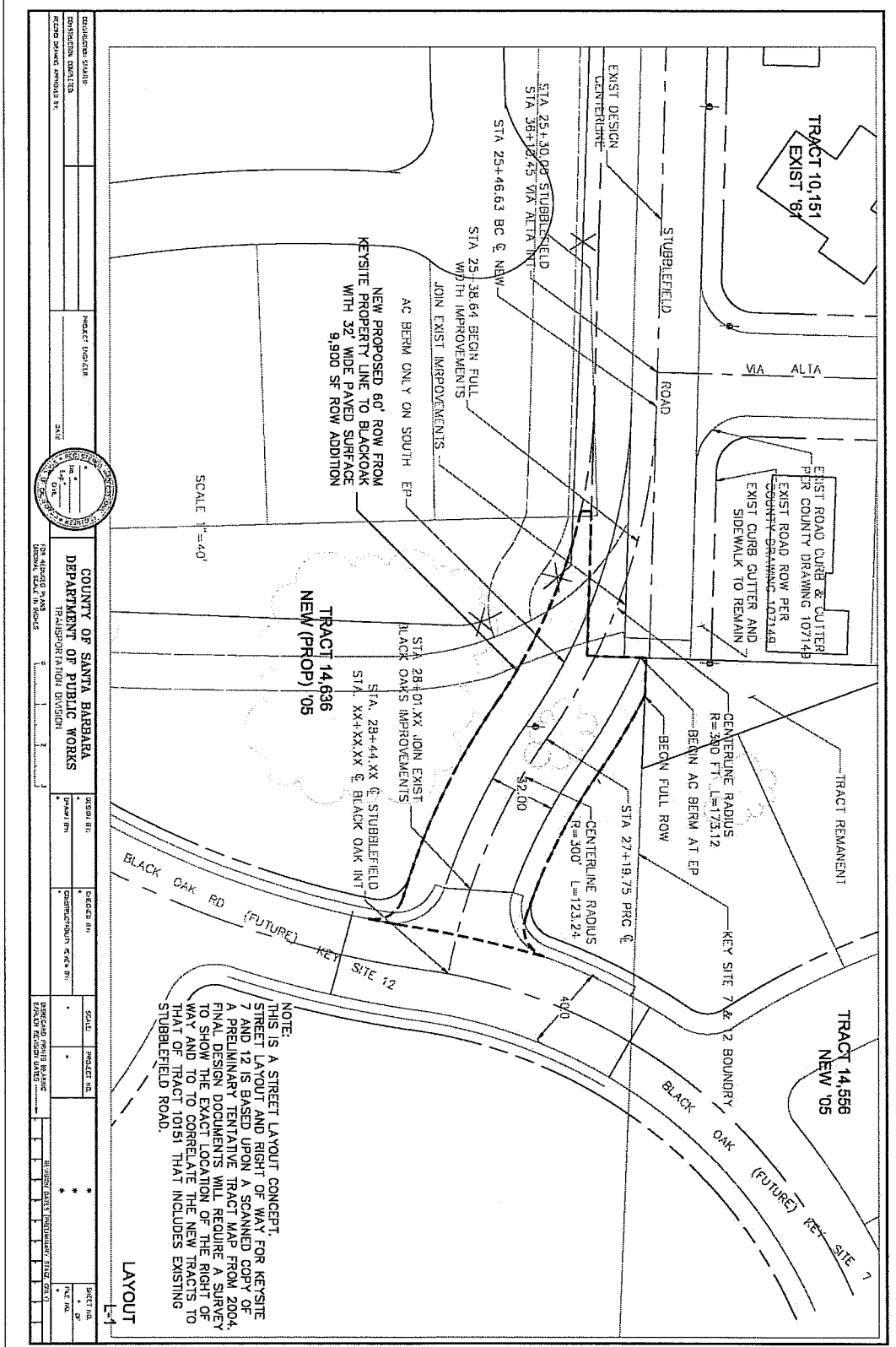
HABITAT TYPES
NNG = Non-Native Grassland
CCS = Central Coast Scrub
OW = Coast Live Oak Woodland
MR CH = Maritime Chaparral (includes area in understory of eucalyptus)
RP SB = Central Coast Riparian Scrub
FM SP = Coastal Freshwater Marsh/Seeps
NNT = Eucalyptus, Monterey Pine, Monterey Cypress
NNT* = Eucalyptus with La Purisima Manzanita Scattered in Understory

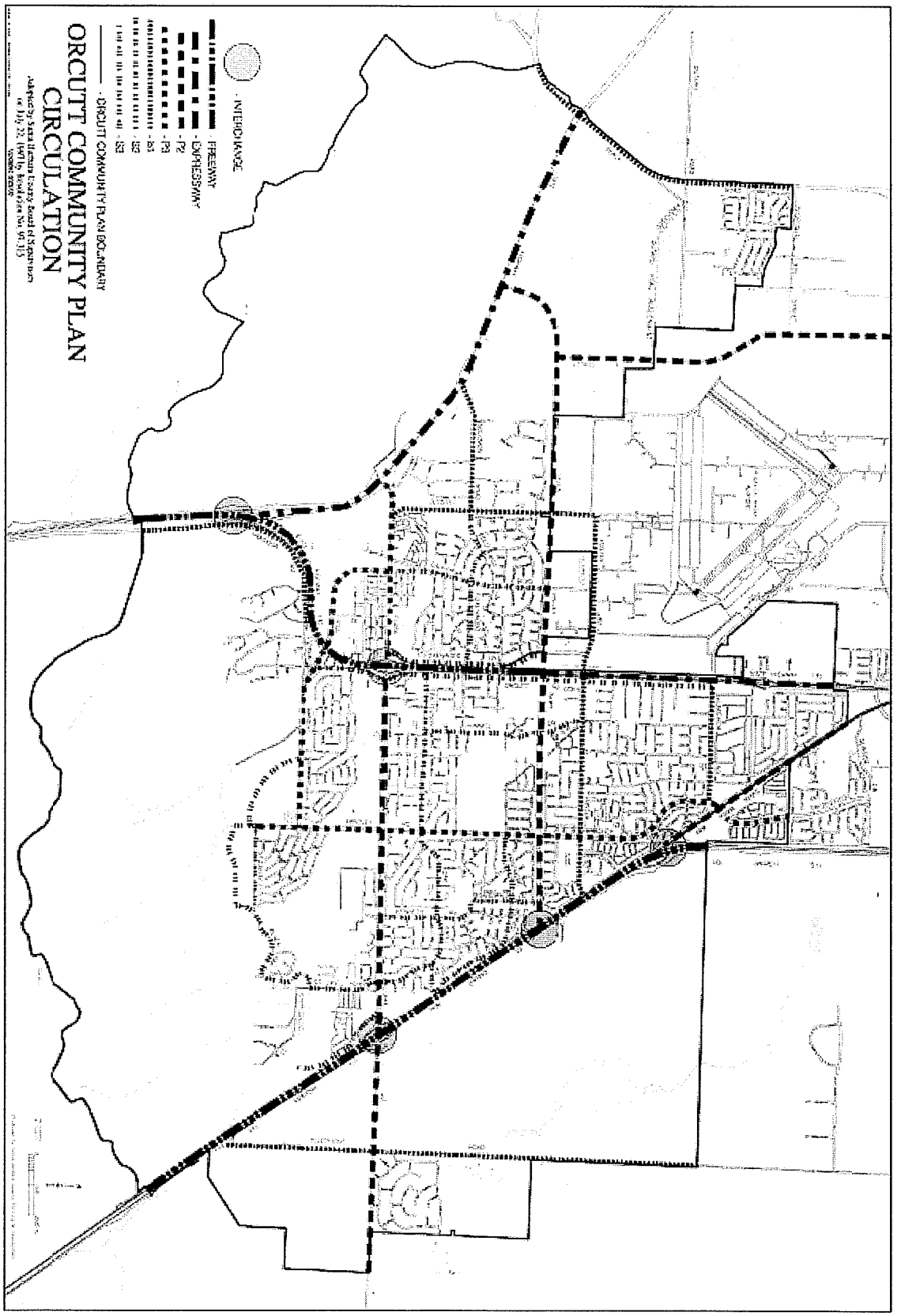
1Impacted Area acreage assumes total disturbance within neighborhoods (including roads), school, and detention basins.
3 Preserved Open Space calculations include only existing habitat
4 Includes minimum restored habitat acreage and tree count to meet required performance criteria
2 Maritime chaparral restoration acreage includes acres required for loss of maritime chaparral in eucalyptus understory and for scattered La Purisima manzanita individuals in eucalyptus understory. Riparian restoration includes mitigation for potential minor impacts to freshwater

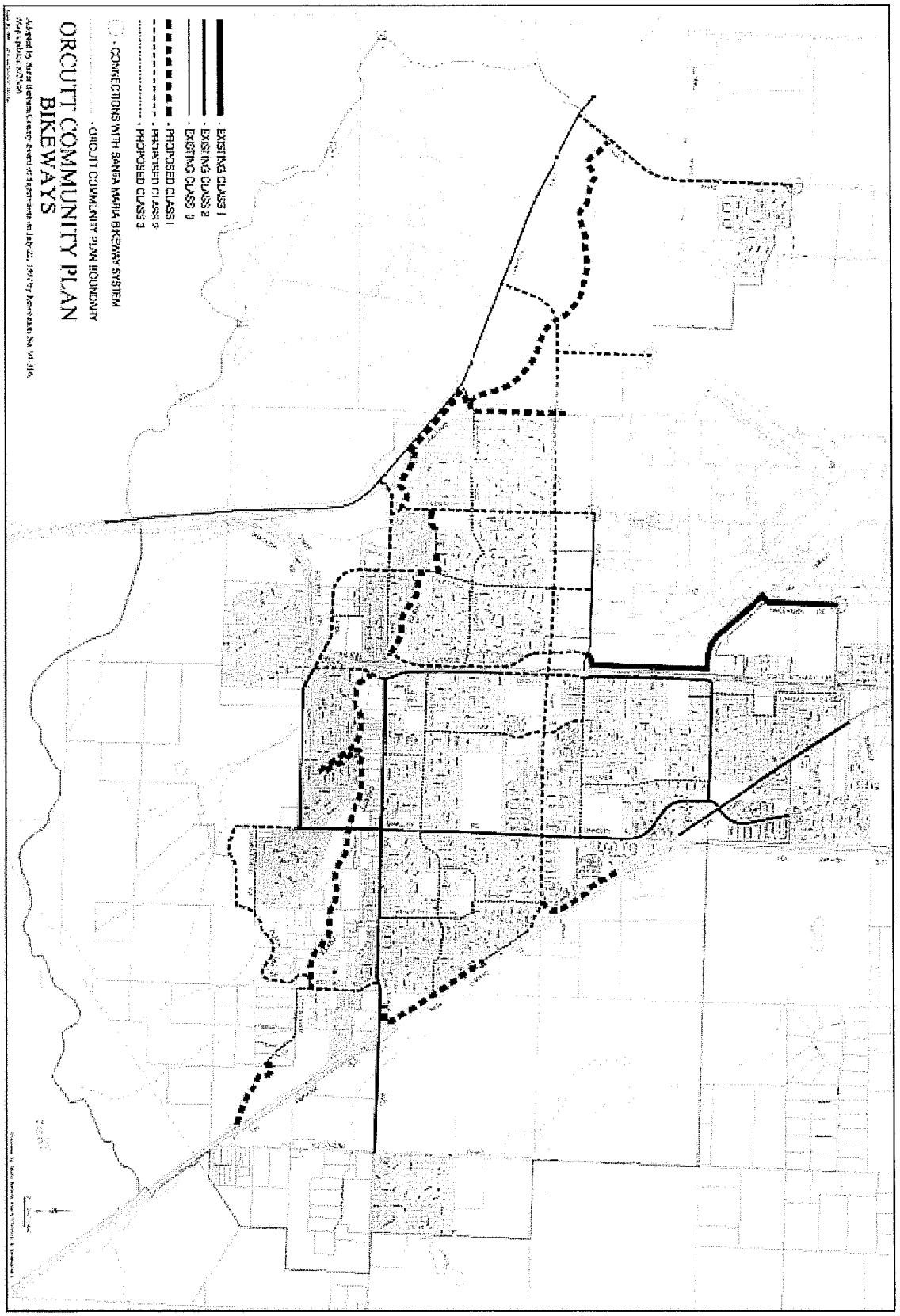
TABLE 13-1: THE GROVE IMPACT AND MITIGATION SUMMARY

	Impacts		Mitigation	
HABITAT	**DIRECT IMPACT** **Habitat that will be removed as a result of development**	**PARTIAL IMPACT** **Maintained habitat within fuel modification zone**	**RESTORATION AREAS** **Habitat that will be actively restored**	**OTHER PLANTINGS**
Coast Live Oak	0.2 ac. (8 trees) ~~(7 trees)~~	Oaks may be selectively thinned in fuel modification zones (no oaks will be removed in these areas) (0.9 ac.)	Included in formal potential oak woodland restoration area of 7.6 ac. for Rice Ranch project. Minimum replacement ratio of 10:1	Oak trees will be included in landscaped buffer zones and fuel modification zones.

Proposed map modifications




ORCUTT COMMUNITY PLAN
CIRCULATION
INTERCHANGE
FREEWAY
EXPRESSWAY
P2
P3
S1
S2
S3
ORCUTT COMMUNITY PLAN BOUNDARY


ORCUTT COMMUNITY PLAN
BIKEWAYS
- EXISTING CLASS I
- EXISTING CLASS II
- EXISTING CLASS III
- PROPOSED CLASS I
- PROPOSED CLASS II
- PROPOSED CLASS III
- CONNECTIONS WITH SANTA MARIA BIKEWAY SYSTEM
- ORCUTT COMMUNITY PLAN BOUNDARY

The following maps and figures shall be viewed in a manner which includes the extension of Stubblefield Drive through the Grove neighborhood pocket park as depicted in the three maps above.

Rice Ranch Specific Plan

Fig. 3.4-2	Zoning Plan map
Fig. 3.5-1	Tentative Tract Map 14,430
Fig. 3.5-2	Master Tract Map 14,636
Fig. 4.1-1	Land Use Plan
Fig. 4.1-2	Proposed Development/OCP Key Site 12 Analysis
Fig. 4.2-1	Neighborhood Location Map
Fig. 4.2-6	The Grove
Fig. 4.4-1	Open Space Plan
Fig. 5.3-1	Proposed Street Classifications and Names
Fig. 5.7-1	Bikeways Plan
Fig. 5.8-1	Multiple Use Trails Plan
Fig. 6.3-4	The Grove Park Master Plan
Fig 6.8-1	Concept Wastewater Plan
Fig. 7.2-5	Community Landscape Concept Plan
Fig. 7.2-9	Stubblefield Road Streetscape Plan/Section (Revise Class II bike lane to Class III)
Fig. 7.2-17	Community Design, Monumentation, and Signage Plan
Fig. 7.2-20	Wall & Fence Concept Plan and Details
Fig. 7.3-18	The Grove Vegetation Management & Landscape Concept Plan
Fig. 7.3-21	The Grove Attached Condominiums Area Site Plan
Fig. 8.1-1	Community Park Water Infrastructure and Sewer Infrastructure
Fig. 8.1-2	Community Park Storm Drain, Roads, Trails, and Landscaping Infrastructure
Fig. 8.1-3	Community Park Infrastructure Composite
Fig. 8.1-4	Pine Creek Water Infrastructure and Sewer Infrastructure
Fig. 8.1-5	Pine Creek Storm Drain, Roads, Trails, and Landscaping Infrastructure
Fig. 8.1-6	Pine Creek Infrastructure Composite
Fig. 8.1-7	Pine Creek Infrastructure Composite with Community Park
Fig. 8.1-8	The Oaks Water Infrastructure and Sewer Infrastructure
Fig. 8.1-9	The Oaks Storm Drain, Roads, Trails, and Landscaping Infrastructure
Fig. 8.1-10	The Oaks Infrastructure Composite
Fig. 8.1-11	The Oaks Infrastructure Composite with Community Park
Fig. 8.1-12	The Meadow Water Infrastructure and Sewer Infrastructure
Fig. 8.1-13	The Meadow Storm Drain, Roads, Trails, and Landscaping Infrastructure
Fig. 8.1-14	The Meadow Infrastructure Composite
Fig. 8.1-15	The Meadow Infrastructure Composite with Community Park
Fig. 8.1-16	The Grove Water Infrastructure and Sewer Infrastructure
Fig. 8.1-17	The Grove Storm Drain, Roads, Trails, and Landscaping Infrastructure
Fig. 8.1-18	The Grove Infrastructure Composite

Fig. 8.1-19	The Grove Infrastructure Composite with Community Park
Fig. 8.1-20	Valley View Water Infrastructure and Sewer Infrastructure
Fig. 8.1-21	Valley View Storm Drain, Roads, Trails, and Landscaping Infrastructure
Fig. 8.1-22	Valley View Infrastructure Composite
Fig. 8.1-23	Valley View Infrastructure Composite with Community Park

Appendix C - Open Space Habitat Management & Restoration Implementation Plan

Fig 6.1	Location of Master Restoration Sites - Add Stubblefield Road
Fig. 1-1	Land Use Plan
Fig. 4-2	Existing Habitat Locations
Fig. 9-1	Wall and Fence Concept Plan and Details
Fig. 13-1	The Grove Sensitive Areas
Fig. 13-2	The Meadow Sensitive Areas

ATTACHMENT: F

Rice Ranch Amendments Planning Commission Resolution

RESOLUTION OF THE PLANNING COMMISSION
COUNTY OF SANTA BARBARA

IN THE MATTER OF RECOMMENDING THAT THE BOARD OF SUPERVISORS ADOPT AN ORDINANCE APPROVING THE RICE RANCH SPECIFIC PLAN AMENDMENTS TO INCLUDE THE STUBBLEFIELD ROAD CONNECTION, IMPLEMENTING AMENDMENTS TO THE ORCUTT COMMUNITY PLAN	)	RESOLUTION NO. 06-12

WITH REFERENCE TO THE FOLLOWING:

A. On December 20, 1980, by Resolution No. 80-566, the Board of Supervisors of the County of Santa Barbara adopted the Land Use Element of the Santa Barbara County Comprehensive Plan.

B. On July 22, 1997, the Board of Supervisors of the County of Santa Barbara adopted the Orcutt Community Plan (OCP).

C. On December 9, 2003, the Board of Supervisors of the County of Santa Barbara adopted ordinance 03ORD-00000-00011 approving the Rice Ranch Specific Plan.

D. On July 11, 2006, the Board of Supervisors of the County of Santa Barbara adopted amendments to the Orcutt Community Plan to amend the description of Stubblefield road, to revise the OCP circulation map to include the proposed extension of Stubblefield road, and to revise the OCP bikeways map to show a new bikeway along Stubblefield road.

E. It is now deemed in the interest of the orderly development of the County and important to the preservation of the health, safety, and general welfare of the residents of the County to implement the amendments to the OCP by adopting an ordinance approving amendments to the Rice Ranch Specific Plan as follows:

06ORD-00000-00016: Adopt the Rice Ranch Specific Plan Amendments, dated November 22, 2006, including the plan text and related maps, figures, tables, and illustrations; and appendices.

F. As required by Government Code § 65453, public officials and agencies, civic organizations, and citizens have been consulted on and have advised the Planning Commission on the proposed Specific Plan Amendments in a public hearing pursuant to Government Code § 65353, and the Planning Commission sends this written recommendation to the Board pursuant to Government Code § 65354.

G. This Ordinance and Specific Plan are consistent with the provisions of the Santa Barbara County Comprehensive Plan and the Orcutt Community Plan, and the requirements of the State Planning and Zoning laws as amended to this date, and are attached hereto as Exhibit 1 and incorporated as though fully set forth herein.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

1. The above recitations are true and correct.

2. Pursuant to the provisions of Government Code §§ 65450 - 65356, the Commission recommends that the Board of Supervisors of the County of Santa Barbara, following the required noticed public hearing, approve and adopt the above-described Specific Plan Amendments.

3. The Chair of this Commission is hereby authorized and directed to sign and certify all maps, documents, and other materials in accordance with this Resolution to reflect the above-described action by the Planning Commission.

PASSES, APPROVED, AND ADOPTED by the Planning Commission of the County of Santa Barbara, State of California, this 13th day of December 2006, by the following vote:

AYES: Cecilia Brown, David Smyser, Jack Boysen, Joe H. Valencia

NOES: C. Michael Cooney

ABSTAIN:

ABSENT:

Joe H. Valencia
JOE H. VALENCIA
Chair, Planning Commission
County of Santa Barbara

ATTEST:

Dianne M. Black
DIANNE MEESTER-BLACK
Secretary to the Planning Commission

APPROVED AS TO FORM:

STEPHEN SHANE STARK
County Counsel

G:\GROUP\COMP\Planning Areas\ORCUTT\Orcutt Community Plan\Stubblefield Connection\Rice Ranch Specific Plan Amendment\PC\ATTACHMENT D PC Resolution.DOC

ATTACHMENT: G

Rice Ranch Amendments Ordinance, 06ORD-0000-00016

a. Exhibit 1: Amended map to Rice Ranch Specific Plan

b. Exhibit 2: Amended text to Rice Ranch Specific Plan

ORDINANCE NO. _____

AN ORDINANCE OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SANTA BARBARA APPROVING SPECIFIC PLAN AMENDMENTS FOR THE RICE RANCH PROJECT, APNs 101-400-001 AND 101-400-002 LOCATED ON THE SOUTH SIDE OF STUBBLEFIELD ROAD AND RICE RANCH ROAD, IN THE ORCUTT AREA, FOURTH SUPERVISORIAL DISTRICT, TO CONNECT STUBBLEFIELD ROAD TO BLACK OAK DRIVE.

Case No. 06ORD-00000-00016

The Board of Supervisors of the County of Santa Barbara ordains as follows:

SECTION 1

Pursuant to Sections 65450 through 65553, inclusive, of the Government Code, the Board of Supervisors of the County of Santa Barbara, California hereby approves Specific Plan Amendments for the Rice Ranch Project, which Specific Plan amendments are attached hereto and incorporated herein by reference.

SECTION 2

This ordinance shall take effect and be in force thirty days from its passage; and before the expiration of fifteen (15) days after its passage by the Board of Supervisors, this ordinance, or a summary of it, shall be published once, together with the names of the members of the Board of Supervisors voting for and against the same in the Santa Barbara News Press, a newspaper of general circulation published in the County of Santa Barbara.

PASSED, APPROVED, AND ADOPTED by the Board of Supervisors of the County of Santa Barbara, State of California, this ___ day of _____, 2007, by the following:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Chair, Board of Supervisors
County of Santa Barbara

ATTEST:

MICHAEL F. BROWN
Clerk of the Board of Supervisors

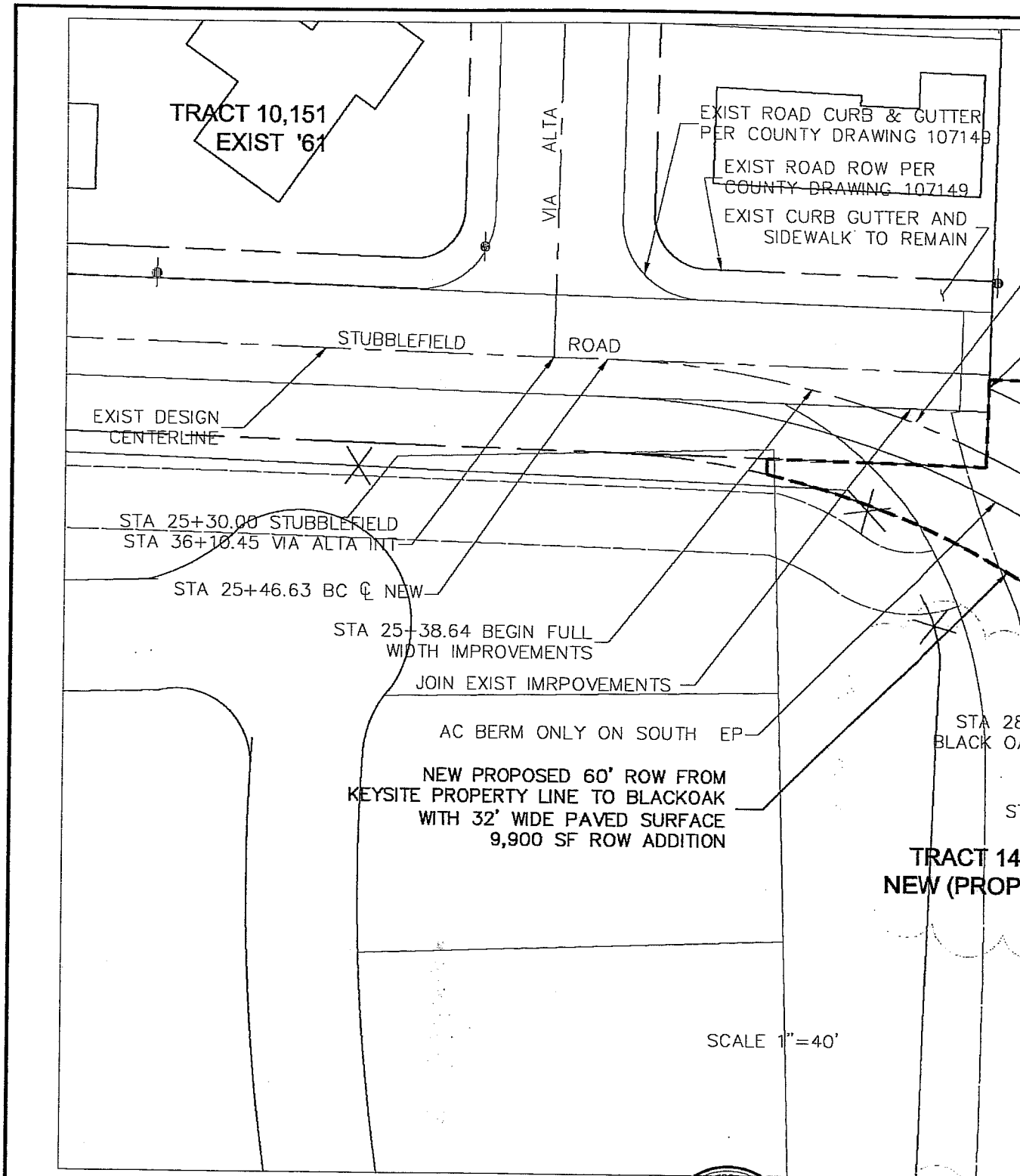
By _____
Deputy Clerk

APPROVED AS TO FORM:

STEPHEN SHANE STARK
County Counsel

By _____
Deputy County Counsel

G:\GROUP\COMP\Planning Areas\ORCUTT\Stubblefield Connection\Rice Ranch Specific Plan Amendment\BOS\ATTACHMENT F Ordinance.doc



CONSTRUCTION STARTED:	
CONSTRUCTION COMPLETED:	
RECORD DRAWING APPROVED BY:	

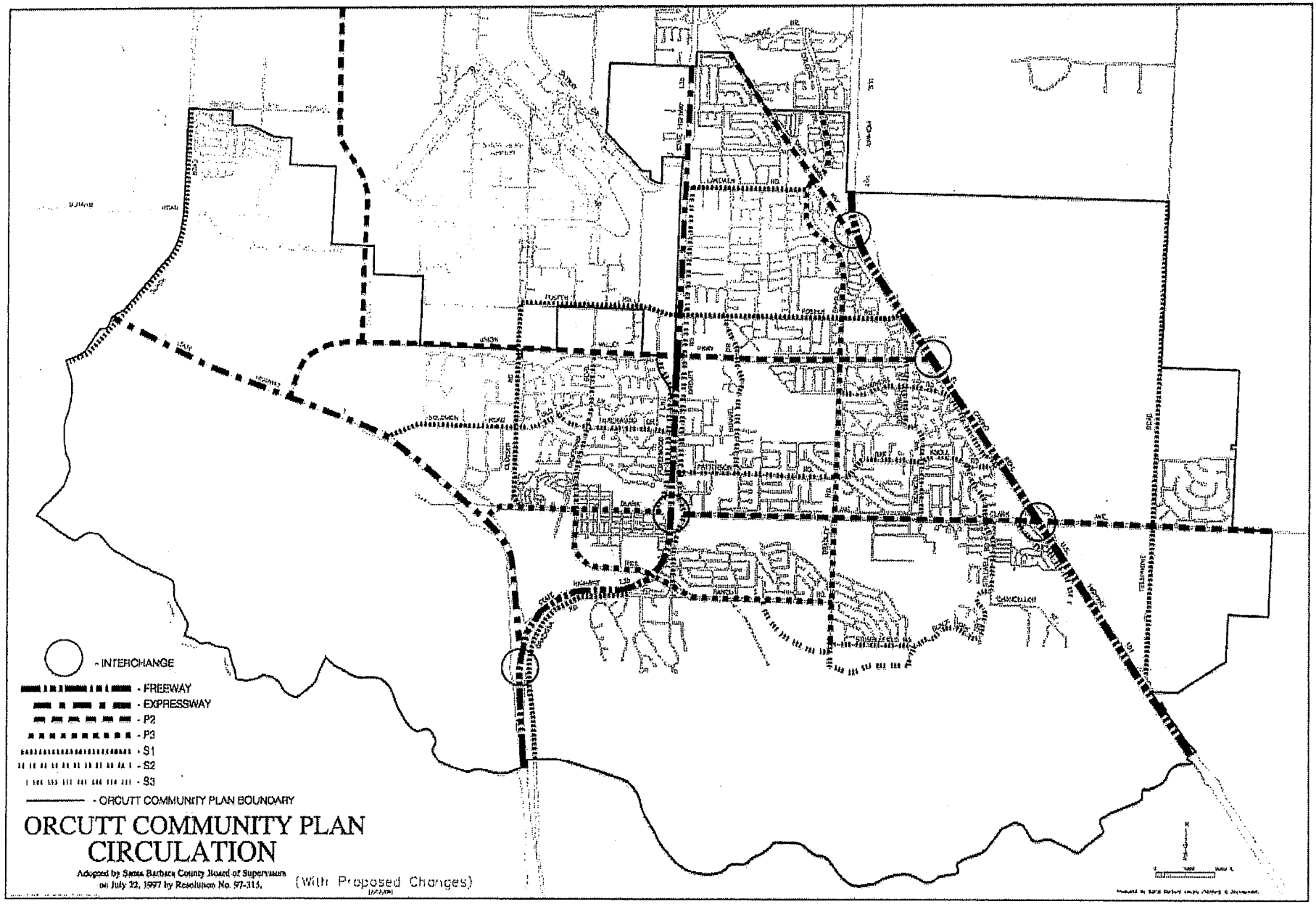
PROJECT ENGINEER:

DATE

REGISTERED PROFESSIONAL ENGINEER
No. *
Exp. *
CIVIL
STATE OF CALIFORNIA

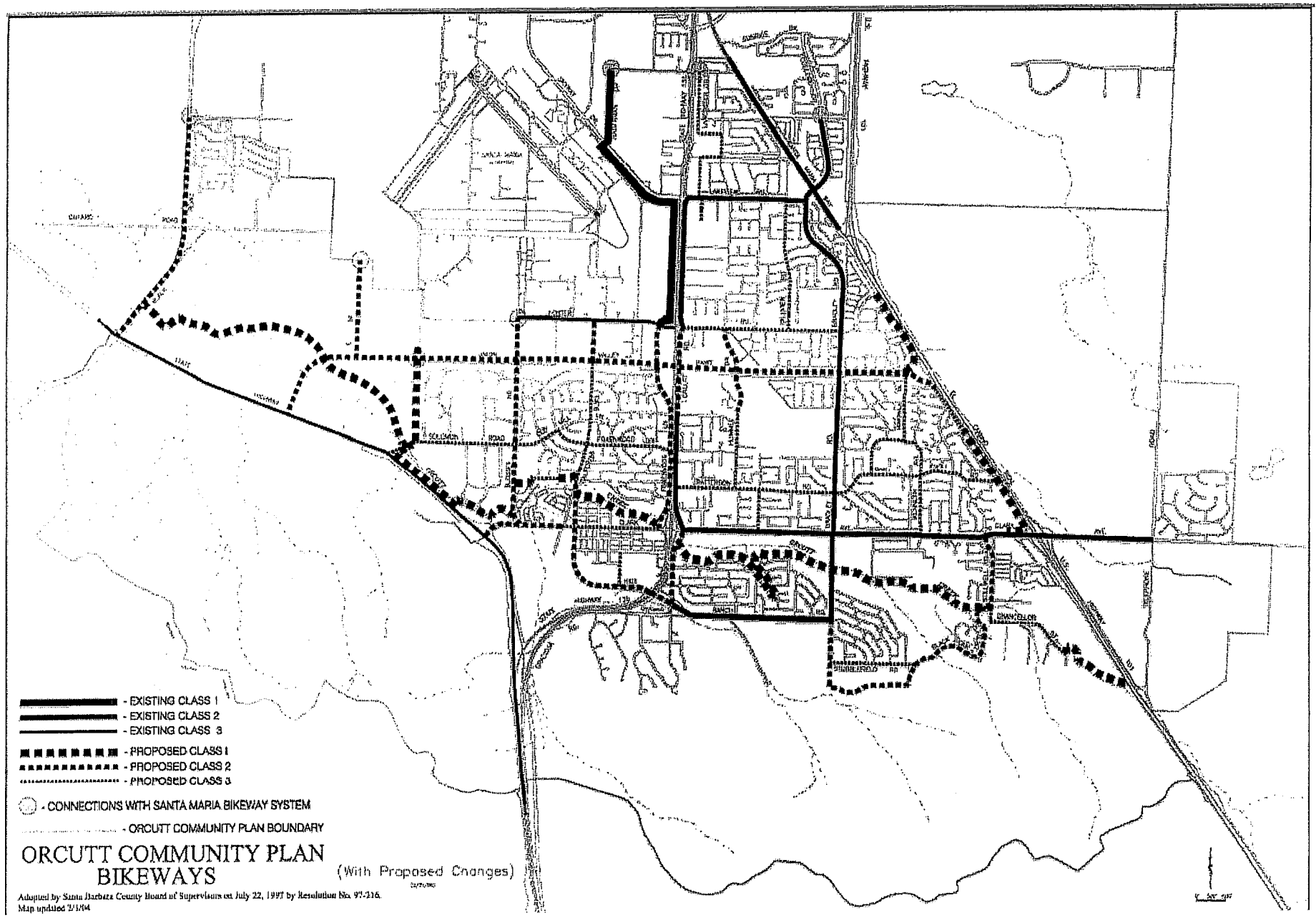
COUNTY OF SANT
DEPARTMENT OF P
TRANSPORTATION

FOR REDUCED PLANS
ORIGINAL SCALE IN INCHES



ORCUTT COMMUNITY PLAN CIRCULATION

Adopted by Santa Barbara County Board of Supervisors on July 22, 1997 by Resolution No. 97-315. (With Proposed Changes)


- EXISTING CLASS 1
- EXISTING CLASS 2
- EXISTING CLASS 3
- PROPOSED CLASS 1
- PROPOSED CLASS 2
- PROPOSED CLASS 3
- CONNECTIONS WITH SANTA MARIA BIKEWAY SYSTEM
- ORCUTT COMMUNITY PLAN BOUNDARY
ORCUTT COMMUNITY PLAN
BIKEWAYS
(With Proposed Changes)
Adopted by Santa Barbara County Board of Supervisors on July 22, 1997 by Resolution No. 97-316.
Map updated 2/1/04

Pursuant to Ordinance Case No. 06ORD-00000-0016, the following maps and figures shall be viewed in a manner which includes the extension of Stubblefield Drive through the Grove neighborhood pocket park as depicted in the three maps above.

Rice Ranch Specific Plan

Fig. 3.4-2	Zoning Plan map
Fig. 3.5-1	Tentative Tract Map 14,430
Fig. 3.5-2	Master Tract Map 14,636
Fig. 4.1-1	Land Use Plan
Fig. 4.1-2	Proposed Development/OCP Key Site 12 Analysis
Fig. 4.2-1	Neighborhood Location Map
Fig. 4.2-6	The Grove
Fig. 4.4-1	Open Space Plan
Fig. 5.3-1	Proposed Street Classifications and Names
Fig. 5.7-1	Bikeways Plan
Fig. 5.8-1	Multiple Use Trails Plan
Fig. 6.3-4	The Grove Park Master Plan
Fig 6.8-1	Concept Wastewater Plan
Fig. 7.2-5	Community Landscape Concept Plan
Fig. 7.2-9	Stubblefield Road Streetscape Plan/Section (Revise Class II bike lane to Class III)
Fig. 7.2-17	Community Design, Monumentation, and Signage Plan
Fig. 7.2-20	Wall & Fence Concept Plan and Details
Fig. 7.3-18	The Grove Vegetation Management & Landscape Concept Plan
Fig. 7.3-21	The Grove Attached Condominiums Area Site Plan
Fig. 8.1-1	Community Park Water Infrastructure and Sewer Infrastructure
Fig. 8.1-2	Community Park Storm Drain, Roads, Trails, and Landscaping Infrastructure
Fig. 8.1-3	Community Park Infrastructure Composite
Fig. 8.1-4	Pine Creek Water Infrastructure and Sewer Infrastructure
Fig. 8.1-5	Pine Creek Storm Drain, Roads, Trails, and Landscaping Infrastructure
Fig. 8.1-6	Pine Creek Infrastructure Composite
Fig. 8.1-7	Pine Creek Infrastructure Composite with Community Park
Fig. 8.1-8	The Oaks Water Infrastructure and Sewer Infrastructure
Fig. 8.1-9	The Oaks Storm Drain, Roads, Trails, and Landscaping Infrastructure
Fig. 8.1-10	The Oaks Infrastructure Composite
Fig. 8.1-11	The Oaks Infrastructure Composite with Community Park
Fig. 8.1-12	The Meadow Water Infrastructure and Sewer Infrastructure
Fig. 8.1-13	The Meadow Storm Drain, Roads, Trails, and Landscaping Infrastructure
Fig. 8.1-14	The Meadow Infrastructure Composite
Fig. 8.1-15	The Meadow Infrastructure Composite with Community Park
Fig. 8.1-16	The Grove Water Infrastructure and Sewer Infrastructure
Fig. 8.1-17	The Grove Storm Drain, Roads, Trails, and Landscaping Infrastructure
Fig. 8.1-18	The Grove Infrastructure Composite
Fig. 8.1-19	The Grove Infrastructure Composite with Community Park
Fig. 8.1-20	Valley View Water Infrastructure and Sewer Infrastructure

Fig. 8.1-21	Valley View Storm Drain, Roads, Trails, and Landscaping Infrastructure
Fig. 8.1-22	Valley View Infrastructure Composite
Fig. 8.1-23	Valley View Infrastructure Composite with Community Park

Appendix C - Open Space Habitat Management & Restoration Implementation Plan

Fig 6.1	Location of Master Restoration Sites - Add Stubblefield Road
Fig. 1-1	Land Use Plan
Fig. 4-2	Existing Habitat Locations
Fig. 9-1	Wall and Fence Concept Plan and Details
Fig. 13-1	The Grove Sensitive Areas
Fig. 13-2	The Meadow Sensitive Areas

Exhibit 2: Amended text

To Rice Ranch Specific Plan

<table>
<tr><th>Page</th><th>Modification</th></tr>
<tr><td>1-1</td><td>Development Plan</td></tr>
<tr><td>1-4</td><td>This Rice Ranch Specific Plan design includes a build out of 725 residential units clustered on 192 acres, and approximately 376 acres of open space, including 32.5 ~~32.7~~ acres of parks.</td></tr>
<tr><td>4-4</td><td>Land Use Statistical Summary
<table>
<tr><th rowspan="2">Neighborhoods</th><th colspan="3">Residential</th><th colspan="2">Open Space</th><th>Community Facilities</th><th rowspan="2">Total Acres</th></tr>
<tr><th>Acres</th><th>Density Category</th><th>Planned Units</th><th>Natural Space</th><th>Parks</th><th>Schools</th></tr>
<tr><td>The Grove (SFD)</td><td>13.6</td><td>3 DU/Ac.</td><td>22</td><td>48.4
~~48.6~~</td><td>1.1
~~1.3~~</td><td></td><td>72.3</td></tr>
<tr><td>Total</td><td>192.1</td><td>3.8 DU/Ac.</td><td>725</td><td>343.1
~~343.3~~</td><td>32.5
~~32.7~~</td><td>12.0</td><td>580.1</td></tr>
</table></td></tr>
<tr><td>4-6</td><td>The Grove: A 1.1~~1.3~~-acre neighborhood park will be located in the open space area at the entrance to The Grove. The conceptual plans include a picnic area under preserved, existing oaks and other passive amenities. The park shall also include access signs to designate links to the Orcutt regional trail system.</td></tr>
<tr><td>5-14</td><td>The Rice Ranch Specific Plan Area will provide future Class II and III bikeways through the project to increase east-west bikeway links.</td></tr>
<tr><td>7-155</td><td>The Grove is a 72-acre neighborhood that is planned to include 22 single-family homes, 47 condominium units, and a 1.1~~1.3~~-acre neighborhood park.

Access to The Grove will be Stubblefield Road and Black Oak Road, an internal road that will connect to Bradley Road via Pine Creek Circle.</td></tr>
<tr><td>8-18</td><td>Add: Access – Extension of eastern terminus of Stubblefield Road to Black Oak Drive</td></tr>
<tr><td>8-25</td><td>Add: Access - Extension of eastern terminus of Stubblefield Road to Black Oak Drive</td></tr>
</table>

To Appendix C, Open Space Habitat Management & Restoration Implementation Plan

<table>
<tr><th>Page</th><th>Modification</th></tr>
<tr><td>1</td><td>The Rice Ranch Specific Plan design includes a buildout of 725 residential units, with 376.0 acres of open space including 32.5~~32.7~~ acres of parks, and a 12-acre school site.

The present development plan for Key Site 12 as described in the Specific Plan divides the site into five neighborhoods or development pods: The Grove; The Meadow; The Oaks; Pine Creek; and Valley View. The 32.5~~32.7~~ acres of park land are divided into one large (26-acre) Community Park located in the center of the property, one 2.8 acre neighborhood park, ~~and three~~ two 1.3 acre neighborhood parks, and one 1.1 acre neighborhood park. A total of 376.0 acres of Open Space is included as part of the project design; this is approximately 65 percent of the total project site.</td></tr>
<tr><td>44</td><td>Oak Trees and Habitat: Presently 20 ~~19~~ oak trees are slated for removal during the project. This represents 0.3% of the approximately 5400 oak trees on the site. At least 200 ~~190~~ oak trees (10:1 replacement ratio) shall be grown and installed in the formal oak restoration area to mitigate for this impact. The formal oak woodland restoration areas are identified on Figure 6-1.</td></tr>
<tr><td>79</td><td>The project design calls for the presence of two ~~three~~ 1.3 acre neighborhood parks, one 1.1 acre neighborhood park, one 2.8-acre neighborhood park, and one large 26-acre centralized Community Park. The total area of park space is 32.5~~32.7~~ acres.</td></tr>
<tr><td>38</td><td>TABLE 4-2
HABITAT ACREAGE IMPACT AREAS
(Existing, Impacted, Restored, and Dedicated Open Space)
<table>
<tr><th>Neighborhoods</th><th>NNG</th><th>CCS</th><th>OW (# of trees)</th><th>MR CH</th><th>RP SB</th><th>FM SP</th><th>NNT</th><th>NNT*</th><th>TOTAL ACRES</th></tr>
<tr><td></td><td colspan="9">EXISTING HABITAT (acres)</td></tr>
<tr><td></td><td>337.4</td><td>91.0</td><td>58.7 (5401)</td><td>42.4</td><td>20.9</td><td>2.8</td><td>23.2</td><td>3.6</td><td>580.1</td></tr>
<tr><td>The Grove</td><td>23.2</td><td>1.4</td><td>0.2 (8 ~~7~~)</td><td>0.5</td><td>25.3</td><td></td><td></td><td></td><td></td></tr>
<tr><td>TOTAL EXPECTED IMPACTS</td><td>221.5</td><td>15.7</td><td></td><td>2.1</td><td>1.1</td><td>0.0</td><td>7.5</td><td>2.6</td><td>251.6</td></tr>
<tr><td>Impacts to Sensitive Habitat</td><td></td><td></td><td>1.1 (20 ~~19~~)</td><td>2.1</td><td>1.1</td><td></td><td></td><td></td><td>4.0</td></tr>
<tr><td></td><td colspan="9">RESTORED AND PRESERVED AREAS (acres)</td></tr>
<tr><td>FORMAL HABITAT RESTORATION[2]</td><td></td><td>15.7</td><td>7.6 (200 ~~190~~)</td><td>5.4</td><td>2.2</td><td></td><td></td><td></td><td>30.9</td></tr>
<tr><td>NATURAL OPEN SPACE[3]</td><td>115.9</td><td>75.3</td><td>57.6 (5384)</td><td>40.3</td><td>19.8</td><td>2.8</td><td>15.6</td><td>1.1</td><td>328.5</td></tr>
<tr><td>NATURAL</td><td>85.0</td><td>91.0</td><td>65.2</td><td>45.7</td><td>22.0</td><td>2.8</td><td>15.6</td><td>1.1</td><td>328.5</td></tr>
</table></td></tr>
</table>

Page	Modification

OPEN SPACE (Post-restoration)4			(5574)						

HABITAT TYPES
NNG = Non-Native Grassland
CCS = Central Coast Scrub
OW = Coast Live Oak Woodland
MR CH = Maritime Chaparral (includes area in understory of eucalyptus)
RP SB = Central Coast Riparian Scrub
FM SP = Coastal Freshwater Marsh/Seeps
NNT = Eucalyptus, Monterey Pine, Monterey Cypress
NNT* = Eucalyptus with La Purisima Manzanita Scattered in Understory

1Impacted Area acreage assumes total disturbance within neighborhoods (including roads), school, and detention basins.
3 Preserved Open Space calculations include only existing habitat
4 Includes minimum restored habitat acreage and tree count to meet required performance criteria
2 Maritime chaparral restoration acreage includes acres required for loss of maritime chaparral in eucalyptus understory and for scattered La Purisima manzanita individuals in eucalyptus understory. Riparian restoration includes mitigation for potential minor impacts to freshwater

TABLE 13-1: THE GROVE IMPACT AND MITIGATION SUMMARY

	Impacts		Mitigation	
HABITAT	**DIRECT IMPACT** **Habitat that will be removed as a result of development**	**PARTIAL IMPACT** **Maintained habitat within fuel modification zone**	**RESTORATION AREAS** **Habitat that will be actively restored**	**OTHER PLANTINGS**
Coast Live Oak	0.2 ac. (8 trees) ~~(7 trees)~~	Oaks may be selectively thinned in fuel modification zones (no oaks will be removed in these areas) (0.9 ac.)	Included in formal potential oak woodland restoration area of 7.6 ac. for Rice Ranch project. Minimum replacement ratio of 10:1	Oak trees will be included in landscaped buffer zones and fuel modification zones.

ATTACHMENT: H

Rice Ranch Ventures, L.L.C. Consent Agreement

Rice Ranch Ventures, LLC
P.O. Box 2730
Orcutt, Ca 93457

October 30, 2006

Ms. Lilly Okamura
Planner II
Long Range Planning
105 East Anapamu Street
Santa Barbara, Ca 93101

Re: Stubblefield Extension

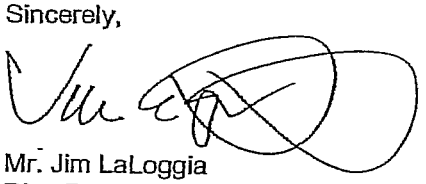
Dear Ms Okamura:

We understand from public hearings over the last year that the County of Santa Barbara is proposing to extend the end of Stubblefield Road east to connect with Black Oak Road. As part of this effort, an amendment to the Orcutt Community Plan and the Rice Ranch Specific Plan is being processed by the Comprehensive Planning Division. We understand that this item is scheduled for the Planning Commission meeting on December 13, 2006.

You asked if the landowner, Rice Ranch Ventures, L.L.C. could review the request and, if acceptable, provide a letter to the county that they were not opposed to this effort. We have reviewed the information and, also, had our planning and engineering consultants review the plans. Based on the materials provided by the county and the review by our team, we are not opposed to the amendment to the OCP and the Rice Ranch Specific Plan.

Please let us know if there is anything else you need from us on this matter.

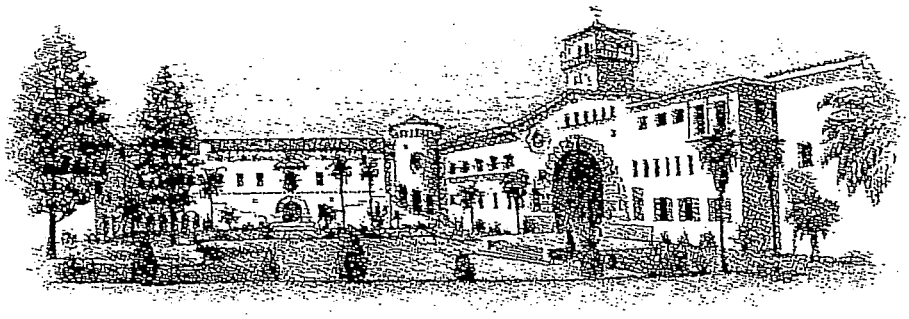
Sincerely,



Mr. Jim LaLoggia
Rice Ranch Ventures, L.L.C.

ATTACHMENT I

Board of Supervisors Letter for Consent to Amend



BOARD OF SUPERVISC
County Administration Buil
105 East Anapamu Stree
Santa Barbara, CA 9310
Telephone: (805) 568-21
www.countyofsb.org

COUNTY OF SANTA BARBARA

December 5, 2006

Mr. Jim LaLoggia
Rice Ranch Ventures, L.L.C.
P.O. Box 2730
Orcutt, CA 93457

Re: Consent to Amend the Rice Ranch Specific Plan

Dear Mr. LaLoggia:

As you know, the County of Santa Barbara is proposing to construct a connection from the eastern terminus of Stubblefield Road to Black Oak Drive within the Rice Ranch Specific Plan area. As part of this effort, amendments to the Orcutt Community Plan were adopted on July 11, 2006, and the County is currently processing amendments to the Rice Ranch Specific Plan.

Section 4.1 of the Rice Ranch Specific Plan Development Agreement states:

> *Conflicting enactments. Except as otherwise provided herein, any change in the Applicable Rules, including, without limitation, any change in any applicable general area or specific plan, zoning, subdivision or building regulation, adopted or becoming effective after the Applicable Rules of Effective Date, including, without limitation, any such change by means of an ordinance, initiative, resolution, policy, order or moratorium, initiated or instituted for any reason whatsoever and adopted by the County Board of Supervisors, the Planning Commission or any other board, commission, or department of County, or any affiliates or employee thereof, or by the electorate, as the case may be which would, absent this Agreement, otherwise be applicable to the Rice Ranch Project and which would conflict in any way with, be more restrictive, or impose greater obligations or burdens on Owner, than the Applicable Rules ("Subsequent Rules"), shall not be applied by County within the Rice Ranch Project unless both Owner and County consent in writing.*

As required by Section 4.1 of the Rice Ranch Specific Plan Development Agreement above, the County hereby consents to the aforementioned amendments to the Rice Ranch Specific Plan.

Sincerely,

JONI GRAY
Chair, Board of Supervisors
County of Santa Barbara