

# SANTA BARBARA COUNTY BOARD AGENDA LETTER



Clerk of the Board of Supervisors  
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**Agenda Number:**  
**Prepared on:** 12/14/05  
**Department Name:** Public Works  
**Department No.:** 054  
**Agenda Date:** 1/3/06  
**Placement:** Administrative  
**Estimate Time:**  
**Continued Item:** YES  
**If Yes, date from:** 5/10/05

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**TO:** Board of Supervisors

**FROM:** Ron Cortez, Deputy CEO  
Phillip M. Demery, Director, Public Works  
John Scherrei, Fire Chief  
John McInnes, Director, Strategic & Long Range Planning

**STAFF CONTACT:** Scott McGolpin, Deputy Director, Transportation, x3005  
Court Eilertson, Project Manager/Traffic Management, x3042

**SUBJECT:** Consideration of the Stubblefield Road / Black Oak Drive Connection, 4th District

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## Recommendation(s):

That the Board of Supervisors:

- A. Set hearing to consider a report on January 10, 2006, on the feasibility and design options to connect Stubblefield Road to Black Oak Drive, including traffic calming features.
- B. Direct CEO-Comprehensive Planning Division Staff, in coordination with Public Works Staff, to prepare an Orcutt Community Plan (OCP) amendment, including environmental review document, to amend the Circulation Element for connection of Stubblefield Road.
- C. Fund the Stubblefield/Black Oak Connection project in the amount of \$242,000. The sources of this revenue are as follows: construction costs in the amount of \$144,500 shall come from the FY 06-07 General Fund designations for road purposes in the 4th Supervisory District; and, \$97,500 in traffic calming, sidewalk, and curb improvements shall come from the Orcutt Transportation Improvement Plan (OTIP).

## Alignment with Board Strategic Plan:

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

- An Efficient Government Able to Respond Effectively to the Needs of the Community.
- A Safe and Healthy Community in Which to Live, Work, and Visit.

- A High Quality of Life for All Residents. A Community that Fosters the Safety and Well-Being of Families and Children.

### **Executive Summary and Discussion:**

On May 10, 2005, the Public Works, Planning and Development and Fire Departments presented the Planning Commission's recommendation that your Board consider roadway options for extending Stubblefield Road to Black Oak Drive. These recommendations were based on recent subdivision approvals in the vicinity and the need for overall circulation improvements to this portion of the Orcutt Community Planning area. Staff analyzed two design options, and determined a connection between the Stubblefield Road terminus and Black Oak Drive through the pocket park in the eastern portion of Key Site 12 was feasible. This design 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. Further, this connection option would not require a major site plan revision for Key Site 7 and would go through the "pocket park" on the Key Site 12 map, which is not anticipated to be recorded for several years. Part of the Tract Map for the Rice Ranch project (TM14,430), this pocket park, located at the eastern terminus of Stubblefield Road, is 1.39 acres. Although construction of the roadway connection will require approx. 6,400 square feet of space within the park, the remaining park acreage will still maintain the minimum 1 acre size requirement, pursuant to the Rice Ranch project. The proposed road is 170 feet long.

From a traffic volume standpoint, the recommended roadway connection would improve circulation by providing secondary access to the existing Pine Grove/Oak Knolls neighborhood. Operationally, this additional access will effectively reduce turn movements at the Clark Avenue/Bradley Road intersection and reduce overall traffic volumes, eastward along Clark Avenue. Connection to Black Oak Drive would provide the existing community with improved access to and from the entire Orcutt Planning Area, especially to the east (i.e. Key Site 1, 2, 25 and the US Highway 101 Northbound and Southbound Ramps). The connection would also provide a more direct link to regional destinations. Public Works, Roads Division staff estimate that the volume resulting from the Stubblefield connection, in conjunction with traffic volume on Black Oak Drive traveling to Stillwell Road north to Clark Avenue, is between 1,500 and 2,500 cars per day. Additionally, the connection would result in a significant reduction in emissions and vehicle miles traveled (VMT).

With only one access route via Clark Avenue/Bradley Road intersection, emergency responders traveling southward to the Pine Grove/Oak Knolls neighborhood is less than optimal. In 2005, County Fire has responded to 32 emergency calls in the neighborhood, 23 of which were medical emergencies. By connecting Stubblefield Road directly with Black Oak Drive, fire department travel distances to the existing Stubblefield subdivision will be reduced by approximately one mile. With two access points, Fire Engine 22, located at 1596 Tiffany Park Court, can respond directly to these existing homes down Stillwell Road to Black Oak Drive. This connection has the potential of reducing response times of emergency responders by 2-3 minutes. This improvement will provide access options for the community, and improve the overall public safety in terms of lower response times for emergency responders, as well as emergency egress for the public.

### ***Traffic Calming Measures***

At the May 10, 2005 Board hearing, members of the public voiced concern with potential circulation modifications to 1997 Orcutt Community Plan for this area and potential traffic safety if Stubblefield Road was connected. Based on deliberations, the Board expressed a continued desire for the roadway connection and directed staff to explore opportunities for incorporating traffic calming techniques, which would maintain the existing character of the roadway.

The Public Works Department has considered various traffic calming options and determined that the OTIP could provide for such measures throughout the entire Orcutt Planning Area (OPA). Specifically, the Public Works Transportation Division could construct curb extensions along the existing Stubblefield Road segment from Bradley Roadway to the eastern terminus with Key Site 12's frontage improvements along Stubblefield Road. Curb extensions or "bulb-outs" have been proven to reduce speeds and volumes along roads that have the same characteristics as Stubblefield Road (straight roadway, and over 1000' long). Should the Board direct staff to pursue this form of traffic calming on Stubblefield Road, funding would likely be entirely from the OTIP, as the fund balance accumulates enough funds to design the curb extensions or other techniques (see graphic examples, Attachment A). Additionally, Public Works would coordinate these improvements with the Key Site 12 applicant.

### ***Orcutt Community Plan Amendment***

Before the Stubblefield Road connection can be constructed, an amendment to the Orcutt Community Plan (OCP) is required. The Circulation Element of the OCP, adopted in 1997, designated roadway classifications and identified where roadway improvements were planned to accommodate circulation impacts and service levels from new development and community build out. Stubblefield Road was not identified on adopted in the OCP maps (see Attachment B - OCP Figure 20 and Figure KS7-1) or described as roadway improvements identified in the OCP Circulation Element. Therefore amendments to the OCP Circulation Element are required.

Processing the OCP amendment will be completed using existing Comprehensive Planning resources. In addition, approximately \$5,000 will be required to fund an outside consultant to complete a comprehensive traffic analysis and modeling of the roadway connection. After an environmental assessment, the amendment would require public review and a recommendation from the Planning Commission before adoption hearings by your Board. The anticipated timeline to complete the amendment is 4-5 months. The acquisition of the land required for the connection of Stubblefield Road falls within Government Code Section 65402 which requires governmental agencies to prepare a report to the decision makers prior to its acquisition (see Attachment C for a description of the County acquisition process).

### ***Roadway Implementation, Cost and Timing***

The construction costs are estimated to be \$242,000 for the proposed roadway connection Public Works would coordinate with the developers of Key Sites 7 and 12 so that the roadway construction on private property could accommodate the necessary connection infrastructure. With this improvement, Stubblefield Road can traverse through Key Site 7 (Vintage Ranch) and ultimately through the other Key Sites in the area, thereby ending up at an intersection with Stillwell Road to the east (see Attachment E). The improvement also includes a 40' cross-section, along Stubblefield Road, including curb, gutter, and sidewalk on the north side. Because the construction of the improvement is only necessary if Black Oak Drive is constructed, staff recommends timing of the improvement coincide with Key Site 7 improvements.

### **Mandates and Service Levels:**

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

### **Fiscal and Facilities Impacts:**

Processing the OCP amendment will be completed using existing Comprehensive Planning resources. In addition, approximately \$5,000 will be required to fund an outside consultant to complete a comprehensive traffic analysis and modeling of the roadway connection.

The Orcutt Transportation Improvement Plan (OTIP) does not include the Stubblefield Road connection and only contains funding for improvements to Stillwell Road, south of Clark Avenue, and miscellaneous sidewalk improvements through the OPA. At the time of the OTIP adoption the connection of Stubblefield Road was not a needed improvement and therefore was not included. The fees in the OTIP are calculated by considering the proposed build out and the cost of the needed improvements. The Mitigation Fee Act (GC section 66000 et seq) requires that all fees must have a reasonable relationship to the proposed improvement attributable to the proposed development. In this instance, there is no link from surrounding Key Site development to improvement to fee because the connection was never included in the OTIP. Without the required nexus study of an OTIP, fees generated in the current OTIP cannot be applied to the roadway connection.

The funding for this project is as follows: Construction costs in the amount of \$144,500 shall come from the FY 06-07 General Fund designations for road purposes in the 4th Supervisory District; and, \$97,500 in traffic calming, sidewalk, and curb improvements shall come from the Orcutt Transportation Improvement Plan (OTIP).

**Special Instructions:**

None.

**Attachments:**

- A – Traffic Calming Examples
- B – Figure 1 Showing KS7
- C – Planning Commission Action Letter, dated April 14, 2005
- D – Real Property Acquisition Punch List
- E – Stubblefield Roadway Connection Preliminary Cost Estimate
- F – Conceptual Figures of Stubblefield Road Connection