SANTA BARBARA COUNTY
BOARD AGENDA LETTER

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

Agenda Number:

Prepared on: 6/20/06
Department Name: CEO, Comprehensive Planning
Department No.: 990
Agenda Date: 6/27/06
Placement: Administrative
Estimate Time: 1 hour
Continued Item: NO
If Yes, date from:
Document File Name: G:\GROUP\COMP\Planning Areas\ORCUTT\Orcutt Community Plan\Stubblefield Connection\BOS\Stubblefield Board Letter.doc

---

TO: Board of Supervisors

FROM: Michael F. Brown, County Executive Officer

STAFF CONTACT: John McInnes, Director, Strategic and Long Range Planning, 568-3552

SUBJECT: Orcutt Community Plan Amendment and General Plan Consistency Determination for the Stubblefield Road Connection

---

Recommendation(s):

That the Board of Supervisors:

Set a hearing for July 11, 2006 to consider the Planning Commission's recommendations regarding the Orcutt Community Plan Amendment and General Plan Consistency Determination for the Stubblefield Road Connection as follows:

1. Receive and file staff presentation, consider recommendations from the Planning Commission, and conduct a public hearing;

2. Adopt the CEQA findings and findings for approval for 06GPA-00000-00004 & 06GOV-00000-00011 (Attachment A);

3. Approve the Addendum dated June 20, 2006 to the Certified Final Program EIR for the Orcutt Community Plan FEIR (95-EIR-01) and the Rice Ranch Specific Plan SEIR (03-EIR-05) (Attachment E); and

4. Adopt a resolution adopting 06GPA-00000-00004 to amend the Orcutt Community Plan (Attachment C).

5. Continue the project to July 25, 2006 for final action on the designated Land Use Element Window date.

Alignment with Board Strategic Plan:

The recommendation is primarily aligned with Goal No. 1, An Efficient Government Able to Respond Effectively to the Needs of the Community; Goal No. 2, A Safe and Healthy Community in Which to Live, Work, and Visit; Goal No. 4, A Community that is Economically Vital and Sustainable; and Goal No. 5, A High Quality of Life for All Residents.

Executive Summary:

On January 10, 2006 the Board of Supervisors directed staff to prepare an amendment to the Orcutt Community Plan Transportation Section to allow the extension of Stubblefield Road to connect with Black Oak Drive, and to conduct any necessary environmental review. The Board also allocated $242,000 for construction of the project. Staff prepared the amendment and an Addendum to the Orcutt Community Plan Final EIR (OCP FEIR) and the Rice Ranch Supplemental EIR (Rice Ranch SEIR) as the environmental review document (Attachment E). On May 10, 2006 the Planning Commission reviewed the proposed amendment and the Addendum. On a 3-2 vote (Commissioners Valencia/Boysen voted no) the Commission passed a motion recommending to the Board that the environmental review document was not adequate.

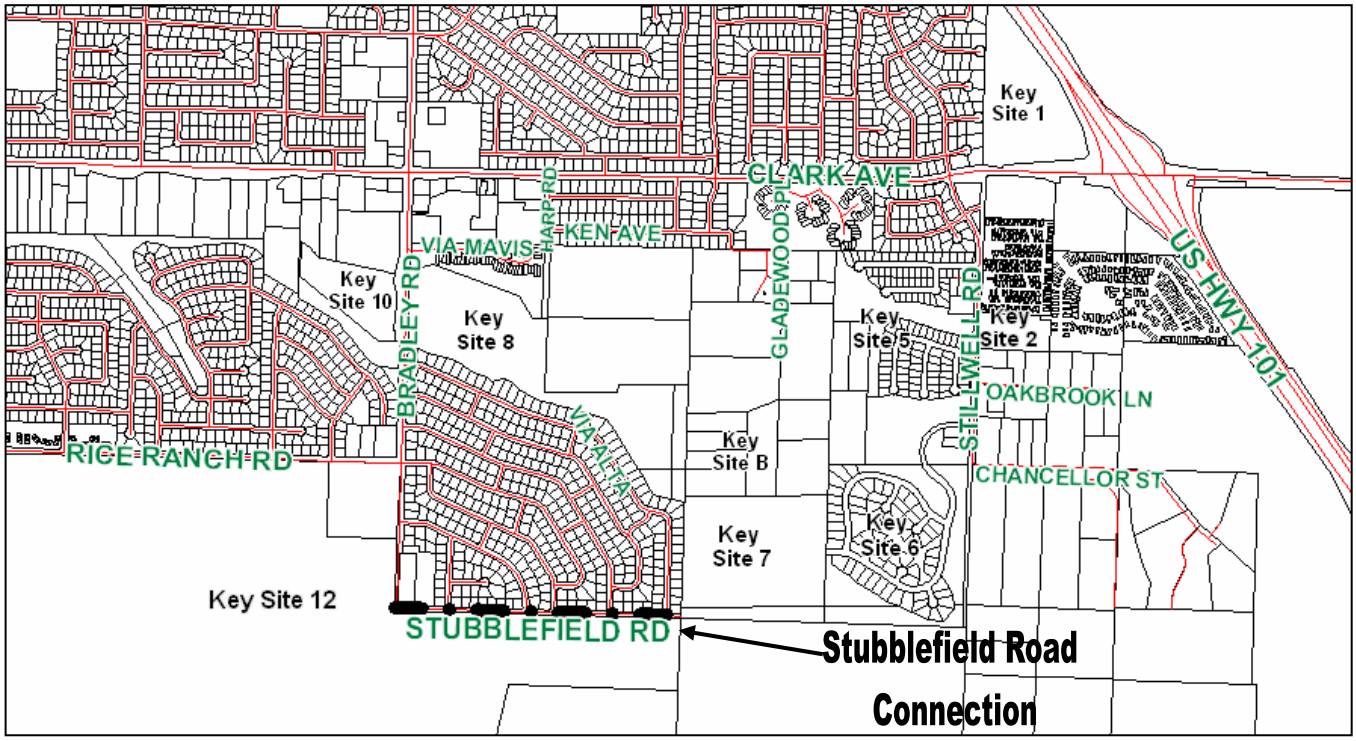
Staff believes that the Addendum was adequate as presented to the Planning Commission, but has revised the document to respond to the Planning Commission's concerns. The OCP amendment and revised environmental document are now before the Board for consideration and approval.

Discussion:

1. Existing Stubblefield Road Conditions

Stubblefield Road is located in southeast Orcutt and currently extends easterly from Bradley Road along the northern boundary of Key Site 12 and terminates just east of Via Alta at the southwest corner of Key Site 7. The Orcutt roadway classification system is divided into two main designations: primary and secondary roadways. Each of these main designations is further subdivided into three subclasses, dependent upon roadway size, function, and surrounding uses. Stubblefield Road is currently designated as a two lane roadway classified as secondary (S-3). S-3 Roadways are designed to primarily serve small to medium size residential lots and have frequent driveways. Stubblefield Road is 32 feet wide with two 12' travel lanes and two 4' shoulders with no bikeways and a walkway on the north side of the road only.

Figure 1
Vicinity Map



2. Existing Orcutt Community Plan

In July of 1997, the Board of Supervisors adopted the Orcutt Community Plan (OCP) for the unincorporated area of Orcutt. A primary goal of the OCP is to complete the roadway system: providing through-links where needed, providing new or extended roads in areas expecting significant additional growth, and identifying ways alternative transportation can reduce congestion and overall vehicle miles. The OCP addresses these needs through the Orcutt Transportation Improvement Plan (OTIP), the Bikeways Plan, and development standards that call for traffic calming methods and alternative forms of transportation to reduce circulation impacts.

The Orcutt Community Plan Bikeways Map (Attachment F of the PC staff report) currently shows no existing or proposed bikeways on Stubblefield Road; however, a Class 2 bikeway is proposed to parallel Stubblefield to the south and connect to Stillwell Road via a proposed roadway that would traverse Key Sites 12, 7, and 6. Class 2 bike paths are separate lanes for use by bicyclists within the paved area of a road.

The OCP FEIR Volume II (Key Sites) identified the need for a public road connection from the Stubblefield/Bradley area to the Stillwell/Clark area and thoroughly analyzed three different roadway options for a through route. Mitigation measures were identified to address potential adverse impacts. Although the final Board adopted OCP did not include improvements or connections from the terminus of Stubblefield Road as a planned improvement with the

residential development anticipated during buildout of the key sites, the environmental review conducted for the road connection is still valid.

3. Orcutt Transportation Improvement Plan

The Orcutt Transportation Improvement Plan (OTIP) identifies improvements to roadways, intersections, and alternative transportation facilities to accommodate likely ten-year (1997-2007) land use development. These improvements were developed using the results of the traffic and circulation analysis and Orcutt Traffic Model completed for the OCP. Bicycle, transit, and "traffic calming" measures are also included in the OTIP.

The OTIP identifies the need for construction of a through public road from the end of Stillwell Road to Bradley Road through Key Sites 5, 6, 7, and 12 to accommodate traffic generated under the 10-year build-out scenario. The OTIP also identifies the need for approximately 26.3 additional miles of bikeway facilities and specifically identifies a proposed 1.6 mile Class 2 bikeway along Stillwell and Stubblefield Roads. The proposed Stubblefield Road connection, while not specifically addressed in the OTIP, would address these needs.

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.

4. Project History

On March 9, 2005, while considering and approving the Vintage Ranch subdivision project (Key Site 7) the Planning Commission took note of:

1) the significant amount of growth planned for southeastern Orcutt
2) the overall lack of roadway connectivity in this area
3) potential access difficulties for emergency responders to this area, and
4) the proximity of the planned Black Oak Drive to the eastern dead-end terminus of Stubblefield Road.

The Planning Commission passed a motion to direct staff to prepare and file a report to the Board of Supervisors evaluating options for connecting the eastern terminus of Stubblefield Road to Black Oak Drive.

On May 10, 2005, staff presented the Planning Commission-requested report evaluating options for the Stubblefield/Black Oak connection to the Board. The Board unanimously voted to direct staff to further study the feasibility of the connection, including possible alignments and design options for the segment. Staff returned to the Board on January 10, 2006 with a report finding the connection would be feasible and suggesting two possible alignments (A & B) for the roadway. The Board directed staff to prepare amendments to the Orcutt Community Plan (OCP)

and any necessary environmental review documentation to allow the roadway connection following Alignment A. The Board also allocated $144,500 for construction costs 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 from the Orcutt Transportation Improvement Plan (OTIP).

5. Planning Commission Recommendations

On May 10, 2006, pursuant to direction provided by the Board, Comprehensive Planning and Public Works staff returned to the Planning Commission with amendments to the OCP and an Addendum to the OCP FEIR. Approximately eight members of the public spoke in opposition to the Stubblefield Road Connection. No members of the public spoke in favor of the project.

Some members of the Planning Commission questioned the appropriateness of preparing an Addendum to the OCP FEIR as opposed to preparing a new environmental document and were concerned that the Addendum did not adequately address the removal of a coast live oak tree. They also noted the lack of neighborhood support for the project. A motion to recommend approval of the project failed on a 2-3 vote (Commissioners Cooney, Brown and Montgomery voted no); and a second motion to forward a recommendation to the Board that the environmental review was inadequate passed by a 3-2 vote (Commissioners Valencia/Boysen voted no).

6. Adequacy of Environmental Review

The State CEQA Guidelines provide that, when an EIR has been certified, no subsequent EIR shall be prepared for the project unless the lead agency (i.e., County) determines that substantial changes in the project or circumstances would involve substantial new impacts or substantially increased severity of impacts not evaluated in the prior document (Section 15162). The Guidelines provide that an Addendum to an EIR may be provided if only minor additions or changes are necessary to make the previous EIR adequate for the current project (Section 15164).

The Board of Supervisors certified the OCP FEIR on July 22, 1997. The OCP FEIR 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. In approving the Orcutt Community Plan, the Board of Supervisors adopted a Statement of Overriding Considerations for identified environmental impacts that could not be fully mitigated (i.e., residual impacts after mitigation which were determined to be significant and unavoidable [Class I impacts]).

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. 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 changes in the project or circumstances would cause substantial new impacts or increased severity of impacts that were not already evaluated in the OCP FEIR or the Rice Ranch SEIR. While the OCP FEIR thoroughly analyzed impacts associated with the road connection, the Board chose not to include the roadway connection in the final OCP, which shows Stubblefield Road as a 2,600-foot long dead end road. Development of a neighborhood park on the project site was reviewed under the Rice Ranch Specific Plan SEIR 03-EIR-05. Therefore, impacts of converting the site from natural open space to either a roadway or park have been thoroughly evaluated previously. Therefore preparation of an EIR Addendum was appropriate and complies with CEQA.

The EIR Addendum considers the original environmental analysis of the OCP FEIR and the Rice Ranch SEIR and whether there are new significant effects due to the changes to the roadway connection (the proposed project), changed circumstances, or new information shows new or substantially more severe significant effects or other certain circumstances not applicable in this instance. Following the Planning Commission hearing, staff revised the EIR Addendum to provide a more detailed description of the physical and regulatory setting, additional previously identified impacts and mitigation measures from the OCP FEIR and the Rice Ranch SEIR, and a more extensive impact analysis of the proposed project for each issue section of the document.

The Planning Commission's primary concern focused on potential environmental impacts associated with the removal of a coast live oak tree. Staff conducted a more thorough analysis of potential impacts associated with the removal of the tree and concluded that 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 the 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.

Pursuant to County tree replacement standards, any protected trees that 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. County tree replacement measures would be applied to the proposed project. The one coast live oak tree to be removed would be replaced at the standard county ratio of 10:1.

While the proposed project would result in an incremental impact (the loss of one coast live oak tree), it 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 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.

Based on the scope of the proposed amendments, staff is recommending that the Board approve an Addendum to the OCP FEIR (95-EIR-01) and the Rice Ranch SEIR (03-EIR-05). The EIR Addendum analyzed the previously identified environmental impacts that could occur as a result of the project in the following areas: aesthetic/ visual resources, air quality, biological resources, fire protection, noise, public services, recreation and open space, and transportation, and concluded that the proposed amendments would not result in any new significant environmental impacts that were not analyzed in the FEIR and SEIR. No changes to the Level of Significance to any of the areas reviewed would occur. Therefore, the Addendum, as prepared, thoroughly evaluates the environmental impacts of the project, is adequate and fully complies with CEQA.

Although not required pursuant to CEQA, the first draft of the Addendum was circulated for a 21-day courtesy public review period from April 3, 2006 to April 24, 2006. One comment letter has been received from the Public Works Department and one from Ms. Lillian Smith. The revised draft addendum dated June 20, 2006 was circulated for a 14-day public review period from June 20, 2006 to July 5, 2006. Since this is an Addendum, a written response to the public comments is not required per CEQA or the CEQA Guidelines.

The revised EIR Addendum is included as Attachment E.

Mandates and Service Levels:

These amendments are not mandated and will not result in a change in service levels.

Fiscal and Facilities Impacts:

Funding for the adoption and implementation of these amendments is in the County Executive Office's recommended Fiscal Year 2005-2006 budget on page D-292 under Community Plans.

There would be no facilities impact.

Special Instructions

1) Clerk of the Board shall complete noticing in the Santa Maria Times at least 10 calendar days before the hearing. The notice shall contain the time and place of the hearing, a general explanation of the matter to be considered and a general description of the area affected.
2) Clerk of the Board shall complete mail noticing at least 10 days prior to the hearing of all properties located within 300 feet of the project site. Mailing labels provided by P&D.
3) Clerk of the Board shall forward a copy of the Minute Order to Planning and Development, attn: Cintia Mendoza, Hearing Support.

Attachments

A. CEQA findings and findings for approval for 06GPA-00000-00004 & 06GOV-00000-00011
B. Planning Commission Action Letter dated May 11, 2006
C. Resolution adopting 06GPA-00000-00004
D. Planning Commission Staff Report dated April 28, 2006
E. Addendum dated June 20, 2006
F. Current OCP Circulation Map
G. Proposed OCP Circulation Map
H. Current OCP Bikeways Map
I. Proposed OCP Bikeways Map
J. Stubblefield Road Connection Traffic Analysis

ATTACHMENT A: FINDINGS

1.0 CEQA FINDINGS

1.1 The Board of Supervisors have considered the OCP FIER and Addendum. The OCP FIER Addendum reflects the independent judgment of the Board of Supervisors and has been completed in compliance with CEQA, and, together with the OCP FEIR, is adequate for this proposal.

1.2 The Board of Supervisors finds that through feasible conditions placed upon the project, the significant impacts on the environment have been eliminated or substantially mitigated.

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 Secretary of the Santa Barbara County Planning Commission, Mr. Steve Chase, Planning and Development, located at 123 E. 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 conditions of approval, 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

2.1 Comprehensive Plan Findings

Government Code Section 65358 requires a comprehensive plan amendment to be in the public interest. The proposed comprehensive plan amendment would be in the public interest for the following reasons:

1. The proposed general plan amendment would provide access options for the community and improve the overall public safety in terms of lower response times for emergency responders. Currently, Stubblefield Road terminates just west of Key Site 7, providing no connectivity between Key sites 12 and 7. The Stubblefield Road connection would provide easterly access to the existing Pine Grove/Oak Knolls neighborhood, as well as secondary access for emergency vehicles, school busses, trash pick-up, and other services, while improving overall connectivity in the road network in the Southeast Orcutt area.

2. The proposed project is consistent with the applicable policies of the Santa Barbara County Comprehensive Plan, as discussed in Section 6.2 of the Staff Report dated April 28, 2006.

3. The proposed General Plan Amendment would not result any significant impacts on the environment.

ATTACHMENT B

Planning Commission Action Letter dated May 11, 2006

May 11, 2006

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

PLANNING COMMISSION
HEARING OF MAY 10, 2006

RE: Stubblefield Road Connection, 06GPA-00000-00004, 06GOV-00000-00011

Hearing on the request of the County Executive Office, Comprehensive Planning Division and the Public Works Department to consider the following [applications filed on April 25, 2006]:

a) **06GPA-00000-00004** proposing to amend text and Circulation and Bikeways maps of the Transportation Section of the Orcutt Community Plan to identify and describe the proposed Stubblefield Road connection;

b) **06GOV-00000-00011** for a determination that the proposed Stubblefield Road connection and bikeway is consistent with the Comprehensive Plan of the County of Santa Barbara, pursuant to Government Code Section 65402;

and to accept the Addendum to Environmental Impact Report 95-EIR-001 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 EIR identified significant effects on the environment in the following categories: Land Use, Biology, Archaeological Resources, Historic Resources, Geology, Agriculture, Risk of Upset, Water Resources, Traffic, Parks and Recreation, Trails, Open Space, Fire, Police, Schools, Library, Noise, Solid Waste, Waste Water, Flooding & Drainage, Visual Resources/Aesthetics, and Air Quality. The application involves a 6,400 square foot area located between the Stubblefield Road terminus and the proposed Black Oak Drive in the eastern portion of Key Site 12 in the Orcutt area, Fourth Supervisorial District.

Dear Honorable Members of the Board of Supervisors:

At the Planning Commission hearing of May 10, 2006, the Commission took the following action:

Commissioner Valencia moved, seconded by Commissioner Boysen and failed by a vote of 2-3 (Cooney/Brown/Montgomery no) to recommend that the Board of Supervisors:

1. Adopt a resolution adopting the proposed General Plan Amendment specified as Attachment C of the staff report dated April 28, 2006;

2. Adopt the CEQA findings and findings for approval of the proposed amendments specified as Attachment A of the staff report dated April 28, 2006;

3. Approve the Addendum dated April 28, 2006 to the Certified Final Program EIR for the Orcutt Community Plan, 95-EIR-01 specified as Attachment B of the staff report dated April 28, 2006;

4. Adopt a resolution adopting 06GPA-00000-00004 to amend the Oructt Community Plan specified as Attachment I of the staff report dated April 28, 2006; and

5. That staff forward to the Board of Supervisors the Planning Commission staff report dated April 28, 2006, which indicates that the proposed public road construction is in conformance with the Comprehensive Plan.

Commissioner Cooney moved, seconded by Commissioner Montgomery and carried by a vote of 3-2 (Boysen/Valencia no) to:

1. Forward to the Board of Supervisors a recommendation that the Addendum to the OCP FIER (95-EIR-01) is inadequate.

Sincerely,

Steve Chase
Secretary to the Planning Commission

cc: Case File: 06GPA-00000-00004, 06GOV-00000-00011
Planning Commission File
Records Management
County Chief Appraiser
County Surveyor
Fire Department
Flood Control
Park Department
Public Works
Environmental Health Services
APCD
Mary Ann Slutzky, Deputy County Counsel
John McInnes, Director, Strategic and Comprehensive Planning
Stephen Peterson, Supervising Planner, Comprehensive Planning
Lilly Okamura, Planner, Comprehensive Planning

SC:cnm

ATTACHMENT C

Resolution adopting 06GPA-00000-00004

ATTACHMENT C

RESOLUTION OF THE SANTA BARBARA COUNTY BOARD OF SUPERVISORS
COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA

IN THE MATTER OFGRANTING) APPROVAL OF AN AMENDMENT TO THE) CIRCULATION COMPONENT OF THE) ORCUTT COMMUNITY PLAN OF THE SANTA) BARBARA COUNTY COMPREHENSIVE 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))	RESOLUTION NO.: _____ CASE NO.: 06GPA-00000-00004

WITH REFERENCE TO THE FOLLOWING:

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

B. On July 22, 1997, the Board of Supervisors adopted the Orcutt Community Plan update to the Santa Barbara County Comprehensive Plan.

C. It is now deemed to be in the interest of orderly development of the County and important to the preservation of the health, safety, and general welfare of the residents of said County to adopt an amendment to the Orcutt Community Plan to revise the Orcutt Community Plan of the Santa Barbara County Comprehensive Plan as shown on Exhibit 1, incorporated by reference.

D. Public officials and agencies, civic organizations, and citizens have been consulted on and have advised the Planning Commission on the said proposed amendments in a duly noticed public hearing pursuant to Section 65358 of the Government Code, and the Planning Commission has sent its written recommendations to the Board pursuant to Section 65354 of the Government Code.

E. The Board of Supervisors have held a duly noticed public hearing, as required by Section 65355 of the Government Code, on the proposed amendment, at which hearings the amendment was explained and comments invited from the persons in attendance.

NOW, THEREFORE, IT IS HEREBY RESOLVED as follows:

1. The above recitations are true and correct.

2. Pursuant to the provisions of Section 65856 of the Government Code, the above described changes are hereby adopted by the Board of Supervisors as amendments to the Orcutt Community Plan Circulation component of the Santa Barbara County Comprehensive Plan.

3. The Chair and the Clerk of the Board are hereby authorized and directed to sign and certify all maps, documents, and other materials in accordance with this resolution to show the above mentioned action by the Board.

4. Pursuant to the Provisions of Government Code Section 65357 the Clerk of the Board is hereby authorized and directed to send endorsed copies of said maps to the planning agency of each city within this County.

PASSED, APPROVED, AND ADOPTED by the Board of Supervisors of the County of Santa Barbara, this ____ day of _____, 2006, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____
JONI GRAY
Chair, Board of Supervisors
County of Santa Barbara

ATTEST:

MICHAEL F. BROWN
Clerk of the Board of Supervisors

By _____
Deputy Clerk of the Board

APPROVED AS TO FORM:

STEPHEN SHANE STARK
County Counsel

By _____
Deputy County Counsel

EXHIBIT 1

The Orcutt Community Plan of the Santa Barbara County Comprehensive Plan is recommended by the Santa Barbara County Planning Commission to be amended as follows:

1. Revise the description of Stubblefield Road in Section 3.H, Public Facilities and Services – Transportation, under Subsection 1.A Secondary Roadways to read as follows:

   Stubblefield Road is a 2-lane roadway which serves neighborhood traffic and extends easterly from Bradley Road to Black Oak Drive. It terminates at a "T" intersection and 1-way stop at Black Oak Drive.

2. Revise Figure 24 Orcutt Community Plan Proposed Circulation to depict Stubblefield Road connecting to Black Oak Drive.

3. Revise Figure 27 Orcutt Community Plan Bikeways Map to show a proposed Class 3 bikeway along Stubblefield Road connecting to the Class 2 bikeway on Black Oak Drive.

ATTACHMENT D

Planning Commission Staff Report dated April 28, 2006

SANTA BARBARA COUNTY PLANNING COMMISSION
Staff Report for the Orcutt Community Plan Amendment for the Stubblefield Road Connection

Hearing Date: May 10, 2006	**Director: John McInnes**
Staff Report Date: April 28, 2006	**Division: Comprehensive Planning**
Case Nos.: 06GPA-00000-00004 & 06GOV-00000-00011	**Project Manager: Stephen Peterson**
Environmental Document: Addendum to 95-EIR-01	**Phone #: 805-884-6836**

1.0 PURPOSE OF HEARING

Pursuant to direction received from the Board of Supervisors on January 10, 2006, the County Executive Office Comprehensive Planning Division and the Public Works Department have prepared amendments to the text and maps of the Transportation section of the Orcutt Community Plan (OCP) to connect the eastern terminus of Stubblefield Road to Black Oak Drive for your Commission's consideration. Furthermore, pursuant to Government Code §65402 (a), a determination by the Planning Commission that the construction of the road connection is consistent with the Comprehensive Plan of the County of Santa Barbara is also required.

2.0 RECOMMENDATION AND PROCEDURES

Follow the procedures outlined below and approve Case No. 06GPA-00000-00004 marked "Officially Accepted, County of Santa Barbara May 12, 2006 Planning Commission Attachment 1", based on the ability to make the required findings.

Your Commission's motion should include the following recommendations to the Board of Supervisors:

1. Adopt the CEQA findings and findings for approval of the proposed amendments (Attachment A);

2. Approve the Addendum dated April 28, 2006 to the Certified Final Program EIR for the Orcutt Community Plan (95-EIR-01) (Attachment B); and

3. Adopt a resolution adopting 06GPA-00000-00004 to amend the Orcutt Community Plan (Attachments C).

4. Forward to the Board of Supervisors this staff report dated April 28, 2006, which indicates that the proposed public road construction is in conformance with the Comprehensive Plan.

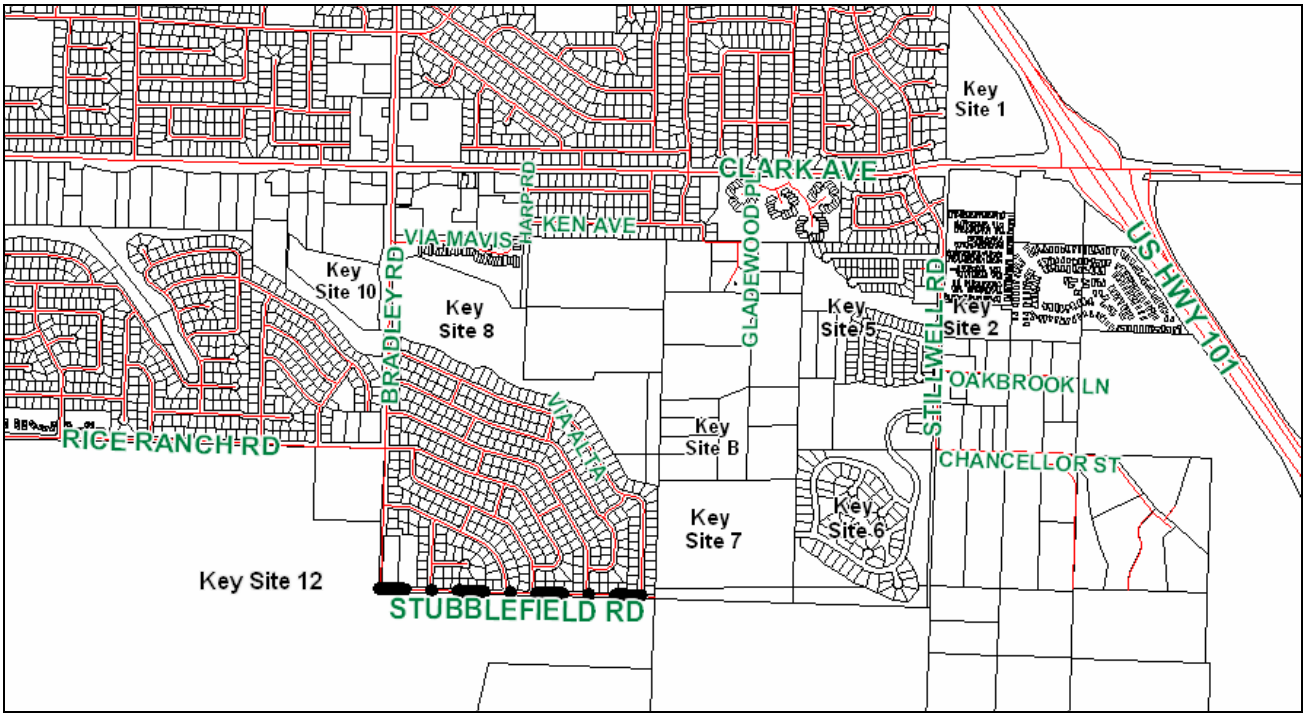
Please refer the matter to staff if your Commission takes action other than that which is recommended.

3.0 BACKGROUND

4.1 Existing Stubblefield Road Conditions

Stubblefield Road is located in southeast Orcutt and currently extends easterly from Bradley Road along the northern boundary of Key Site 12 and terminates just east of Via Alta at the southwest corner of Key Site 7. The Orcutt roadway classification system is divided into two main designations: primary and secondary roadways. Each of these main designations is further subdivided into three subclasses, dependent upon roadway size, function, and surrounding uses. Stubblefield Road is a two lane roadway classified as secondary (S-3). S-3 Roadways are designed to primarily serve small to medium size residential lots and have frequent driveways. Stubblefield Road is 32 feet wide with two 12' travel lanes and two 4' shoulders with no bikeways and a walkway on the north side of the road.

Figure 1
Vicinity Map



4.2 Existing Orcutt Community Plan

In July of 1997, the Board of Supervisors adopted the Orcutt Community Plan (OCP) for the unincorporated area of Orcutt. A primary goal of the OCP is to complete the roadway system: providing through-links where needed, providing new or extended roads in areas expecting significant additional growth, and identifying ways alternative transportation can reduce congestion and overall vehicle miles. The OCP addresses these needs through the Orcutt Transportation

Improvement Plan (OTIP), the Bikeways Plan, and development standards that call for traffic calming methods and alternative forms of transportation to reduce circulation impacts.

The Orcutt Community Plan Bikeways Map (Attachment F) currently shows no existing or proposed bikeways on Stubblefield Road; however, a Class 2 bikeway is proposed to parallel Stubblefield to the south and connect to Stillwell Road via a proposed roadway that would traverse Key Sites 12, 7, and 6. Class 2 bike paths are separate lanes for use by bicyclists within the paved area of a road.

While the OCP did not identify a Stubblefield Road connection as a planned improvement with the residential development anticipated during buildout of the key sites, the OCP EIR Volume II (Key Sites) identified the need for a public road connection from the Stubblefield/Bradley area to the Stillwell/Clark area. The FEIR thoroughly analyzed three different roadway options for a through route, and mitigation measures were identified to address potential adverse impacts, however, no proposed improvements or connections from the terminus of Stubblefield Road to the east were adopted into the OCP.

4.3 Orcutt Transportation Improvement Plan

The Orcutt Transportation Improvement Plan (OTIP) identifies improvements to roadways, intersections, and alternative transportation facilities to accommodate likely ten-year (1997-2007) land use development. These improvements were developed using the results of the traffic and circulation analysis and Orcutt Traffic Model completed for the OCP. Bicycle, transit, and "traffic calming" measures are also included in the OTIP.

The OTIP identifies the need for construction of a through public road from the end of Stillwell Road to Bradley Road through Key Sites 5, 6, 7, and 12 to accommodate traffic generated under the 10-year build-out scenario. The OTIP also identifies the need for approximately 26.3 additional miles of bikeway facilities and specifically identifies a proposed 1.6 mile Class 2 bikeway along Stillwell and Stubblefield Roads. The proposed Stubblefield Road connection, while not specifically addressed in the OTIP, would address these needs.

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.

4.4 Project History

On March 9, 2005 the Planning Commission approved the Vintage Ranch subdivision project (TM 14,556). The project site is located at the terminus of Stubblefield Road, identified as Key Site 7 in the OCP. Access to the project site and future residences would be provided from the east by Black Oak Drive, a public road to be constructed from Stillwell Road, through Key Site 6

(the Mesa Verde project site) and through the southern section of Key Site 7 (the Vintage Ranch project site). Instead of tying into the terminus of Stubblefield Road, Black Oak Drive is configured to connect with the Rice Ranch project (Key Site 12) located south of the Vintage Ranch project. Based on recent subdivision approvals in the vicinity on Key Sites 12, 6, and 7, and the need for overall circulation improvements to this portion of the Orcutt area, the Planning Commission made a motion to direct P&D, Public Works staff, and the Fire Department to prepare and file a report to the Board of Supervisors that evaluates options for connecting Stubblefield Road to Black Oak Drive.

On May 10, 2005, the Public Works, Planning and Development, and Fire Departments presented the Planning Commission's recommendation to the Board of Supervisors to consider roadway options for connecting Stubblefield Road to Black Oak Drive. The Board unanimously voted to direct staff to study the feasibility of the extension of Stubblefield Road. 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 most feasible.

On January 10, 2006, the Board reviewed the feasibility and design options to connect Stubblefield Road to Black Oak Drive and directed staff to prepare an Orcutt Community Plan (OCP) amendment, including environmental review document, to amend the Circulation Element component of the OCP for connection of Stubblefield Road. Pursuant to direction provided by the Board of Supervisors, Comprehensive Planning and Public Works staff has prepared the attached OCP EIR Addendum, Traffic Study, and OCP amendment draft Resolution for your Commission's consideration.

5.0 PROJECT INFORMATION

5.4 Description

The text and map amendments to the OCP that are under consideration would allow for the construction of a connection from the eastern terminus of Stubblefield Road to Black Oak Drive. The amendments would provide overall circulation improvements to this portion of the Orcutt Community Plan area, reduce emergency vehicle response times, and reduce emissions and vehicle miles traveled. The Stubblefield Road connection would provide improved access to the existing Pine Grove/Oak Knolls neighborhood from the east, as well as a secondary access route for emergency vehicles, school busses, delivery vehicles, trash pick-up, and other services, while improving overall connectivity in the road network in the Southeast Orcutt area.

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 approx. 6,400 square feet of space within the park; the remaining park acreage would still maintain the minimum 1 acre size requirement of the OCP and is consistent with the Rice Ranch conditions. 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. A preliminary design of the Stubblefield Road Connection is depicted in Figure 2.

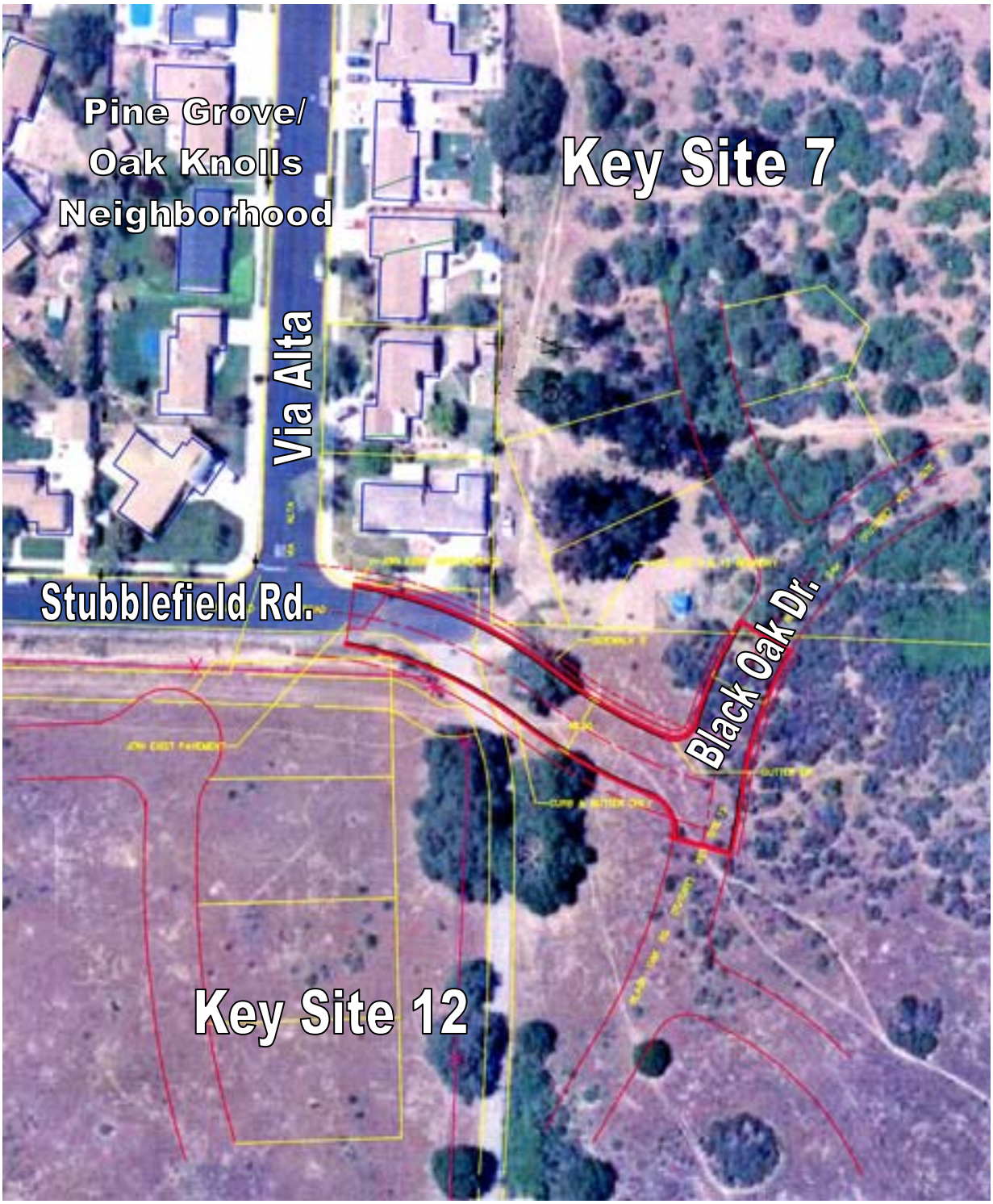
The proposed connection would include construction of a Class 3 bikeway. Class 3 bikeways are established by the placement of bike path signs along roadways. The routes are shared with motor vehicles on the street or with pedestrians on the sidewalk. The OTIP specifically identifies a proposed 1.6 mile Class 2 bikeway along Stillwell and Stubblefield Roads. However, due to the narrow width of Stubblefield Road and physical constraints, a Class 3 bikeway is proposed as part of the Stubblefield Road Connection rather than a Class 2 bikeway.

Traffic calming applications would be considered for implementation along the existing segment of Stubblefield Road. The existing segment is approximately 2,600 feet long. It is straight and level, which can encourage higher speeds. Traffic calming devices may be installed on residential streets based on a traffic engineering study, vehicle speeds, traffic volumes, neighborhood desire, and approval by the County of Santa Barbara Traffic Engineering Committee. The Public Works Department recommends consideration of landscaped curb extensions to discourage speeding, if desired by the existing residents of the Pine Grove/Oak Knolls neighborhood.

By connecting Stubblefield Road directly with Black Oak Drive, County Fire Department travel distances to the existing Stubblefield subdivision will be reduced by approximately one mile. This connection will allow Fire Engine 22, located at 1596 Tiffany Park Court, to respond directly to existing homes by traveling down Stillwell Road to Black Oak Drive. This connection has the potential of reducing emergency response times by 2-3 minutes.

Figure 2

Preliminary Design of Stubblefield Road Connection



5.5 Proposed OCP Amendments

The proposed Orcutt Community Plan amendment involves a text revision and two map changes to the Circulation Element of the OCP.

5.5.1 OCP Text Amendment

The text amendment would involve revising the language characterizing Stubblefield Road to state that the road would extend from Bradley Road to Black Oak Drive. The OCP text would be amended as follows:

Secondary Roadways

Stubblefield Road *is a 2-lane~~s~~ roadway which serves neighborhood traffic and extends easterly from Bradley Road ~~and terminates just east of Via Alta~~ to Black Oak Drive. It terminates at a "T" intersection and 1-way stop at Black Oak Drive.*

5.5.2 OCP Map Amendments

In addition to the text amendment, amendments to the Orcutt Community Plan Circulation Map and Bikeways Map are proposed. The Circulation Map would be revised to depict the Stubblefield Road connection as proposed. The Bikeways Map would be revised to include a Class 3 bikeway along Stubblefield Road. The *Proposed Orcutt Community Plan Circulation Map Change* (Attachment E) and the *Proposed Orcutt Community Plan Bikeways Map Change* (Attachment G) provide a graphic representation of the proposed amendments to the Circulation and Bikeways Maps.

5.6 Government Code Section 65402(a)

Pursuant to California Government Code §65402(a), the Planning Commission is required to report upon the conformity of the proposed acquisition with the County's Comprehensive Plan and Orcutt Community Plan before the Public Works Department acquires the project site. As discussed below, staff concludes the proposed acquisition is in conformity with the County's Comprehensive Plan and Orcutt Community Plan if the General Plan Amendment is approved. In the event that the General Plan Amendment is not approved, the 65402(a) determination would not be needed.

6.0 PROJECT ANALYSIS

6.1 Environmental Review

Prior Environmental Documentation: Traffic volumes and roadway and intersection improvements were evaluated under 95-EIR-01 for the Orcutt Community Plan. The 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, Key Sites 5, 6, 7, and 12. The Board of Supervisors certified the FEIR on July 22, 1997. In approving the Orcutt Community Plan, the Board of Supervisors adopted a Statement of Overriding Considerations for identified environmental impacts that could not be fully mitigated (i.e., residual impacts after mitigation which were determined to be significant and unavoidable [Class I impacts]). Many mitigation measures

identified in the EIR were adopted as policies and development standards in the Community Plan. Projects are required by State law to be consistent with general plan policies.

California Environmental Quality Act (CEQA) Provisions: The State CEQA Guidelines provide that, when an EIR has been certified, no subsequent EIR shall be prepared for the project unless the lead agency (i.e., County) determines that substantial changes in the project or circumstances would involve substantial new impacts or substantially increased severity of impacts not evaluated in the prior document (Section 15162). The Guidelines provide that an Addendum or Supplement to an EIR may be provided if only minor additions or changes are necessary to make the previous EIR adequate for the current project (Sections 15163, 15164).

Based on the scope of the proposed amendments, staff is recommending that the Planning Commission approve an Addendum to the OCP FEIR (95-EIR-01). The Addendum is included with this staff report as Attachment B. The EIR Addendum analyzed environmental impacts that could occur as a result of the project in the following areas: aesthetic/ visual resources, air quality, biological resources, fire protection, noise, public services, recreation and open space, and transportation, and concluded that the proposed amendments would not result in any new significant environmental impacts that were not analyzed in the FEIR and subsequent Addendums. Therefore, no changes to the Level of Significance to any of the areas reviewed would occur. The document does not discuss impacts in the following areas: Land Use, Agricultural Resources, Archaeological and Historical Resources, Geologic Resources, Hazardous Materials, Water Quality, Mineral Resources, Population and Housing, and Utilities and Service Systems. No potential significant impacts to these resources were identified during initial evaluation of the proposed project and project site.

Although not required pursuant to CEQA, the Addendum was circulated for a 21-day courtesy public review period from April 3, 2006 to April 24, 2006. As of the date of this report, two comment letters have been received. A comment letter dated April 21, 2006 from the Public Works Department suggests two minor corrections, which have been incorporated into the Draft FEIR addendum. A letter dated April 12, 2006 has also been received from Ms. Lillian Smith. Both comment letters are included as an attachment to the FEIR Addendum. Since this is an Addendum, a written response to the public comments is not required per CEQA or the CEQA Guidelines. The suggested improvements have been integrated into the Addendum.

6.2 Comprehensive Plan Consistency

Pursuant to Government Code §65402(c), a determination of conformity with the Comprehensive Plan includes a finding of conformance with the current land use designation and Comprehensive Plan policies. As discussed below, all actions contained herein are consistent with the County's Comprehensive Plan and the Orcutt Community Plan.

REQUIREMENT	DISCUSSION
Action CIRC-O-1.1: Future circulation	**Consistent:** The proposed improvements would

REQUIREMENT	DISCUSSION
improvements may include construction of missing street segments, roadway widening, intersection improvements, completion of the Union Valley Parkway, transit, and alternative modes of transportation (e.g., bikeways and pedestrian paths).	address this Action by constructing a 160 foot long street segment to connect the eastern terminus of Stubblefield Road to Black Oak Drive, a proposed road that would provide access to Key Sites 5, 6, 7, and 12. Currently, Stubblefield Road terminates just west of Key Site 7, providing no connectivity between Key sites 12 and 7. The Stubblefield Road connection would provide easterly access to the existing Pine Grove/Oak Knolls neighborhood, as well as secondary access for emergency vehicles, school busses, trash pick-up, and other services, while improving overall connectivity in the road network in the Southeast Orcutt area. The portion of this action item recommending improvements to alternative modes of transportation would also be addressed by this project with the addition of a Class 3 bikeway along Stubblefield Road.
Policy CIRC-O-2: The County shall serve to provide an efficient and safe circulation system to accommodate future growth in Orcutt. The County will use its best efforts to coordinate the timing of roadway, intersection and other transportation improvements with the completion of the development projects that the improvements are intended to serve. *(Amended by Res. 01-226, 7/10/2001)*	**Consistent:** The improvement would provide access options for the community and improve the overall public safety in terms of lower response times for emergency responders. 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. Because the construction of the improvement is only necessary if Black Oak Drive is constructed, staff recommends timing of the improvement to coincide with Key Site 7 improvements.
Policy CIRC-O-3: The County shall maintain a minimum Level of Service (LOS) C or better on roadways and intersections within the Orcutt Planning Area, except that Minimum Level of Service for the Foster Road/Hwy 135 and Lakeview/Skyway Dr. intersections and Stillwell and Lakeview Roads shall be LOS D.	**Consistent:** According to the Traffic Study prepared by the Public Works Department (Attachment H, Tables 5 and 6), the proposed road connection would result in an improvement in the LOS at two of the three key area intersections. The study also determined that the connection would divert approximately 400 ADT off Clark Avenue and 100 ADT off Bradley Road. Forecasted ten-year traffic volumes would increase, however, by 450 ADT and 700 ADT on Stubblefield Road and Stillwell Road, respectively as a result of the connection. All local roadways and intersections would operate at LOS C or better regardless of the Stubblefield Road connection.
Policy CIRC-O-6: The County shall encourage development of all feasible forms of alternative transportation in the Orcutt/Santa Maria area.	**Consistent:** The proposed road connection would include the construction of a Class 3 bikeway.
Policy CIRC-O-8: The County shall ensure that	**Consistent:** The Public Works Department has

REQUIREMENT	DISCUSSION
the circulation system maintains the quality of life within residential neighborhoods in the Orcutt Planning Area to the greatest extent feasible.	developed a Neighborhood Traffic Management Policy that identifies traffic calming devices such as speed humps and curb extensions. Traffic calming devices may be installed on residential streets based on a traffic engineering study, vehicle speeds, traffic volumes, and neighborhood approval. The Public Works Department recommends consideration of landscaped curb extensions to discourage speeding, if desired by the existing residents of the Pine Grove/Oak Knolls neighborhood.
Action CIRC-O-8.2: Public Works shall minimize all new public roadway widths south of Clark Avenue where feasible to minimize construction and maintenance costs and environmental impacts.	**Consistent:** The existing portion of Stubblefield is 32 feet wide and includes two 12' travel lanes and two 4' shoulders. The connection would be 40 feet wide with two 12' travel lanes and two 8' wide parking lanes.
Program CIRC-O-8.3: The County Public Works Department shall develop a comprehensive neighborhood traffic management program to address problems related to increased vehicular traffic and/or vehicular speeds in residential areas. Improvements identified through this program shall be funded through collection of traffic mitigation fees in the OPA and implemented through the OTIP, with the County Public Works Department responsible for implementation. The integrated program should involve a multi-faceted approach, utilizing a system of thresholds or criteria to evaluate the need for traffic calming strategies.	**Consistent:** The Public Works Department developed a Neighborhood Traffic Management Policy, included as Appendix C to the Stubblefield Road Traffic Study. Traffic calming strategies identified in the Management Policy are recommended to be implemented as part of the Stubblefield Road connection project.
Policy CIRC-O-9: Development shall be sited and designed to provide maximum access to non-motor vehicle forms of transportation, including well designed walkways, paths and trails between residential development and adjacent and nearby commercial uses and employment centers, where feasible.	**Consistent:** In addition to the proposed Class 3 bikeway, a proposed pedestrian walkway on the north side of the connection would provide connectivity with the existing sidewalk on Stubblefield Road.

7.0 JURISDICTION

This project is being considered by the Planning Commission in accordance with authority and responsibilities expressed in California Planning and Zoning Laws (California Government Code Section 65000 *et. seq.*, Chapter 3 (Local Planning), Article 5 (Authority for and Scope of General Plans), Article 6 (Preparation, Adoption, and Amendment of the General Plan), and Article 7 (Administration of General Plan). Section 65351 and 65353 require the local planning

agency to provide opportunities for the involvement of citizens in consideration of general plan amendments and other policies for the preparation of land-use and environmental assessments, and requires the Planning Commission to hold at least one public hearing on proposed amendments to the general plan.

Furthermore, Government Code §65402(a) states:

> *If a general plan or part thereof has been adopted, no real property shall be acquired by dedication or otherwise for street, square, park or other public purposes, and no real property shall be disposed of, no street shall be vacated or abandoned, and no public building or structure shall be constructed or authorized, if the adopted general plan or part thereof applies thereto, until the location, purpose and extent of such acquisition or disposition, such street vacation or abandonment, or such public building or structure have been submitted to and reported upon by the planning agency as to conformity with said adopted general plan or part thereof. The planning agency shall render its report as to conformity with said adopted general plan or part thereof within forty (40) days after the matter was submitted to it, or such longer period of time as may be designated by the legislative body.*
>
> *If the legislative body so provides, by ordinance or resolution, the provisions of this subdivision shall not apply to: (1) the disposition of the remainder of a larger parcel which was acquired and used in part for street purposes; (2) acquisitions, dispositions, or abandonments for street widening; or (3) alignment projects, provided such dispositions for street purposes, acquisitions, dispositions, or abandonments for street widening, or alignment projects are of a minor nature.*

The Board of Supervisors has designated the Planning Commission to act as the planning agency for the county on these matters.

8.0 APPEALS PROCEDURE

Comprehensive Plan amendments recommended for approval or denial are automatically forwarded to the Board of Supervisors for final action; therefore, an appeal is not required for Board of Supervisor consideration.

The report of the Planning Commission pursuant to Government Code §65402(a) is not appealable to the Board of Supervisors.

9.0 ATTACHMENTS

A. CEQA findings and findings for approval

B. 95-EIR-01 Addendum
C. Draft OCP Amendments Resolution
D. Current OCP Circulation Map
E. Proposed OCP Circulation Map
F. Current OCP Bikeways Map
G. Proposed OCP Bikeways Map
H. Stubblefield Road Connection Traffic Analysis

ATTACHMENT E

EIR Addendum
June 20, 2006

STUBBLEFIELD ROAD CONNECTION
CASE NUMBER 06GPA-00000-00004
DRAFT ADDENDUM TO ORCUTT COMMUNITY PLAN EIR (95-EIR-01) and Rice Ranch Specific Plan Supplemental EIR (03-EIR-05)

June 20, 2006

1.0 CEQA DETERMINATION

Finding that CEQA section 15164 (Addendum) applies to the Stubblefield Road Connection and Stillwell Road Reclassification. 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~~, is~~ hereby amended by this 15164 letter for the Stubblefield Road Connection (06GPA-00000-00004).

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 Stillwell Road reclassification 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.

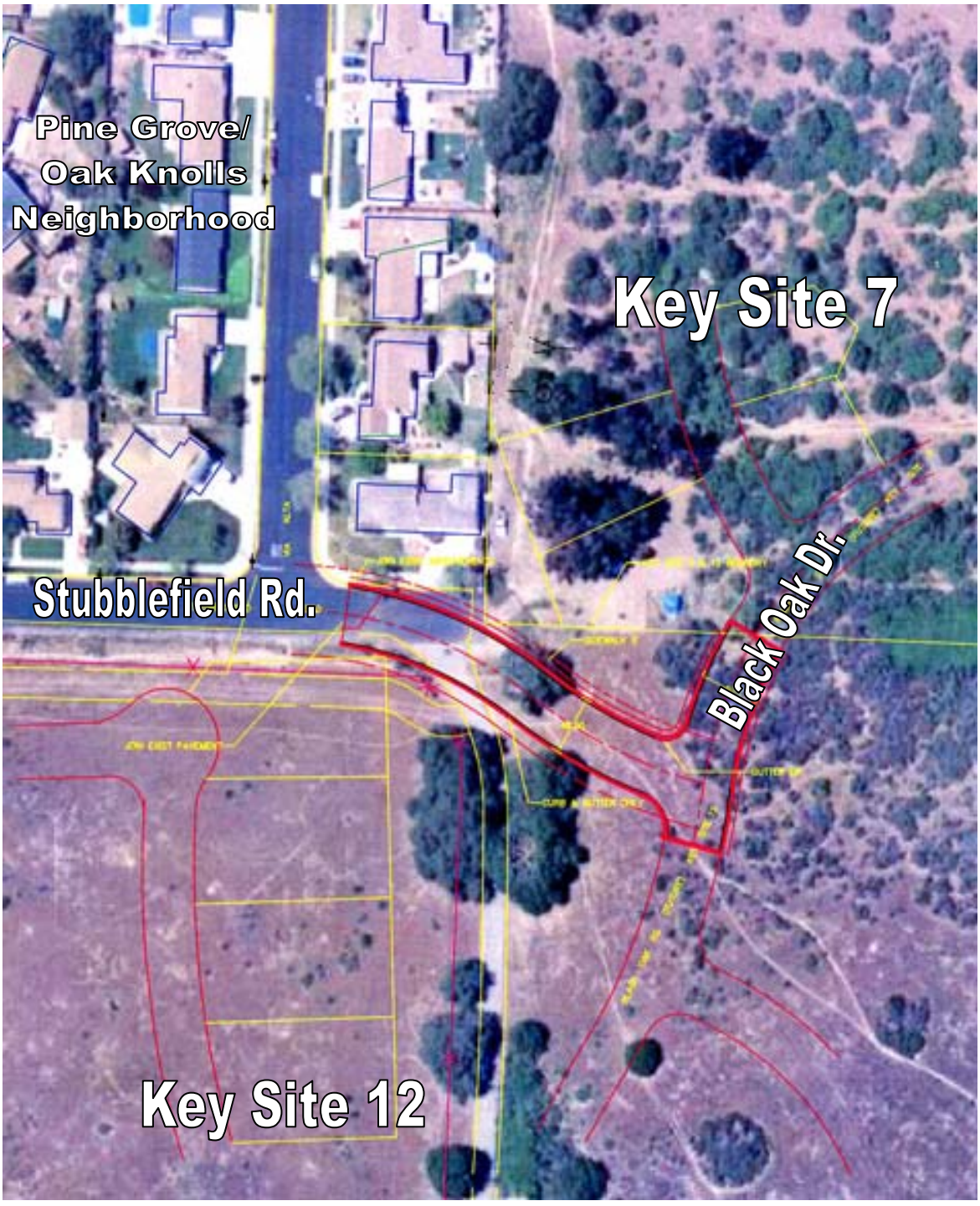
3.0 PROJECT DESCRIPTION

Hearing on request of the Public Works Department and the County Executive Office Comprehensive Planning Division to adopt text and map amendments to the Orcutt Community Plan (OCP) to connect the eastern terminus of Stubblefield Road to Black Oak Drive. The amendments would provide overall circulation improvements to this portion of the Orcutt Community Plan area, reduce emergency vehicle response times, and overall reduce emissions and vehicle miles traveled.

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 ~~similar to Option B presented to the BOS, which~~ would encroach into an approved residential lot on Key Site 7 and into approximately 3~~0~~,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 OCP Amendments

The proposed Orcutt Community Plan amendment includes text changes to the Transportation Section ~~Circulation Element~~ 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 text changes, Appendix A.

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~~pocket~~ park on the project site was reviewed under the Rice Ranch Specific Plan ~~Key Site 12 (KS12) SF~~EIR 03-EIR-05. ~~Therefore potential impacts to converting the site from natural open space to either a roadway or park have been thoroughly evaluated previously.~~ This EIR addendum ~~only~~ addresses topic areas where there have been changes to the existing circumstances, project description, or if new information has been obtained ~~setting~~ from what was described in the previous environmental documents., ~~or where~~ All impacts from the proposed project have been ~~weren't~~ 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: ~~Land Use,~~ 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~~are anticipated~~ 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 (~~Alignment C in the~~ 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~~KS12 SF~~EIR 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.

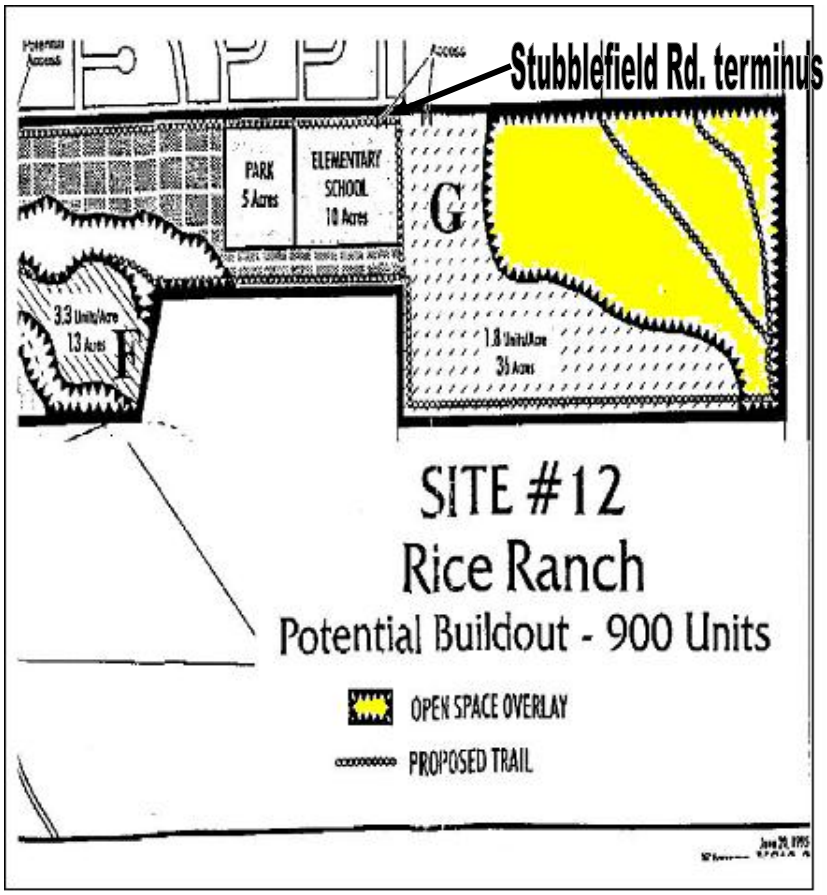
Impact Analysis

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 ~~due to additional street lights~~(Impacts VIS-2 and KS12-VIS-3)~~., however, P~~potential night lighting impacts ~~of night lighting in the area~~ resulting from the proposed project would be similar to those impacts identified in the FEIR and SEIR. ~~The M~~mitigation measures VIS-2 and VIS 2.1 (see Table 4.1.1 above)~~addressing night lighting impacts 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 F~~inal~~ EIR and the Rice Ranch SEIR ~~subsequent Addendums~~, and therefore, no changes to the Level of Significance would occur. The aesthetic and visual resource impacts that were analyzed in the F~~inal~~ EIR and ~~subsequent Addendums~~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

~~OCP FEIR~~ Impact	Impact Summary	Impact Type	~~OCP FEIR~~ 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 ~~T~~these proposed alignments did not specifically analyze the impacts of the dogleg design ~~traffic control measures, such as~~, they did include~~-~~ the one-way stop sign and ~~dogleg design~~ that is~~are~~ 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 subsequent Addendums~~, 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 ~~subsequent Addendums~~ 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 ~~i~~on the general project vicinity~~site~~. 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 ~~i~~Impacts ~~BIO-2KS12-BIO-1 as~~ 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

~~OCP FEIR~~ Impact	Impact Summary	Impact Type	~~OCP FEIR~~ 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 in the foothills, (sandhill chaparral) and wildlife corridors along Orcutt Creek and a major tributary that flows across Rice Ranch.	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 choice. Locate supports outside creek banks.

~~OCP FEIR~~ Impact	Impact Summary	Impact Type	~~OCP FEIR~~ Mitigation
			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. 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 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. County tree replacement measures would be applied to the proposed project.

~~Changes in Project Impacts~~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~~subsequent Addendums~~, 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 F~~inal~~ EIR and Rice Ranch SEIR ~~subsequent Addendums~~ are expected to remain Significant and Unavoidable (Class I).

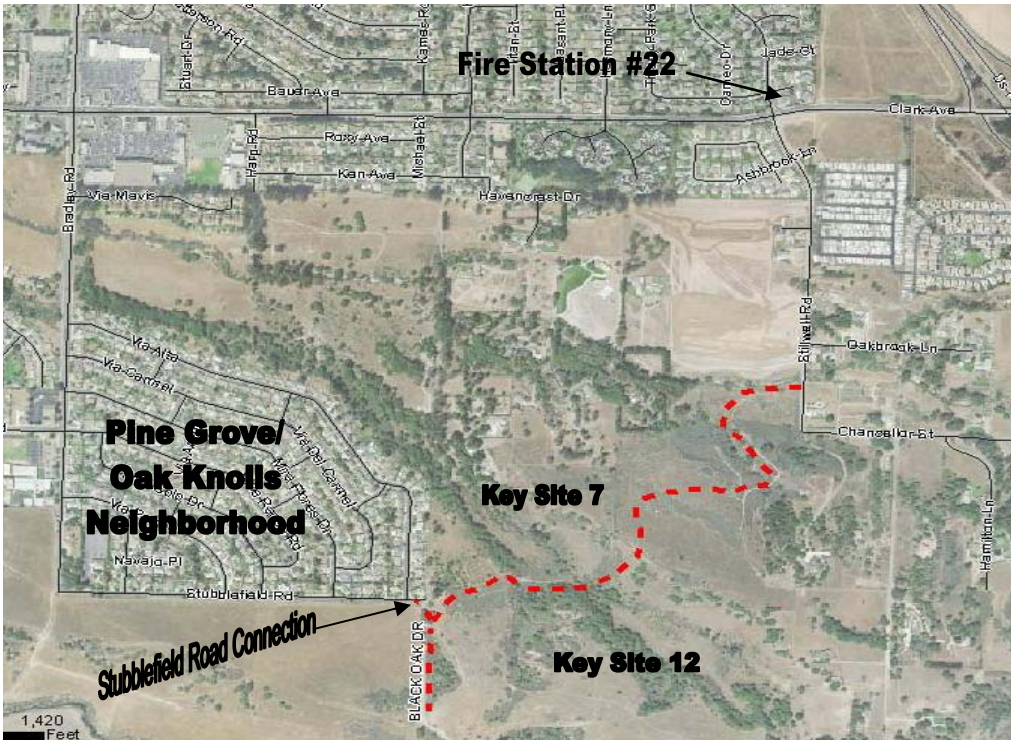
4.4 Fire Protection

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

~~OCP FEIR~~ Impact	Impact Summary	Impact Type	~~OCP FEIR~~ 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 StationEngine 22, located at 1596 Tiffany Park Court, 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 F~~inal~~ EIR and ~~subsequent Addendums~~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 ~~subsequent Addendums~~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) 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, twoone of which areis relevant to the proposed project (NSE-3). Mitigation measures NSE-1-3 and NSE-5 would address this impact.

Table 4.65.1

~~OCP FEIR~~ Impact	Impact Summary	Impact Type	~~OCP FEIR~~ 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 receptors within 1,600 feet of activity.	Class II	NSE-5. Limit construction hours between 8 AM and 5 PM. Noise attenuation 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	Class II	None suggested, other than NSE-5

	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.		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 ~~potential development and~~ 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 F~~inal~~ EIR and ~~subsequent Addendums~~Rice Ranch SEIR, and therefore, no changes to the Level of Significance would occur. The noise impacts that were analyzed in the F~~inal~~ EIR and ~~subsequent Addendums~~Rice Ranch SEIR are expected to remain Significant and Unavoidable (Class I).

~~4.6~~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, 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

~~OCP FEIR~~ Impact	Impact Summary	Impact Type	~~OCP FEIR~~ 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 pertain 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 Bradley Road to Stubblefield Road will provide enhanced access to Rice Ranch and the Pine Grove/Oak Knolls neighborhoods, reduced response time for some police calls, and 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).

4.74.8 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 4.87.1

~~OCP FEIR~~ Impact	Impact Summary	Impact Type	~~OCP FEIR~~ 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 ~~subsequent Addendums~~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 ~~subsequent Addendums~~Rice Ranch SEIR are expected to remain Significant and Unavoidable (Class I).

~~4.8~~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 4.98.1.

LEVEL OF SERVICE DEFINITIONS
Table 4.98.1

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.

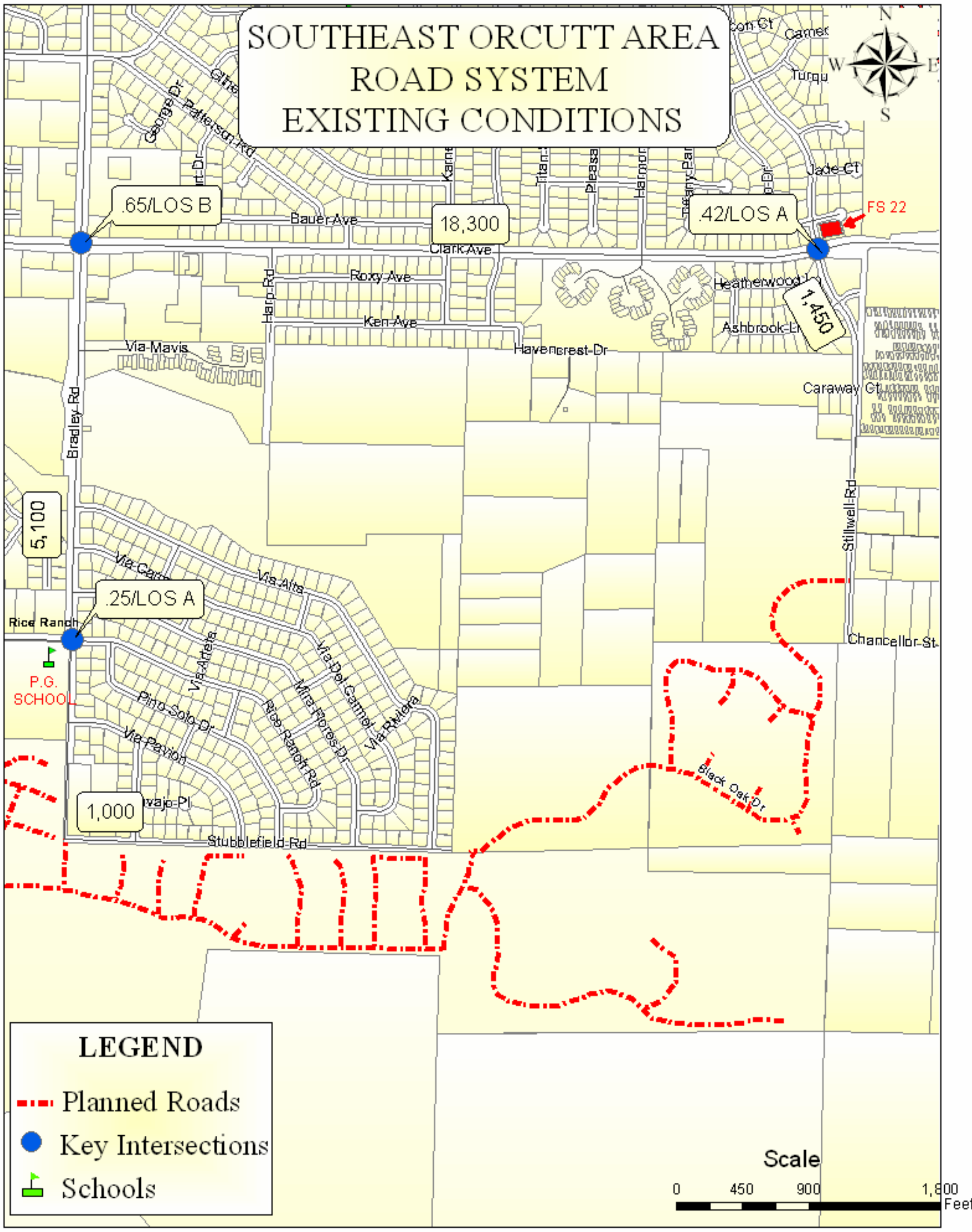
Pursuant to County policies, levels of service for the signalized intersections were calculated using the Intersection Capacity Utilization methodology, levels of service for the stop-sign controlled intersections were calculated pursuant to methods contained in "Highway Research Board Special Report 209", Highway Capacity Manual 2000, Transportation Research Board, National Research Council. Table 4.98.2 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~~8.2
SOUTHEAST ORCUTT AREA
EXISTING INTERSECTION LEVELS OF SERVICE - P.M. PEAK HOUR

Intersection	Control	V/C / LOS
1. Clark Ave/Bradley Rd.	Signal	0.65~~6~~/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~~8.2, 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 4.98.1


SOUTHEAST ORCUTT AREA
ROAD SYSTEM
EXISTING CONDITIONS
.65/LOS B
18,300
.42/LOS A
FS 22
1,450
5,100
.25/LOS A
1,000
P.G.
SCHOOL
Rice Ranch
Bauer Ave
Clark Ave
Roxy Ave
Ken Ave
Havencrest Dr
Heatherwood
Ashbrook Ln
Caraway Ct
Via Mavis
Bradley Rd
Harp Rd
Stillwell Rd
Chancellor St
Stubblefield Rd
Pino Solo Dr
Via Pavion
Vis Artela
Vis Alta
Via Del Camino
Via Riviera
Mira Flores Dr
Rice Ranch Rd
Black Oak Dr
Jade Ct
George Dr
Patterson Rd
LEGEND
Planned Roads
Key Intersections
Schools
Scale
0
450
900
1,800
Feet
N
S
W
E

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~~8.3 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~~8.3

~~OCP FEIR~~ Impact	Impact Summary	Impact Type	~~OCP FEIR~~ 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

~~OCP FEIR~~ Impact	Impact Summary	Impact Type	~~OCP FEIR~~ Mitigation
CIRC-8 CIRC-31	Congestion on Stubblefield to Bradley	Class II	CIRC-1. See above
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~~8.4
Significant Changes in Levels of Service

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

Intersection Level of Service (Including Project)	Increase in V/C or Trips Greater Than
LOS B	0.15
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 4.98.5.

TABLE 4.~~9~~8.5
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 4.98.6
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 4.98.7 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 4.98.8 and 4.98.9 presents the results of the calculations and identifies the impacts of the 10-Year scenario based on the County's impact criteria.

TABLE 4.98.7
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 4.98.8
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 4.98.8, 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 4.98.9 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 4.98.9). 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 4.98.10 shows the 10-Year buildout ADT volume forecasts for the Southeast Orcutt area road system with and without the Stubblefield Connection.

TABLE 4.98.9
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	940NA	+9400
Black Oak Dr. e/o Stubblefield Rd.*	2,250	1,360NA	+890+2,250
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 4.98.2

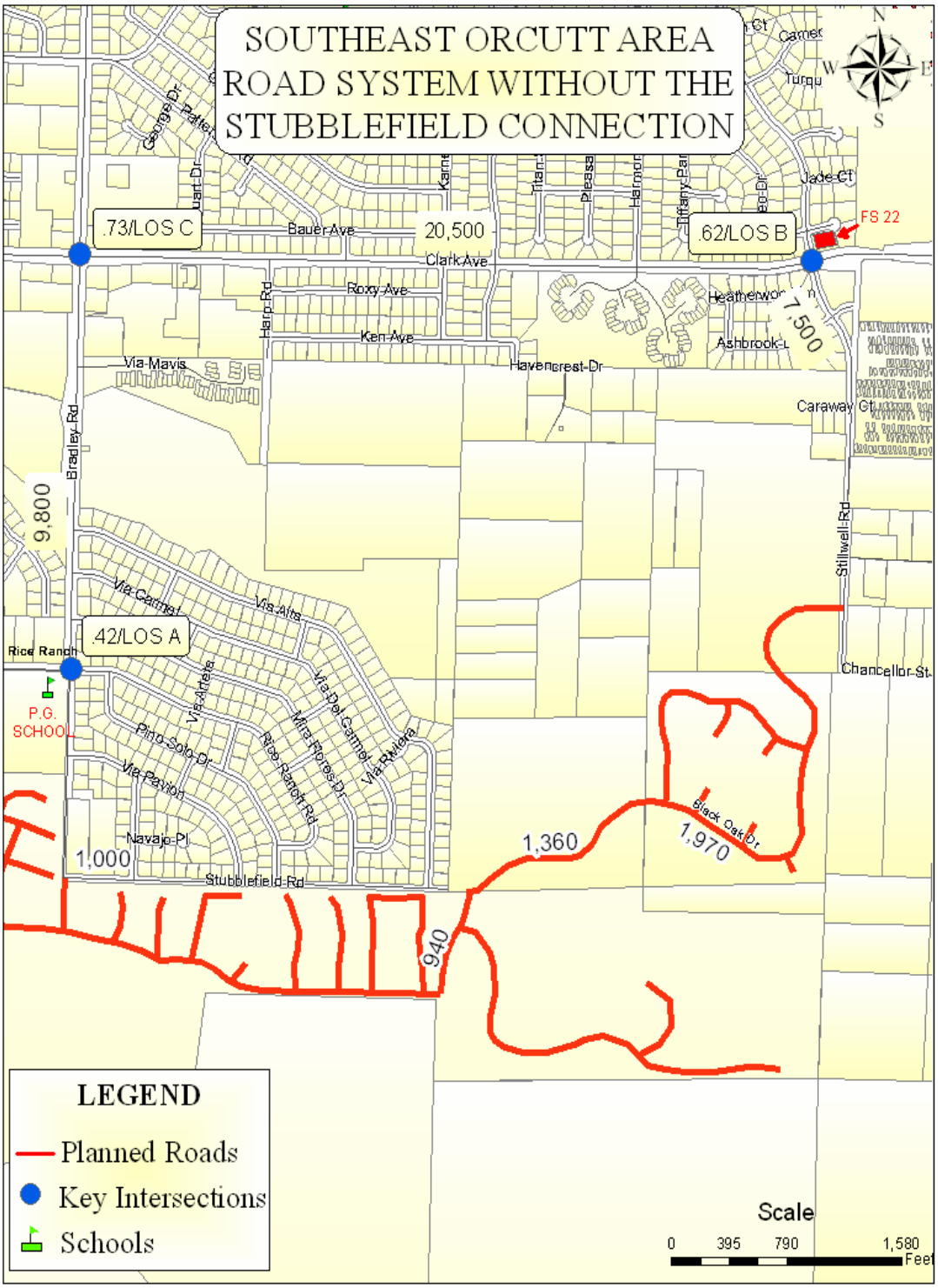
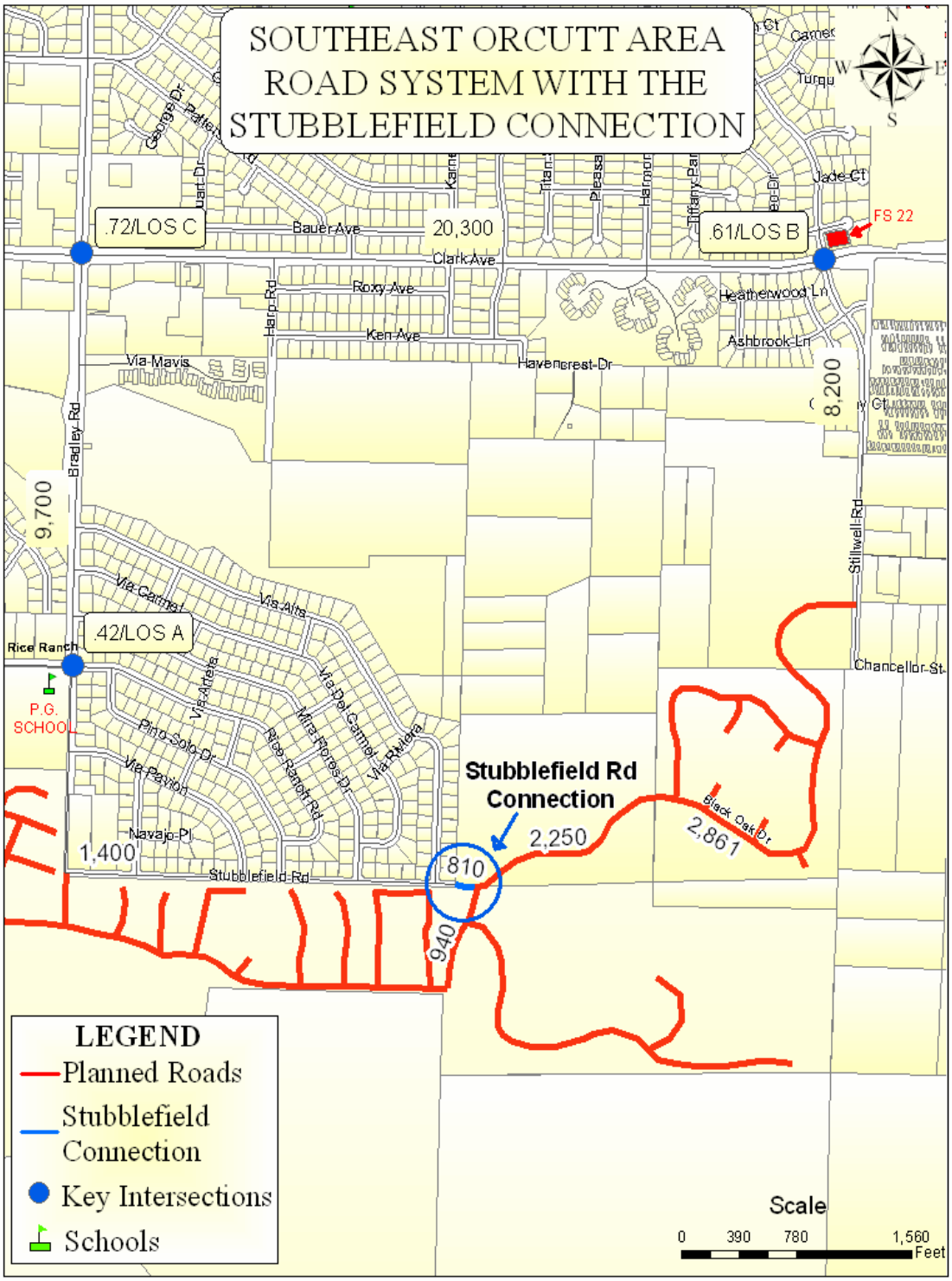

SOUTHEAST ORCUTT AREA
ROAD SYSTEM WITHOUT THE
STUBBLEFIELD CONNECTION
.73/LOS C
.62/LOS B
.42/LOS A
20,500
7,500
9,800
1,000
1,360
1,970
940
Bauer Ave
Clark Ave
Roxy Ave
Ken Ave
Harp Rd
Bradley Rd
Via Mavis
Havenscrest Dr
Ashbrook L
Caraway Ct
Stillwell Rd
Chancellor St
Jade Ct
FS 22
Rice Ranch
P.G.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

FIGURE 4.98.3


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

The data presented in Figures 4.98.2 and 4.98.3 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 4.98.7 and 4.98.8. 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 4.98.4
EXISTING TURN MOVEMENTS WITH STUBBLEFIELD CONNECTION

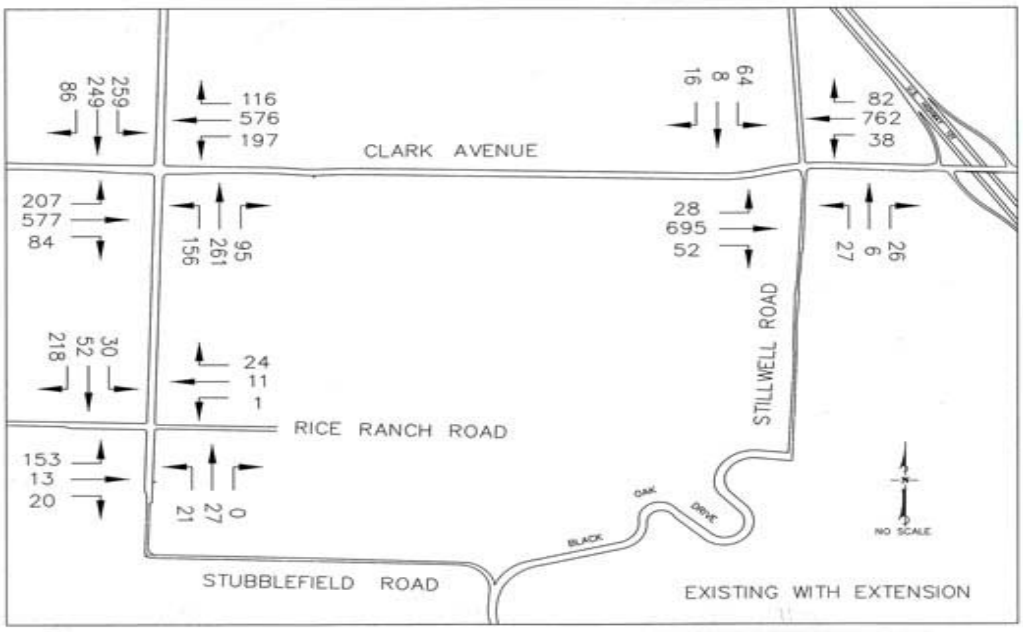


Figure 4.98.5
EXISTING TURN MOVEMENTS WITHOUT STUBBLEFIELD CONNECTION

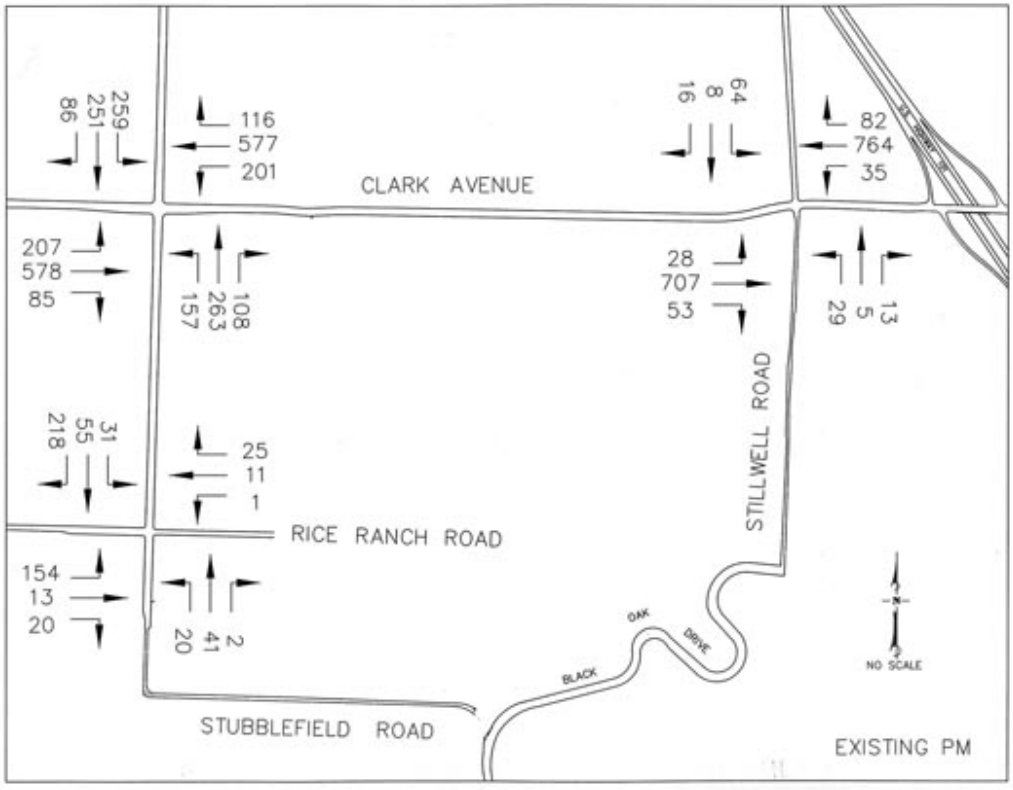


Figure 4.98.6
10-YEAR TURN MOVEMENTS WITH STUBBLEFIELD CONNECTION

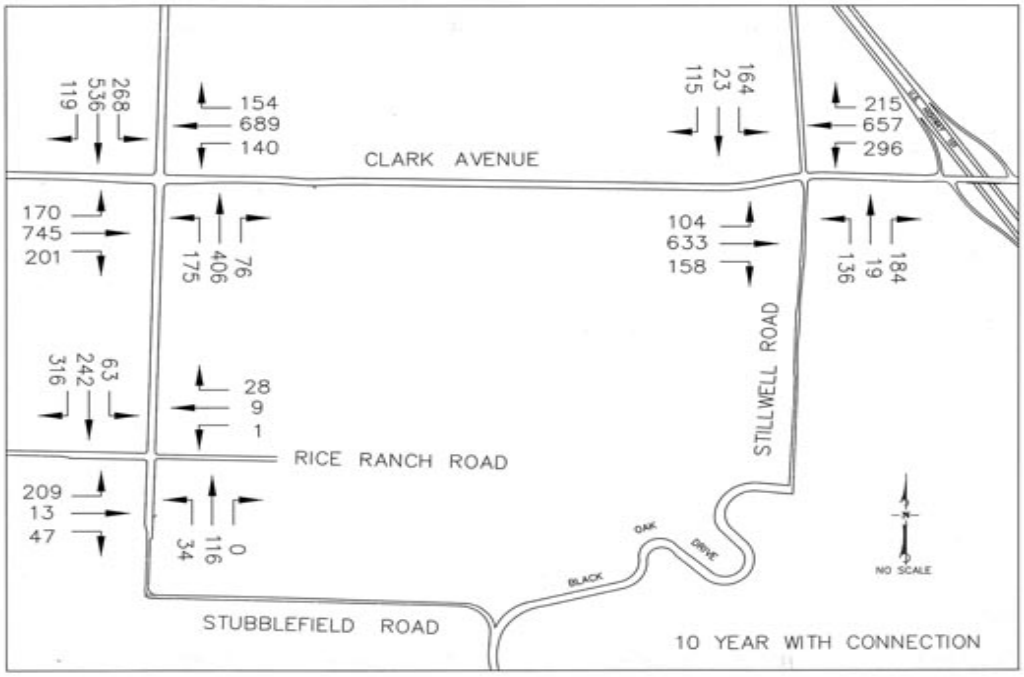


Figure 4.98.7
10-YEAR TURN MOVEMENTS WITHOUT STUBBLEFIELD CONNECTION

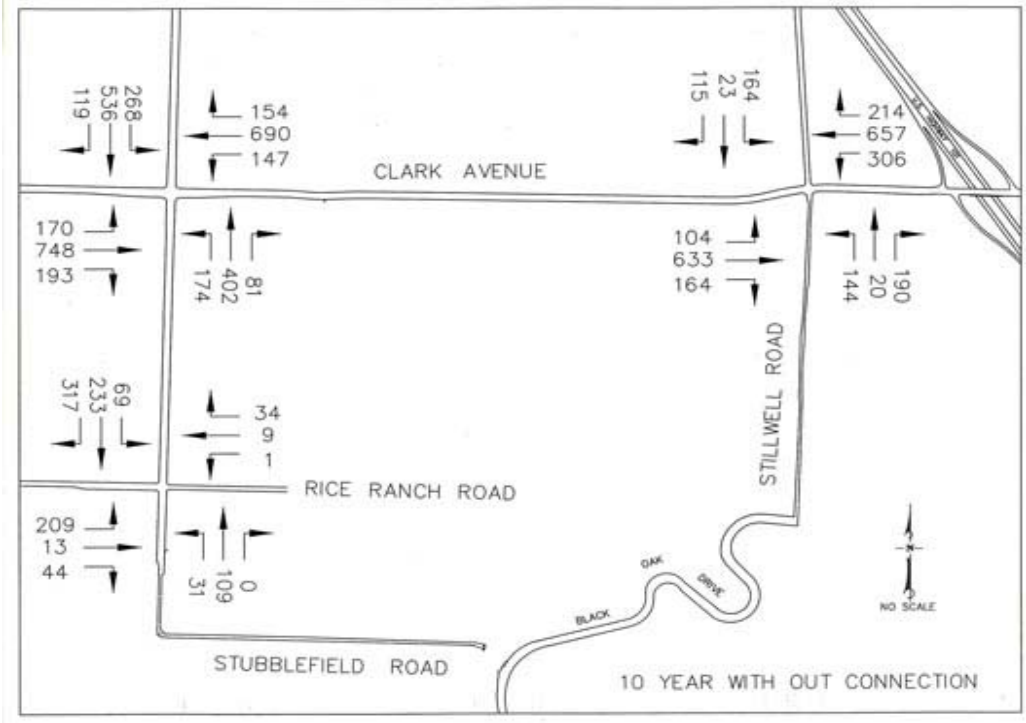


TABLE 4.96.10

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~~6~~-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 F~~inal~~ EIR and ~~subsequent Addendums~~Rice Ranch SEIR, and therefore, no changes to the Level of Significance would occur. The noise impacts that were analyzed in the F~~inal~~ EIR and ~~subsequent Addendums~~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 ~~re-circulate the EIR or ND~~. 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~~utilized~~ 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~~amendments~~ 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, n~~N~~o 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, t~~T~~he 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 Orcutt Community Plan (OCP) Amendments

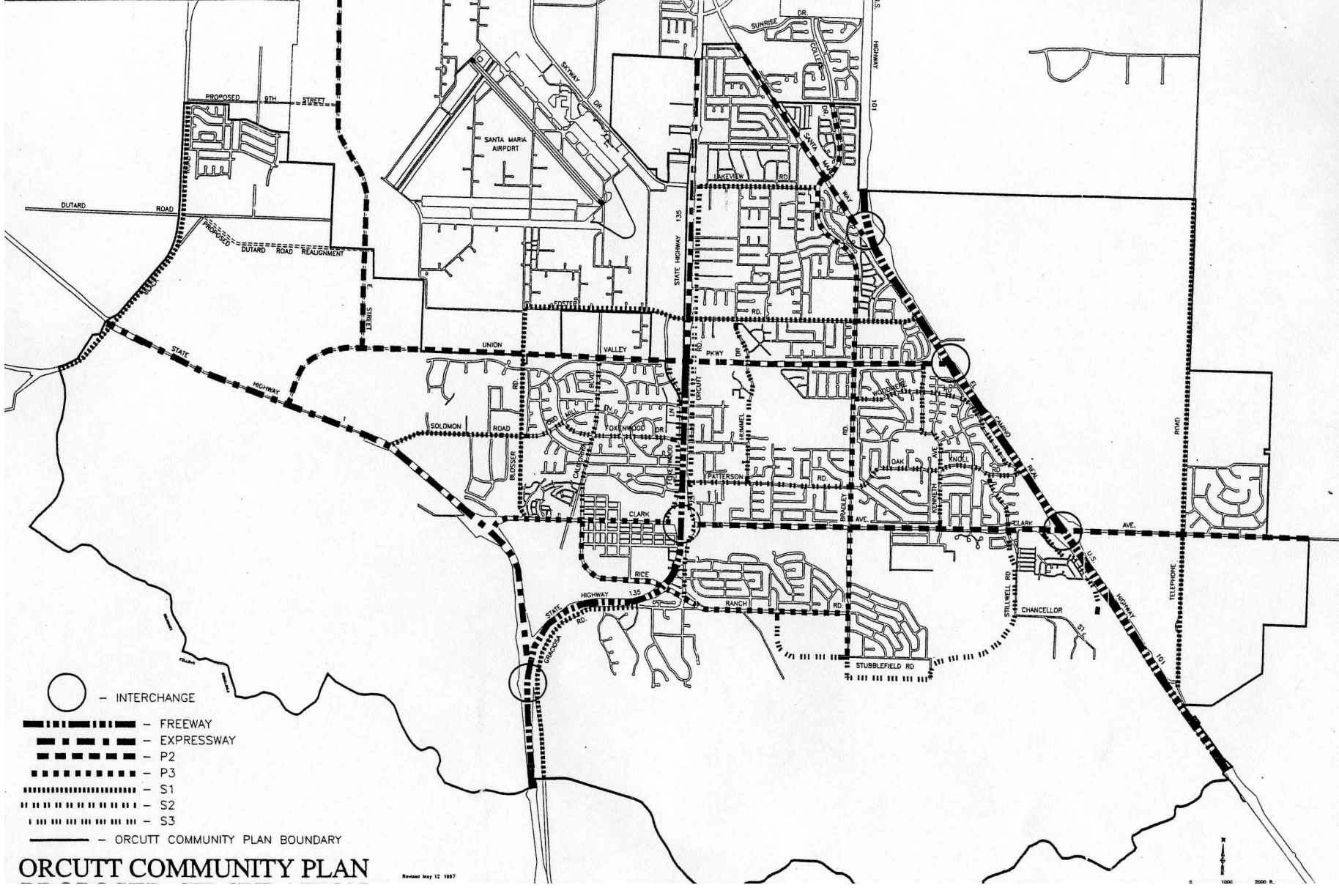
The Santa Barbara Public Works Department and Comprehensive Planning Division proposes the following text amendments regarding revitalization efforts in the Orcutt planning area:

Secondary Roadways

Stubblefield Road is a 2-lane~~s~~ roadway which serves neighborhood traffic and extends easterly from Bradley Road ~~and terminates just east of Via Alta~~ to Black Oak Drive. It terminates at a "T" intersection and 1-way stop at Black Oak Drive.

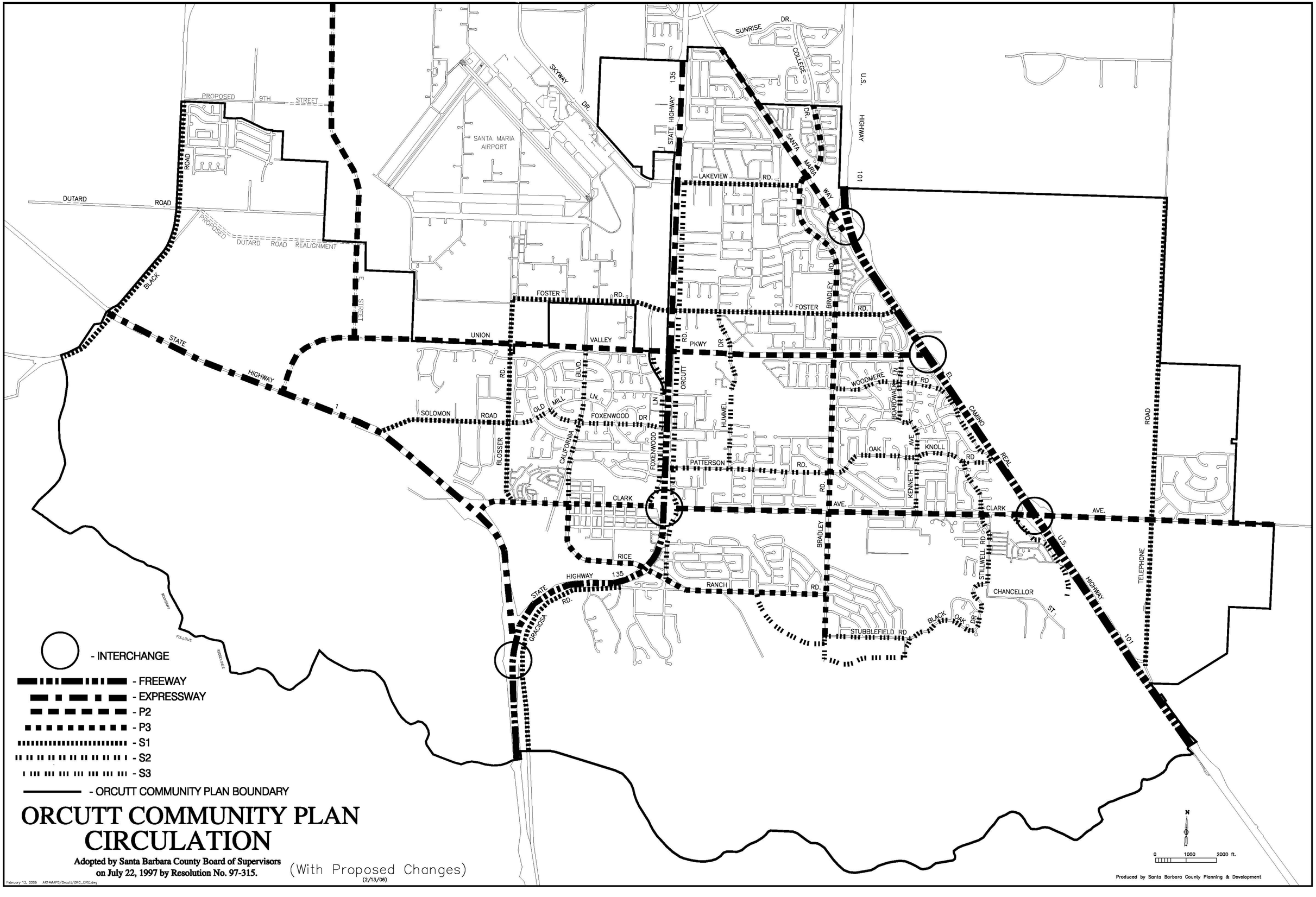
ATTACHMENT F

Current Orcutt Community Plan Circulation Map


PROPOSED 9TH STREET
SKYWAY DR.
SANTA MARIA AIRPORT
SUNRISE DR.
COLLEGE
HIGHWAY 101
SANTA MARIA WAY
LAKEVIEW RD.
DUTARD ROAD
PROPOSED DUTARD ROAD REALIGNMENT
E STREET
STATE HIGHWAY 135
FOSTER RD.
UNION VALLEY PKWY
STATE HIGHWAY 1
SOLOMON ROAD
BLOSSER RD.
ORCUTT RD.
HUMMEL DR.
WOODMERE DR.
EL CAMINO REAL
FOXENWOOD DR.
PATTERSON RD.
OAK KNOLL AVE.
KENNETH RD.
BRADLEY AVE.
CLARK AVE.
RICE RANCH RD.
STATE HIGHWAY 135
CROSSING RD.
STILLWELL RD.
CHANCELLOR
S1
U.S. HIGHWAY 101
TELEPHONE ROAD
STUBBLEFIELD RD
– INTERCHANGE
– FREEWAY
– EXPRESSWAY
– P2
– P3
– S1
– S2
– S3
– ORCUTT COMMUNITY PLAN BOUNDARY
ORCUTT COMMUNITY PLAN
Revised May 12 1997

ATACHMENT G

Proposed OCP Circulation Map



ORCUTT COMMUNITY PLAN CIRCULATION

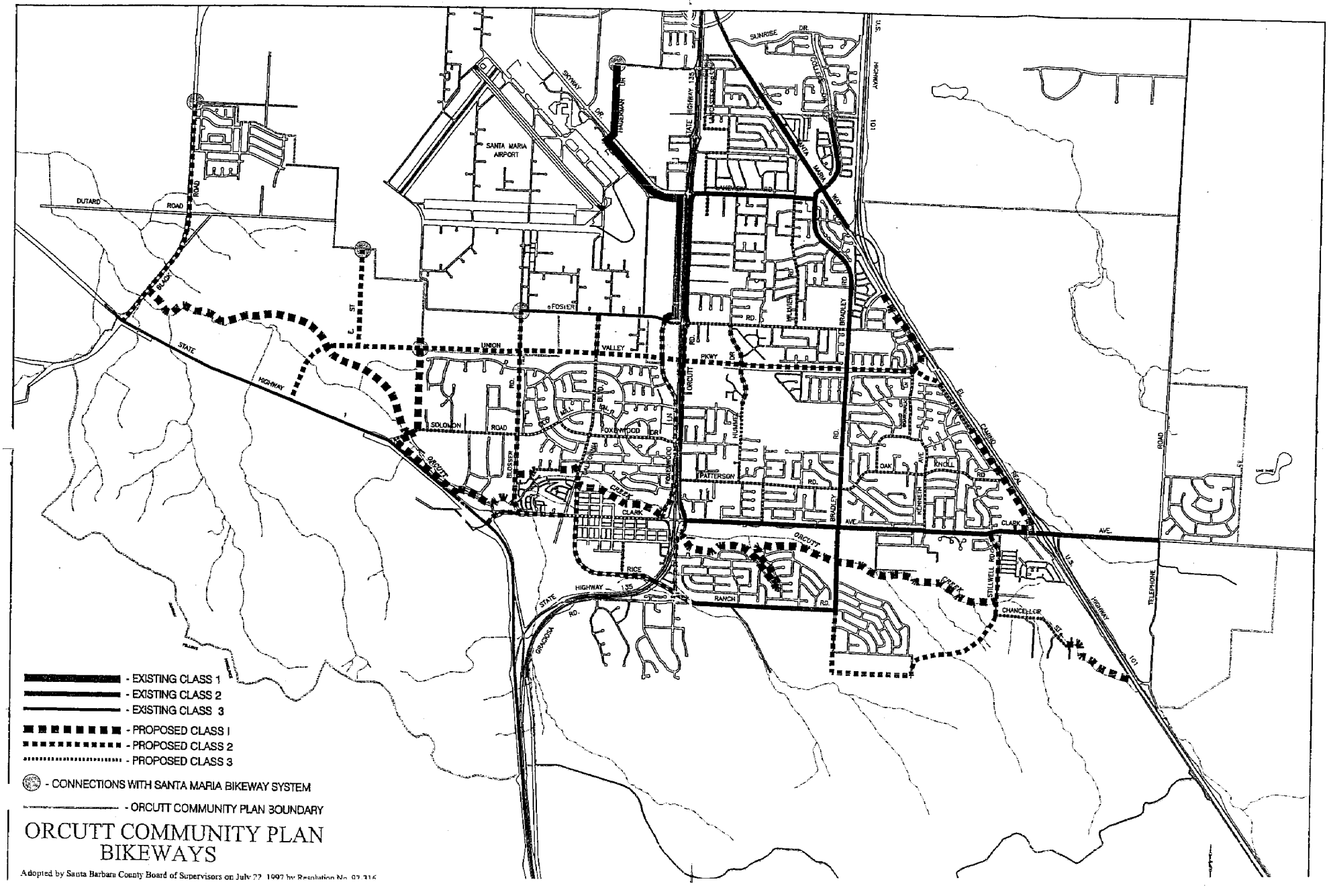
Adopted by Santa Barbara County Board of Supervisors on July 22, 1997 by Resolution No. 97-315.

(With Proposed Changes)
(2/13/06)

February 13, 2006 AR14MAPS/Orcutt/ORC_ORG.dwg

ATTACHMENT H

Current OCP Bikeways Map



ORCUTT COMMUNITY PLAN BIKEWAYS

Adopted by Santa Barbara County Board of Supervisors on July 22, 1997 by Resolution No. 97-316

ATTACHMENT I

Proposed OCP Bikeways Map

- EXISTING CLASS 1
- EXISTING CLASS 2
- EXISTING CLASS 3
- PROPOSED CLASS I
- PROPOSED CLASS 2
- PROPOSED CLASS 3
- CONNECTIONS WITH SANTA MARIA BIKEWAY SYSTEM
- ORCUTT COMMUNITY PLAN BOUNDARY

ORCUTT COMMUNITY PLAN BIKEWAYS

(With Proposed Changes)
(2/21/06)

Adopted by Santa Barbara County Board of Supervisors on July 22, 1997 by Resolution No. 97-316.
Map updated 2/3/04

0' 500' 1000'

Produced by Santa Barbara County Planning & Development

February 21, 2006 or14maps/orcutt/orc_bike.dwg

ATTACHMENT J

Stubblefield Road Connection Traffic Analysis

TRAFFIC & CIRCULATION STUDY

STUBBLEFIELD ROAD CONNECTION

Prepared by:

**The Santa Barbara County Public Works Department,
Transportation Division**

June 20, 2006

TRAFFIC

This section analyzes the existing and future operation of the arterial and collector street system serving the Southeast Orcutt area. The EIR traffic analysis is based on work performed by the County Transportation Division and Associated Transportation Engineers (ATE), using the County's Santa Maria Valley Traffic Forecasting Model. The study's main components were defined cooperatively by staff from both the County Transportation Division of the Public Works Department and the County's Comprehensive Planning/Administrative Office.

1. The purpose of the study is to define existing traffic operations, analyze the traffic and circulation impacts in the Southeast Orcutt area, to develop data to evaluate the Stubblefield Connection (as shown on **Appendix A**), and to determine road classifications as new roads are constructed in the area. The assessment of existing traffic conditions was completed using traffic data collected by ATE, Penfield & Smith, and the County's Transportation Division. Future traffic volume forecasts were developed using TMODEL2, a traffic simulation model developed for long-range transportation planning in the Orcutt Planning Area (OPA).

The study describes the operation of the 3 key intersections located in the Southeast Orcutt area under a future growth scenario. The study also focuses on the potential traffic impacts to the principal and secondary arterial and collector streets serving Orcutt.

EXISTING CONDITIONS

Regional 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.

Setting

Existing Road System

The principal components of the Road network in the Southeast Orcutt area portion of the OPA are illustrated in Figure 1 and discussed in the following text. **Figure 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 the Table below:

LEVEL OF SERVICE DEFINITIONS

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 as critical area-wide traffic facilities. 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 the County, ATE, and Penfield & Smith from 2004 and 2006. Two of the three intersections are controlled by traffic signals and one is a 4-way stop controlled intersection.

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

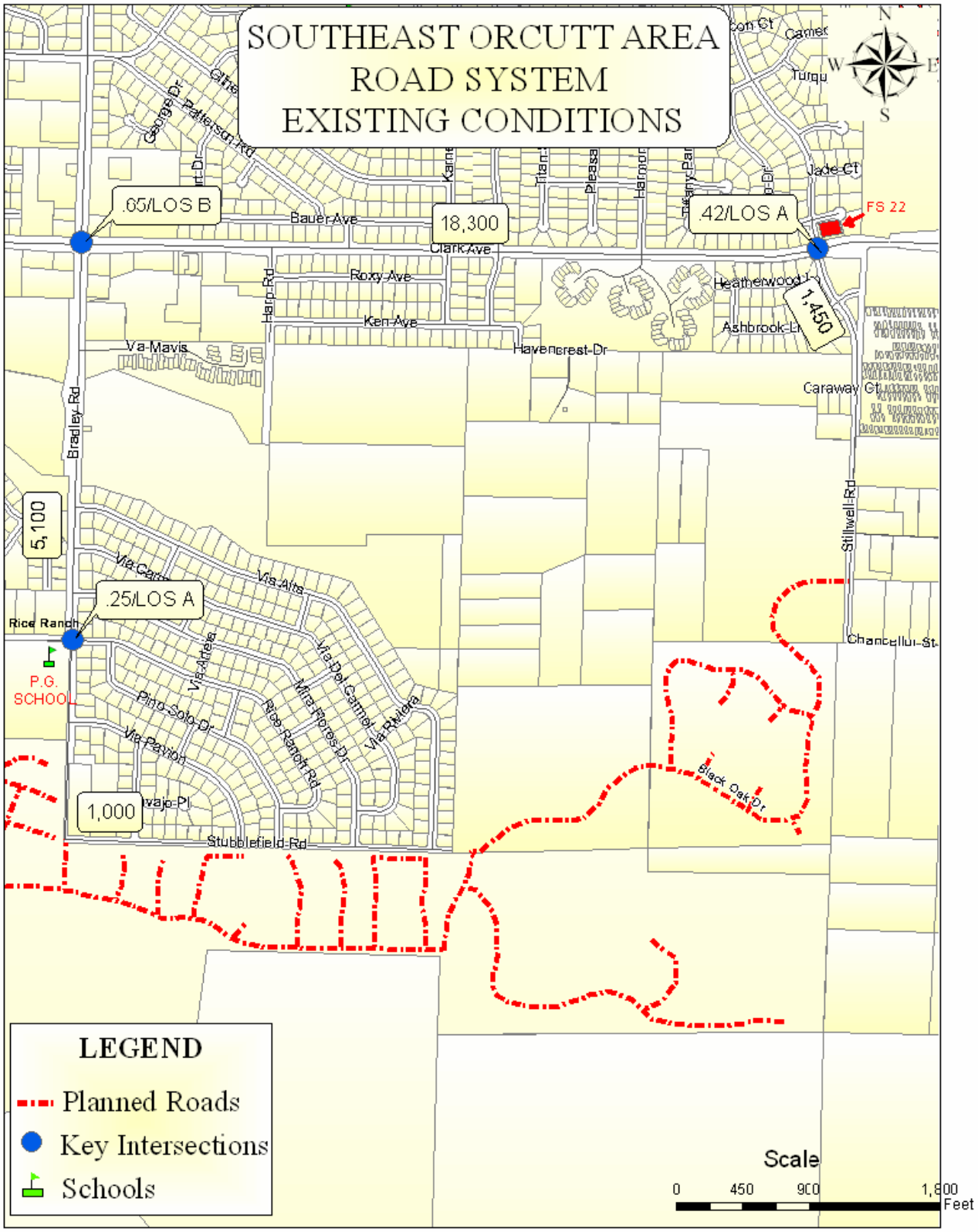
Council. Table 5.9-2 lists the type of control and existing P.M. peak hour level of service for the critical intersections located in the Southeast Orcutt area.

TABLE 1
SOUTHEAST ORCUTT AREA
EXISTING INTERSECTION LEVELS OF SERVICE - P.M. PEAK HOUR

Intersection	Control	V/C / LOS
1. Clark Ave/Bradley Rd.	Signal	0.65/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 1**, 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, future residential and commercial development surrounds the area, and this is evaluated further in the document.

FIGURE 1


SOUTHEAST ORCUTT AREA
ROAD SYSTEM
EXISTING CONDITIONS
.65/LOS B
.42/LOS A
.25/LOS A
18,300
1,450
5,100
1,000
FS 22
Bauer Ave
Clark Ave
Roxy Ave
Ken Ave
Harp Rd
Bradley Rd
Via Mavis
Havenscrest Dr
Heatherwood Ln
Ashbrook Ln
Caraway Ct
Stillwell Rd
Chancellor St
Via Alta
Via Del Carmel
Via Riviera
Via Arleta
Mira Flores Dr
Rice Ranch Rd
Pinto Solo Dr
Via Pavion
Navajo Pl
Stubblefield Rd
Black Oak Dr
Rice Ranch
P.G.
SCHOOL
Jade Ct
Turqu
LEGEND
Planned Roads
Key Intersections
Schools
Scale
0
450
900
1,800
Feet

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, as shows in the Orcutt Bikeways Map, on the following page. 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. .The Orcutt Bikeways Map, shown on the following page, illustrates the bikeway system planned for the OPA

Regional Travel

Traffic originating in the Orcutt-Santa Maria area also travels to and from areas outside of the OPA. Much of its external travel is for work and shopping. The following text briefly describes external travel outside of the Santa Maria-Orcutt area. Much of the external travel is for work and shopping.

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).

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 2/2/04
- EXISTING CLASS 1
- EXISTING CLASS 2
- EXISTING CLASS 3
- PROPOSED CLASS I
- PROPOSED CLASS 2
- PROPOSED CLASS 3
- CONNECTIONS WITH SANTA MARIA BIKEWAY SYSTEM
- ORCUTT COMMUNITY PLAN BOUNDARY
BRADLEY RD.
TELEPHONE ROAD
U.S. HIGHWAY 101
STATE HIGHWAY 135
ORCUTT

Planned Improvements in the Southeast Orcutt Area

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.

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
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 2.

TABLE 2
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 3
ORCUTT ROAD CLASSIFICATIONS

Class P-1:	No roadways in Orcutt are included in this classification.
Class P-2:	- Clark Avenue (Route 135 to Telephone Road)
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 7.** Road segments are identified in bold where levels of service degrade below LOS C.

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. Specific land use data for the Southeast Orcutt area are shown in **Appendix B** 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 impact 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 Santa Maria Valley Traffic Forecasting Model, using TMODEL2 software. Detail was added to the Southeast Orcutt area, and current proposed land use quantities were incorporated into the model to develop the intersection and road volume data.

10-Year Road Network

The OPA road 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 illustrated in Figure 5 & 6 and listed below. Also listed is the cost, responsible agency, and anticipated timing of the improvements. The Stubblefield Road connection is included in the analysis, and those programmed improvements in addition to the Stubblefield Road improvement.

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.

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 5 and 6 presents the results of the calculations and identifies the impacts of the 10-Year scenario based on the County's impact criteria. Worksheets showing the level of service calculations are contained in **Appendix D** for reference.

TABLE 5
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 6
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]	0.41/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 5**, the peak hour traffic volumes generated by the 10-Year buildout scenario would improve the operation of the 3 study area intersections, well within the County's current LOS C standard. **Table 6** 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 in both scenarios, the los is within the acceptable standards of the OCP.

It is noted that the roadway ADT volumes also improve under the 10-Year traffic scenario, with the Stubblefield Road Connection, These are shown on the following page. The Stubblefield connection roadway will 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 will save time and also allow emergency access to the existing neighborhood as well.

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**. Figures 3 and 4** shows the 10-Year buildout ADT volume forecasts for the Southeast Orcutt area road system with and without the Stubblefield Connection. Shown in bold are those roadway segments which are forecast to carry ADT volumes in excess of LOS C thresholds (as defined by the Transportation Division).

TABLE 7

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

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, and diverts an estimated 200 ADT off of Clark Avenue, while providing eastern access for the existing community. The Stubblefield Road connection at Black Oak Drive adds an estimated 800 ADT at the connection point, which is planned to be a one way stop controlled T-intersection at Black Oak Drive.

FIGURE 3

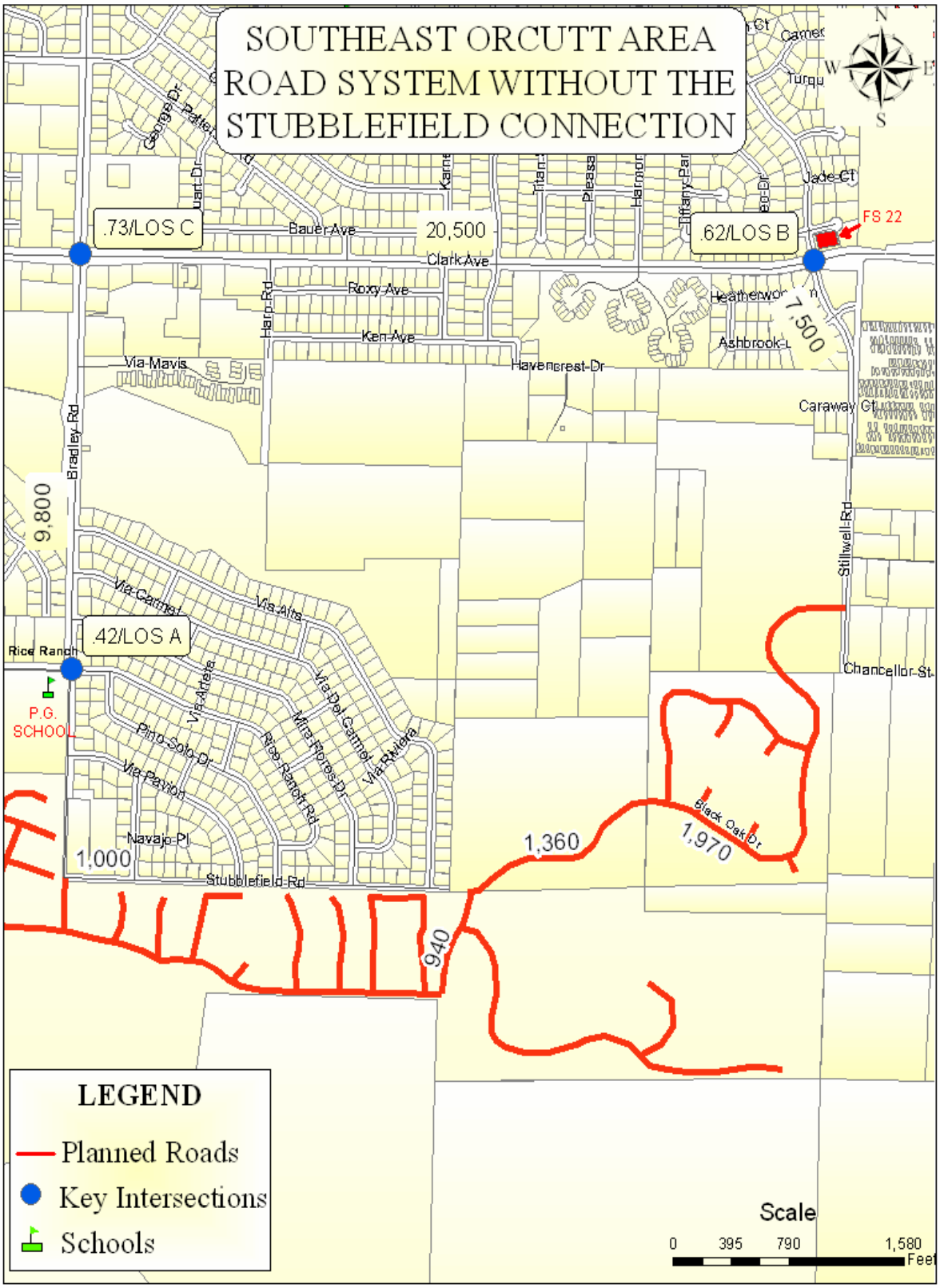
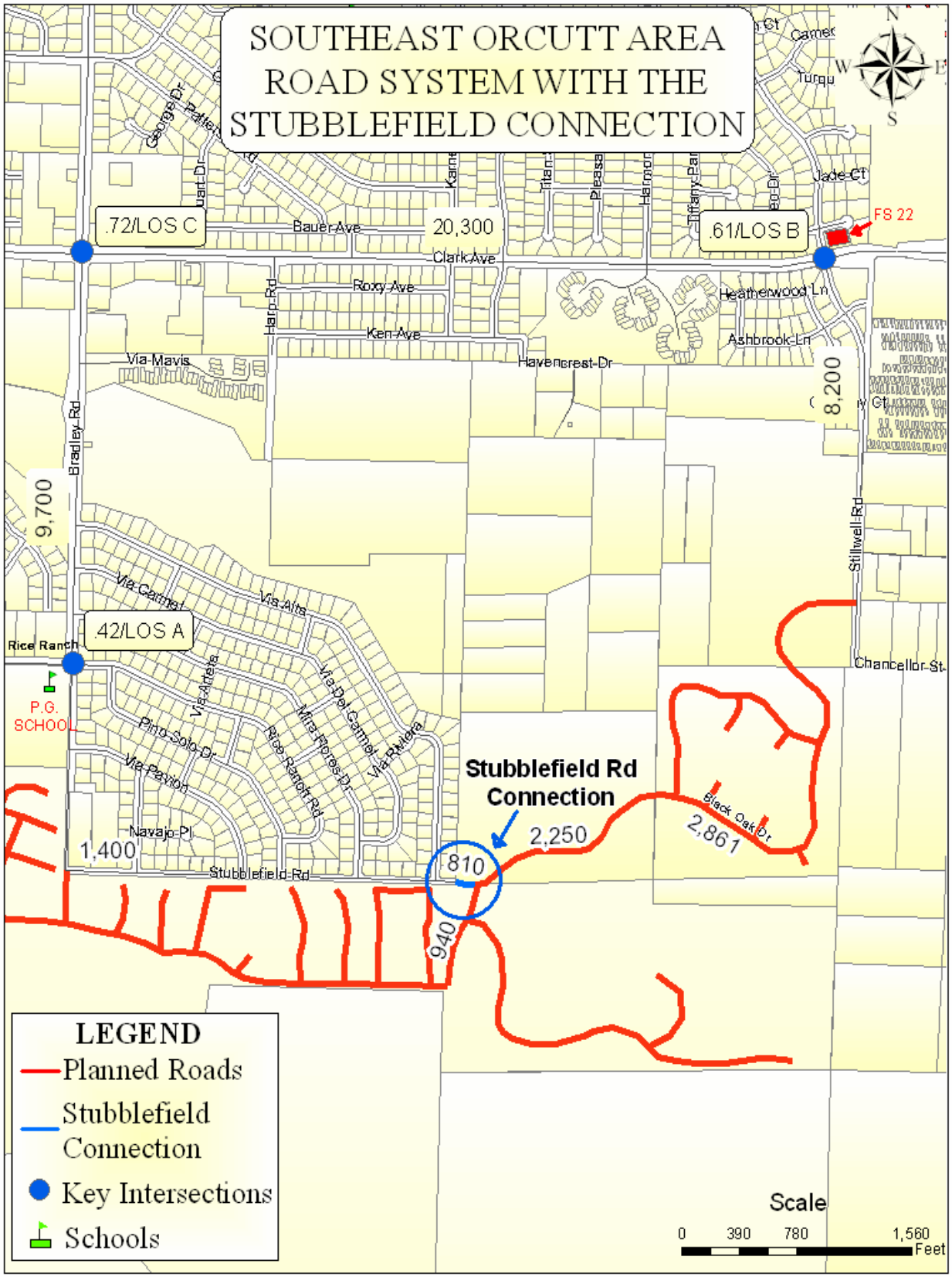

SOUTHEAST ORCUTT AREA
ROAD SYSTEM WITHOUT THE
STUBBLEFIELD CONNECTION
.73/LOS C
.62/LOS B
.42/LOS A
20,500
7,500
9,800
1,000
1,360
1,970
940
FS 22
Bauer Ave
Clark Ave
Roxy Ave
Ken Ave
Harp Rd
Bradley Rd
Via Mavis
Havencrest Dr
Heatherwood
Ashbrook Ln
Caraway Ct
Stillwell Rd
Chancellor St
Jade Ct
Rice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

FIGURE 4


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

The data presented in Figures 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.

The County has developed the Neighborhood Traffic Management Policy (NTMP), to address neighborhood traffic issues. These strategies are generally referred to as "Traffic Calming" techniques. Traffic calming involves strategic physical changes to streets to reduce volumes and vehicle speeds and decrease the car's dominance. To be effective, a traffic calming program must be part of an overall scheme for a neighborhood or area, as placement of devices at a single location or street will lead to traffic diversions and potential problems on adjacent routes. A discussion of possible traffic calming programs which can be implemented by the County in response to future residential traffic problems is presented in the Technical Appendix section of this document.

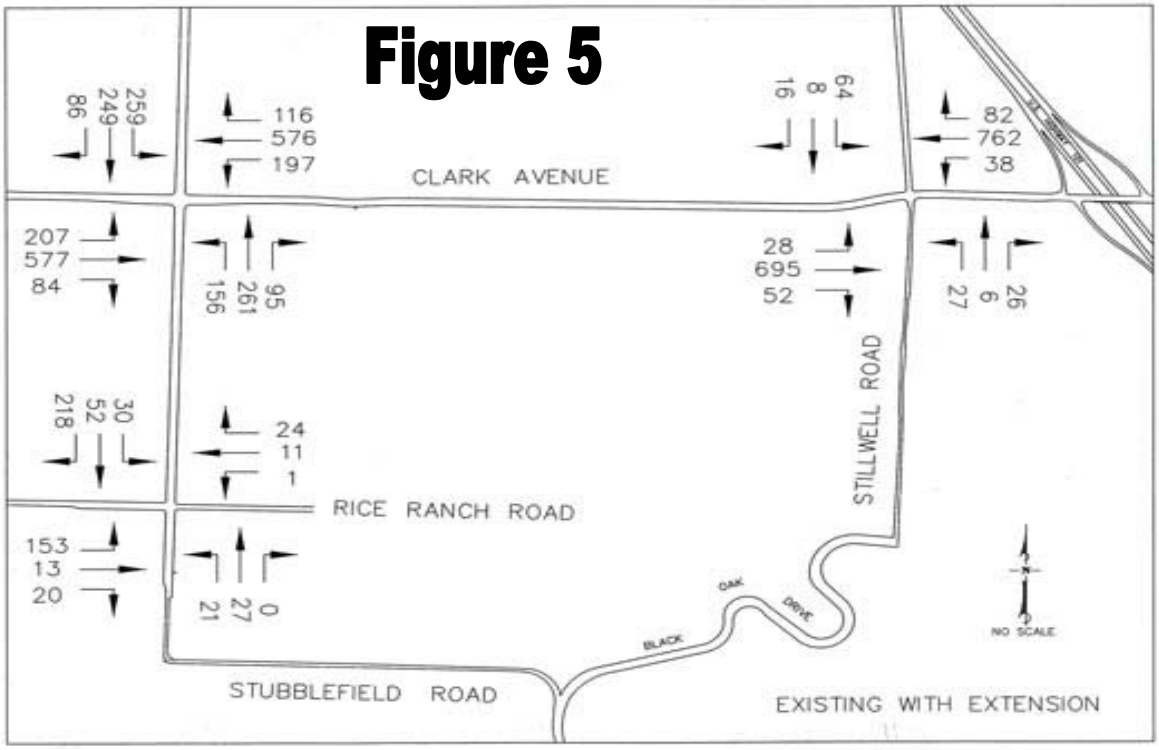
Intersection Impacts

While no 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. This analysis assumes completion of the improvements projects discussed above. No significant traffic impacts were idenfified at area intersections based on the County's impact criteria.

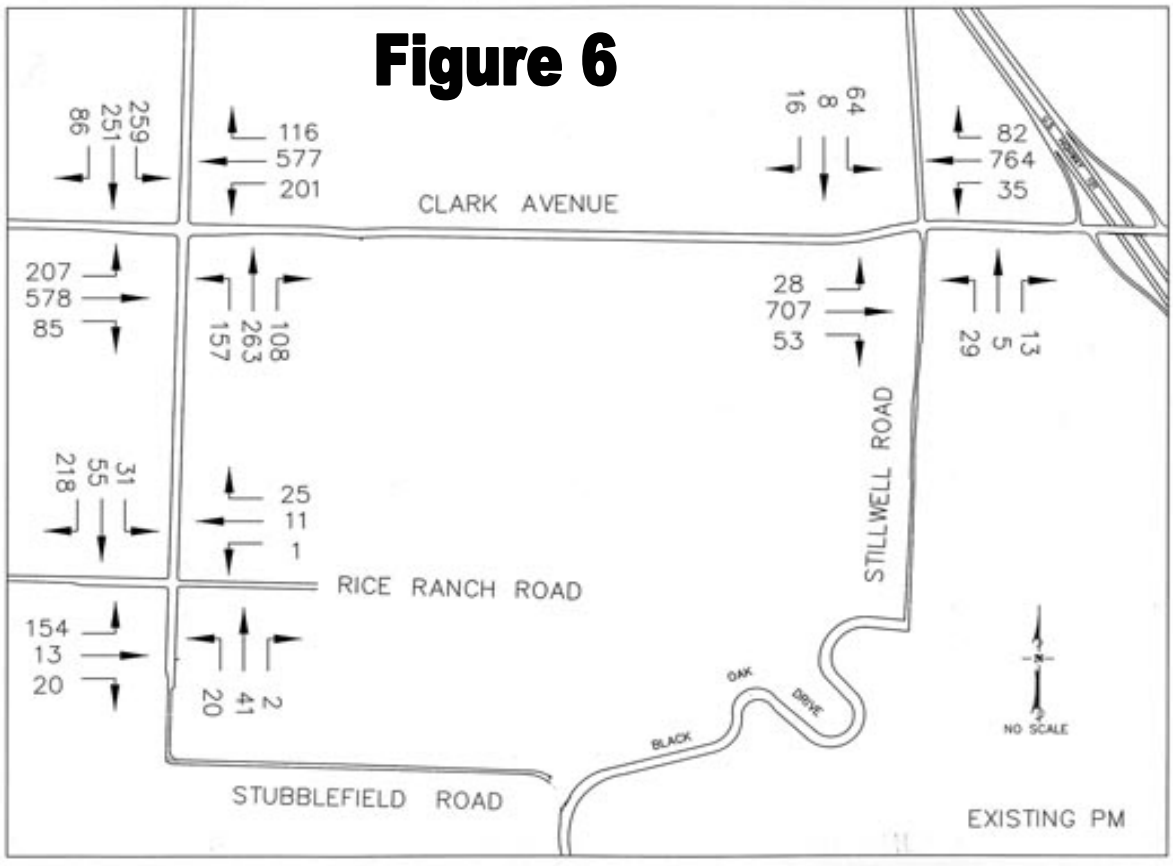
The data presented in **Table 6** above, shows that the 10-Year scenario would degrade intersection service levels from existing conditions, but with the Stubblefield connection constructed, 2 of the 3 study area intersections would improve operations by a .01 level of service measurement. These intersections would continue to operate at LOS C or better. Resulting in no significant impacts.

Specific turn movements for the scenarios evaluated are shown on the following pages, in Figures 4 through 7.

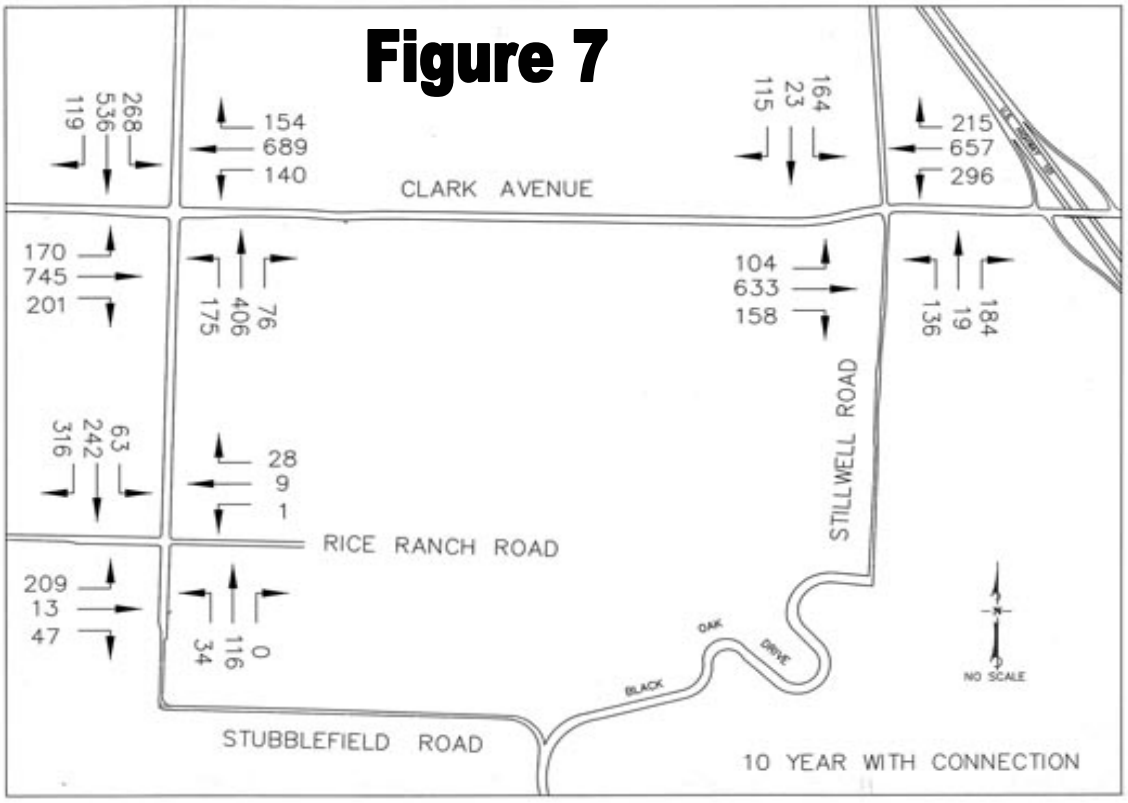
EXISTING TURN MOVEMENTS WITH STUBBLEFIELD CONNECTION



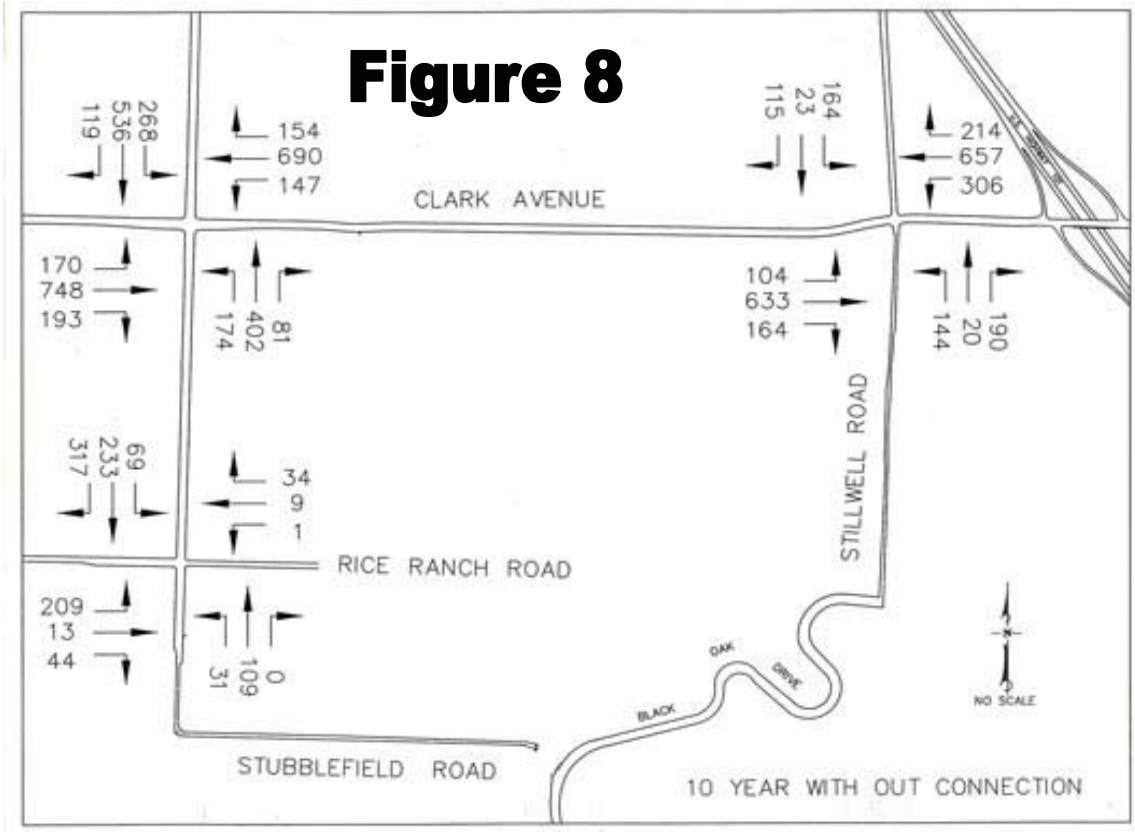
EXISTING TURN MOVEMENTS WITHOUT STUBBLEFIELD CONNECTION



10-YEAR TURN MOVEMENTS WITH STUBBLEFIELD CONNECTION



10-YEAR TURN MOVEMENTS WITHOUT STUBBLEFIELD CONNECTION



Roadway Impacts

The Buildout ADT volume forecasts for the primary and secondary street network are shown in Table 8. Table 8 shows the ADT forecasts for the primary and secondary streets in the OPA, with segments carrying ADT volumes in excess of LOS C thresholds shown in bold. Table 5.9-11 shows that the segment of Stillwell Road south of Clark Avenue would exceed the LOS C threshold, based on the S-3 classification.

TABLE 8
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

Bolded text indicates roadway segments exceeding the Policy Capacity identified in the Community Plan.

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

The increases in traffic levels within the Southeast Orcutt area will generally remain within the County's adopted LOS C standard for roadways and intersections. Delays will increase at the 3 major intersections listed in tables 5 and 6, as well as at other local intersections. The road segment of Stillwell Road, south of Clark Ave. should be reclassified to an S-1 Collector, as improvements are underway to widen the road from 32-40 feet, with a thicker structural section per the OTIP. The cost of this improvement is $680,000. It is expected that the developments along Stillwell Rd. will contribute towards this cost through standard frontage improvements as conditions of approval.

Stillwell Road. While no improvement measures were identified in this document, the reclassification of Stillwell Road, south of Clark Ave. is recommended to be changed in the Circulation Element to an S-1 collector from its previous status from the OCP in 1997 from an S-3 collector. This was recommended in the Final OCP. The reason for this change is the recent construction and improvement of Stillwell Road, south of Clark Ave. as identified in the OTIP designed to mitigate the impacts generated by traffic generated by the land development proposed in the OPA.

U.S. Highway 101. Within the OPA, between Santa Maria Way and Clark Avenue, P.M peak hour volumes on U.S. 101 would increase by 77%, from 3,125 to 5,540 trips (some would be through trips and some from development within the Santa Maria-Orcutt area). These traffic volumes equate to the LOS C range for the existing 4-lane facility.

South of Clark Avenue, P.M peak hour volumes on U.S. 101 would increase from 2,275 to 3,440

trips, a net increase of 1,165 trips (+51%). About 765 of the increase would be through trips, with the remaining 400 trips generated by development within the Santa Maria-Orcutt area.

Alternative Transportation Mode Impacts

The increase in population and employment levels associated with the new developments will generate demands for additional alternative mode facilities such as expanded transit service, additional bicycle facilities, park and ride lots, etc.

MITIGATION MEASURES

This section reviews a series of traffic and circulation improvements designed to mitigate the traffic impacts associated with the 10-Year Scenario. These improvements have been included in the Orcutt Transportation Improvement Plan (OTIP) to be funded through an updated Traffic Mitigation Fee Program, and through project frontage improvements as conditions of development approvals.

10-Year Scenario - Roadways

The following text describes the improvements which were required under the OCP 10-Year scenario. These mitigation measures have been developed assuming the County's current traffic impact thresholds, which consider operations in the LOS D to F range unacceptable. Table 5.9-13 shows the mitigated levels of service.

Stillwell Road Reclassification. While no improvement measures were identified in this document, the reclassification of Stillwell Road, south of Bradley is recommended to be changed in the Circulation Element to an S-1 collector from its previous status shown in the OCP in 1997 from an S-3 collector. The reason for this change is the recent construction and improvement of Stillwell Road, south of Clark Ave. as identified in the OTIP are designed to mitigate the cumulative impacts generated by construction of development projects from the OPA and City of Santa Maria areas. This improvement includes strengthening the structural section, widening Stillwell to a strengthened structural section from 32 to 40 feet in width, some of the cost of this improvement was placed on the nearby developments as a condition of approval, and funding is programmed in the OTIP to fund the remainder. This was also identified, and recommended in the Adopted OCP. The road would need reclassification under both scenarios, with and without the Stubblefield connection, and would result in an estimated LOS .71/LOS C under 10 year operating conditions for this road segment.

10-Year Scenario - Intersections

Clark Avenue/U.S. 101 SB Ramps. Due to the regional nature of the regional traffic characteristics of these intersections, the Clark Ave. /US 101 NB and SB Ramps intersections were not included in the analysis, which would require Caltrans review and approval. And since the Stubblefield connection contributes such an insignificant contribution towards the operating conditions of this interchange. A sizable portion of the traffic generated to the interchange is large traffic volume generated from the commercial Key Sites in the immediate vicinity (Key Site 1). This unsignalized interchange is forecast to operate in the LOS B and LOS C range under 10-year conditions. The

OTIP includes realignment and signalization at both the Northbound and southbound ramps, resulting in improved operating conditions in this area. The estimated cost of this improvement, as identified in the OTIP, is $3,300,000. This is placed in this document for informational purposes.

Bradley Rd. /Rice Ranch Rd. - The Bradley Road/Rice Ranch Road intersection is scheduled for construction of traffic signals. The traffic signals are a requirement of Key Site 12 (Rice Ranch). The traffic signals are currently under preliminary design, and when constructed, would result in .42/LOS A operating conditions under 10-year conditions during the PM peak Hour. Construction of these improvements will allow for better progression of vehicles, a pedestrian push button and pedestrian phase to improve safety from the Pine Grove School, and nearby residents.

Clark Ave.//Bradley Rd. - The Stubblefield connection project helps this intersection under 10 year conditions, by providing a .01 improvement in the operation of the intersection, reducing vehicle queues, and overall delay at this key intersection. The intersection is projected to operate at .72/LOS C with the Stubblefield connection, and .73/LOS C without the connection.

Clark Ave. /Stillwell Rd. - As with the Clark/Bradley intersection, this intersection improves by .01 in the pm peak hour with the Stubblefield connection constructed. The intersection operates at .61/LOS B with the Stubblefield connection, and .62/LOS B without the connection. This results in reduced queuing, and less delays in future operating conditions.

Traffic Calming. As discussed in the impact sections of this EIR, several existing and proposed residential streets in the OPA will experience increases in traffic volumes as development occurs under both the 10-Year growth scenarios. In addition to the volume increases, increases in vehicle speeds may also be experienced on selected residential streets as development occurs in the OPA. In response to these types of traffic growth, many communities throughout California and the United States have developed a variety of "traffic calming" strategies aimed at addressing residential street quality of life issues. Traffic calming involves strategic physical changes to streets to reduce volumes, vehicle speeds and the car's dominance. To be effective, the traffic calming program must be part of an overall scheme for a neighborhood or area, as placement of devices at a single location or street will lead to traffic diversions and potential problems on adjacent routes.

In response to this concern, the County Public Works Department implemented the Neighborhood Traffic Management Policy, which is attached in **Appendix C** of this document.

This policy has been developed by the Transportation Division and involved extensive review of some 20 local jurisdictions, and 5 countries. The specific criteria to evaluate the need for traffic calming applications are outlined in the **Appendix C**. The following text outlines a few of the key components that should be considered for developing such a program.

The benefits of a traffic calming program include reductions in vehicle speeds and volumes on selected residential streets, thus enhancing quality of life and "livability". Some of the drawbacks to implementation of traffic calming include the potential need for right-of-way acquisition (round-a-bouts), noise and safety issues (speed humps), and traffic diversions to adjoining neighborhoods. The OTIP has approximately $500,000 to fund traffic calming applications throughout the OPA.

Alternative Transportation Modes

The increased population levels associated with development of the Southeast Orcutt area and throughout the OPA would generate demands for additional alternative mode facilities such as expanded transit service, additional bicycle facilities, park and ride lots, etc. The following measures are provided to reduce these impacts.

Transit. The County should work with Santa Maria Area Transit (SMAT) to extend and expand the current two route system in the OPA, specifically the Southeast Orcutt area. Development of Key Site 12 in addition to other residential developments in the southeast Orcutt region of the OPA would generate the demand for additional service in those areas. Improvements could include provisions for expanded and/or enhanced transit infrastructure facilities such as covered bus stops, bus pull-outs, and pedestrian facilities adjacent to bus stops.

SOUTHEAST ORCUTT - TRANSPORTATION IMPROVEMENT RECOMMENDATIONS

The Stubblefield Road connection would provide easterly access for the existing Pine Grove/Oak Knolls neighborhood, as well as secondary access for emergency vehicles, school busses, delivery vehicles, trash pick-up, other services, while improving overall connectivity in the road network in the Southeast Orcutt area.

The results of the model runs completed for the Southeast Orcutt area show that that approximately 810 ADT would use the connection, and that 200-300 ADT are estimated to use Stubblefield Road to travel westbound. The volume on Stubblefield Road, east of Bradley Road goes up from 1,000 ADT to 1,400 ADT in the 10-Year scenario, which is approximately 140 pm peak hour trips, and well within LOS A operations for this roadway.

The Stubblefield connection would connect to Black Oak Drive, which carries a portion of Key Site 12, provides primary access to Key sites 6 (Mesa Verde) and Key Site 7 (Vintage Ranch), picking up the volumes along Black Oak Drive to 2,860 ADT, which is well within the designated Policy Capacity for this facility type, resulting in LOS A operations along this roadway.

Staff recommends this key road connection to ensure maximum access capabilities for existing neighborhoods, and future developments that are rapidly building, and will be constructed soon.

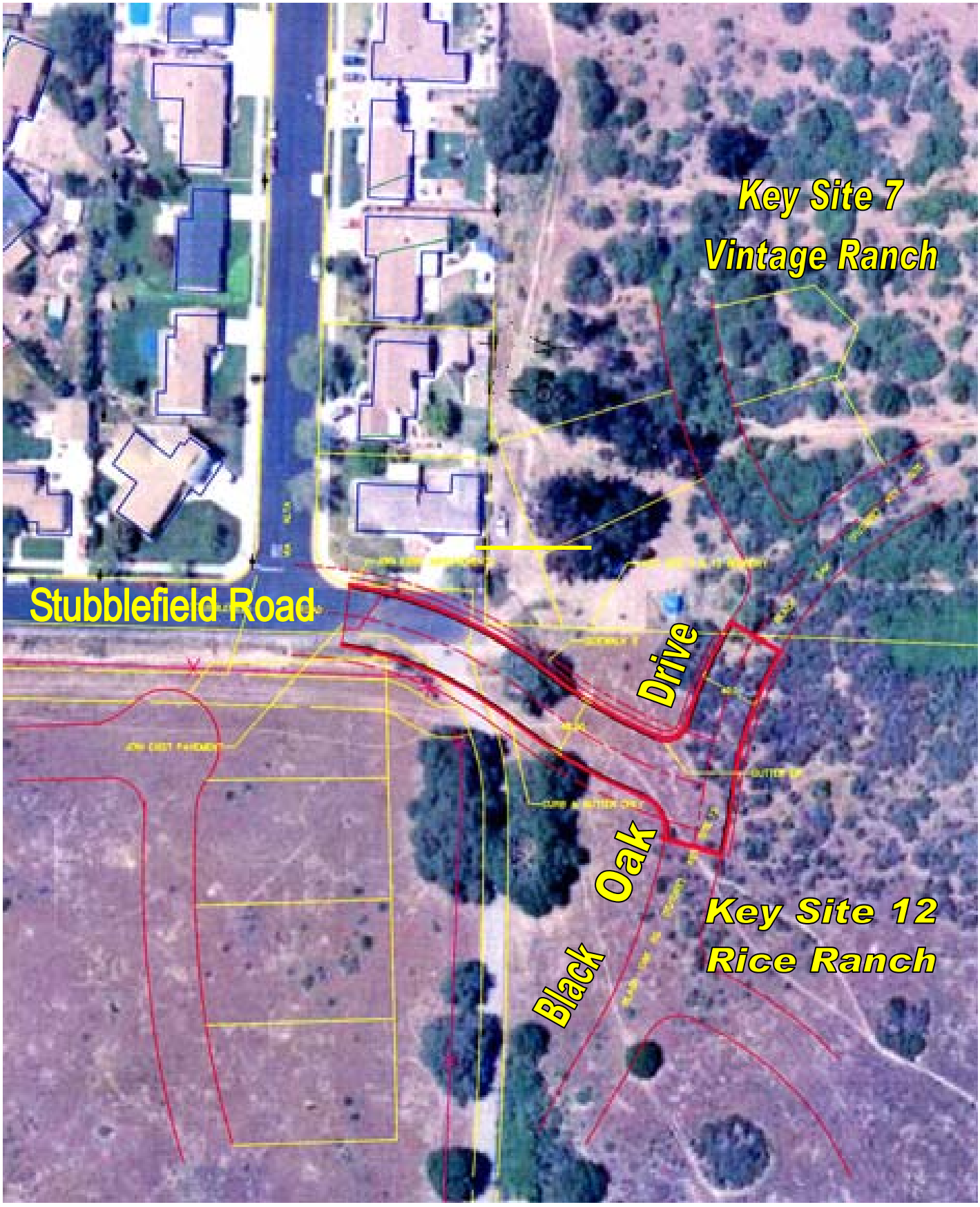
The estimated cost to construct the Stubblefield connection is $144,500. This cost includes design and construction of the road section, curb, gutter and sidewalk (sidewalk on the north side) is covered in the OTIP (in the amount of $67,500), with funds available to contribute to this project.

In addition, if the residents desire, traffic calming applications can be incorporated into the existing segment of Stubblefield Road, which is approximately 2,600 feet long, straight, with no steep grades , which can encourage higher speeds. The Public Works Department recommends consideration of curb extensions, at spacing intervals to be determined, with a tree and other landscaping in these devices, to discourage speeding. However, enforcement is usually the first step in the process of constructing such devices, as well as neighborhood preferences on landscaping, and other issues that would be taken through the County's Traffic Engineering Committee (TEC) if this is desired by the

existing residents of the Pine Grove/Oak Knolls neighborhood.

Appendix A

Stubblefield Road Connection Preliminary Design

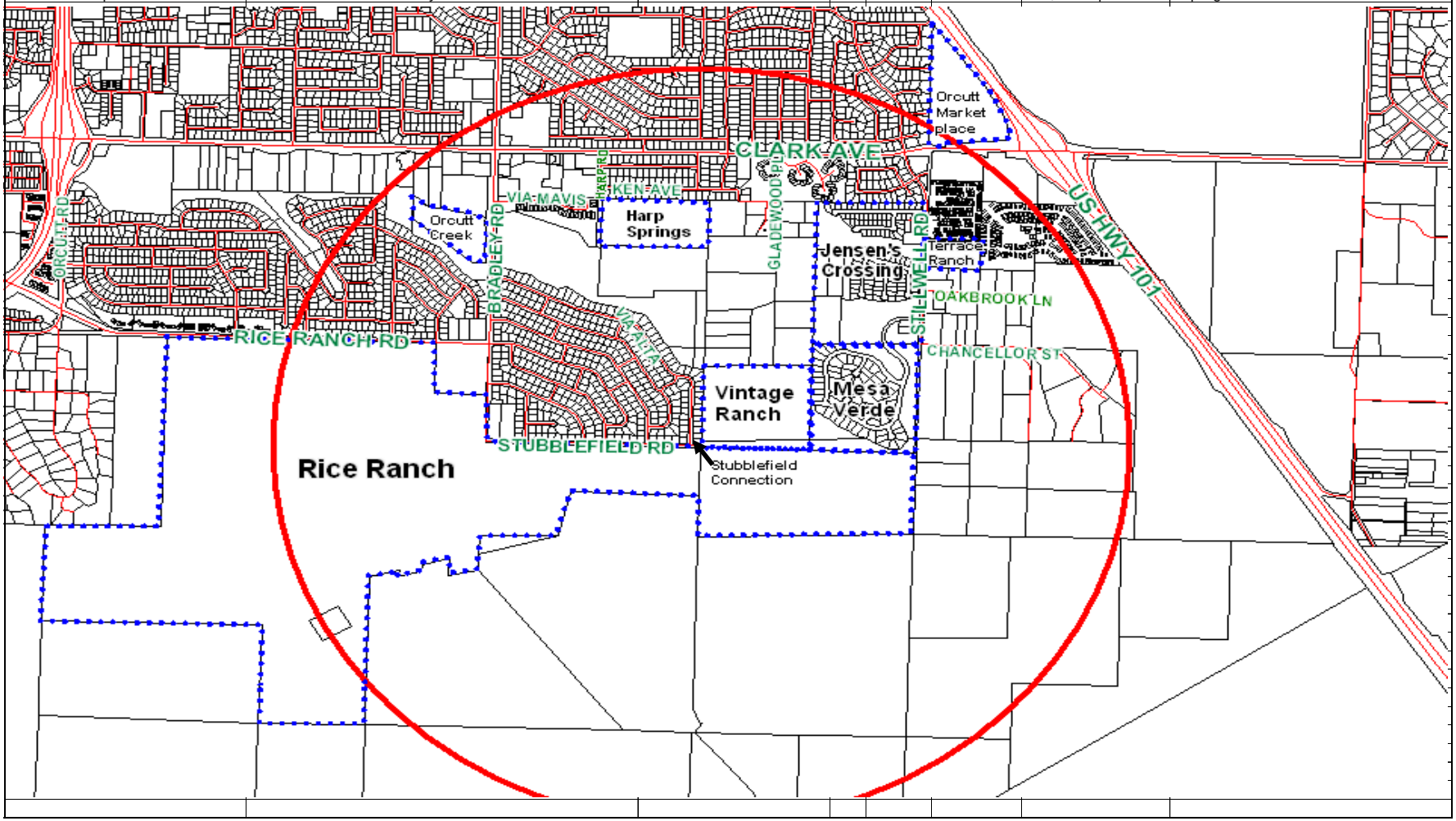

Key Site 7
Vintage Ranch
Stubblefield Road
Drive
Black Oak
Key Site 12
Rice Ranch

Appendix B

Land Use Data for the Southeast Orcutt Area

Southeast Orcutt projects

Name	Location	APN	KS	Ac.	OCP BO	Units	Status
Rice Ranch	South of Stubblefield and Rice Ranch Roads	101-010-019	12	626	725	447 SFD, 278 MFU	Approved; ready end of 2006-2007
Harp Springs	Southeast of Clark Ave. and Bradley Rd.	103-200-026	8	20.43	48	44	Approved; ready Jan. 2007
Vintage Ranch	South of Clark Ave. btwn Bradley Rd. and Stillwell	101-010-002	7	31.52	52	52	Approved; ready late 2006, early 2007
Mesa Verde	Northwest intersection of Stillwell and Stubblefield Rds.	101-370-001 through -066	6	45.21	74	64	Approved; ready July 2006
Jensen's Crossing	Southwest of Clark Ave. and Stillwell Rd.	103 pg. 760, 077, 078, 200	5	48	?	112	Approved; ready early 2006
Orcutt Creek	Southwest of Clark Ave. and Bradley Rd.	103-740-016	10	9.29	16	16	Approved 11/10/2005
Terrace Ranch	Stillwell	129-280-021	NA	5.39	?	18	approved 2/9/94
Orcutt Marketplace	Northwest insection of Hwy 101 and Clark Ave.	129-120-024	1	23.9	N/A	272,000 sq. ft.	In progress



Appendix C

Neighborhood Traffic Management Policy

Neighborhood Traffic Management Policy

I. Introduction

In recent years, Public Works staff has been requested to provide remedies for community concerns involving traffic cutting through residential neighborhoods, speeding on residential streets and a perceived lack of pedestrian "friendliness" due to automobile traffic.

Residential streets should accommodate local traffic in a safe and efficient manner with due regard to surrounding land uses. Excessive traffic speed and volume on residential streets leads to local increases in noise and air pollution, perceived and real hazards to children and other pedestrians, and difficulties in exiting driveways. These issues can be mitigated by neighborhood traffic management techniques. Neighborhood traffic management includes coordinated enforcement and land use planning efforts as well as what is often referred to as "traffic calming."

Traffic calming involves strategic physical changes to residential streets to reduce vehicle speeds and excessive traffic traveling through residential neighborhoods. Limited enforcement resources, newer and more maneuverable cars, changing neighborhood densities and lack of vehicular capacity on arterial roads are some of the factors contributing to excessive vehicular intrusion and speeds in residential areas. Specifically, traffic calming devices such as speed humps are intended to reduce cut-through neighborhood traffic and/or reduce vehicle speeds, as well as to encourage the use of arterials versus local streets. In many cases, traffic calming features are also used to improve the aesthetics of a neighborhood.

County staff has reviewed the policies and practices of 20 jurisdictions throughout California and the United States, and has reviewed literature on this subject from 5 countries. Reductions in 85th percentile speeds from agencies throughout the United States range from 3 miles per hour to 13.5 miles per hour, while traffic volumes have been reduced by up to 40 % upon construction of traffic calming devices. This policy is based on the most effective of those policies and is supported by recommendations regarding residential traffic of the Institute of Transportation Engineers, the American Planning Association, and the American Society of Civil Engineers. The Policy has been reviewed and recommended by the Board's Traffic Engineering Committee, and incorporates the information gained by a trial project on Padova Drive within the County. This Policy is intended to provide general criteria for when traffic calming measures are appropriate. Specific applications will still require detailed design based on sound engineering judgement.

II. Traffic Calming Measures

Typical traffic calming devices include, but are not limited to:

1) Speed humps
2) Traffic Circles at previously uncontrolled intersections
3) Curb extensions (or "curb bulbs")
4) Diagonal diverters

Stop signs and traffic signals are not considered traffic calming devices.

III. Approval Criteria

The determination of whether or not traffic calming devices should be installed on residential streets within a "Residence District" (per California Vehicle Code Section 515) shall be based on a traffic engineering study conducted by the Public Works Department and shall be based on the following criteria:

1) When the primary concern is vehicle speeds, the 85th percentile speed should be 10 mph or more above the prima facie speed limit. The 85th percentile speed (also known as the "critical speed") is generally accepted as the reasonable, appropriate speed for a given roadway. The Vehicle Code prescribes a prima facie speed limit of 25 miles per hour for roads in a Residence District. Traffic calming measures will be considered only when enforcement of existing speed limits has been unsuccessful in achieving the desired result. An 85th percentile speed well in excess of 25 miles per hour indicates that altering the geometry of the road is appropriate to reduce reasonable drivers' speed to the prima facie speed limit.

2) The roadway should carry at least 500, but shall not carry more than 5,000 vehicles total in both directions, in a 24 hour mid-week period. Volumes outside this range indicate low usage or that the street is an important link in the circulation system respectively.

3) The potential effect of the proposed traffic calming measures shall be studied to establish that other residential areas are not negatively impacted, such as by diversion of vehicles from one street to another.

4) Traffic calming devices shall not be installed in the absence of a petition signed by 75% of the affected residents and property owners in favor of the installation. In developments governed by a recognized homeowners' association, a letter stating the association's position shall be included in the petition.

   For the purpose of this criterion, "affected residents" shall be determined by County staff and shall mean all residents who may be impacted by changes in traffic patterns. This may include more than just the streets on which physical changes are proposed.

5) Speed humps, traffic circles, yield points and similar fixed object-style traffic calming devices shall not be installed on a roadway grade steeper than 5% because of the increased potential for injury accidents with errant vehicles.

6) Roadways considered for traffic calming applications should be 40 feet or less in width and have no more than one travel lane in each direction. Wider roads and multi-lane roads are generally needed for regional circulation and should not be reduced in capacity by traffic calming.

7) Major emergency response routes, as defined by emergency service providers, shall not be considered for traffic calming without written concurrence of the emergency service providers. Delays, lack of passing lanes, narrowed roads, jolting of fire apparatus, and ambulance passenger discomfort have been found to be unacceptable side-effects of most traffic calming measures.

8) Defined public transit routes shall not be considered for traffic calming without written concurrence of the transit provider. Passenger discomfort and restricted access for transit vehicles caused by common traffic calming measures have been found to be unacceptable side effects of most traffic calming measures.

9) Both sides of the subject street should have curb & gutter. Alternatively, an appropriate means of preventing circumvention of the proposed traffic calming device shall be provided. Further, proper storm water runoff shall be maintained.

Traffic calming on streets not within a "Residence District" is not covered by this policy and is generally not acceptable.

IV. Design Guidelines

Traffic calming devices shall be approved by the Public Works Director. The following issues shall considered during the design process:

1) Right-of-way necessary for the installation shall exist or shall be acquired prior to the installation.

2) Sight distance appropriate for the design speed and traffic conditions shall be maintained.

3) Appropriate signing and pavement markings shall be provided.

4) Reflectors and/or street lights shall be provided in accordance with accepted engineering criteria to aid in identifying traffic calming devices at night.

5) The traffic "environment" should be consistent along the road, with no sudden changes in horizontal clearances or safe speeds.

6) Proper drainage of the roadway and adjacent properties shall be maintained.

7) Arrangements for future maintenance of the installation shall be made.

V. Safety and Performance Monitoring

A separate neighborhood traffic engineering study shall be conducted for each traffic calming application approximately six months after construction to determine its effectiveness (i.e. speed and volume reduction, as well as impact on traffic safety). Any increase in accident severity or rates directly attributable to the traffic calming device shall be grounds for removal of the device notwithstanding the removal criteria of this Policy.

VI. Funding

Funding of traffic calming shall be from one of the following:

1) An adopted Transportation Improvement Plan (TIP) with an associated impact fee program; or,

2) An outside organization (e.g. homeowners association, developer, citizen group, etc.); or,

3) A combination of outside funding and TIP funds if demand for traffic calming exceeds available funds; or,

4) A combination of outside funding and County Road Funds if use of such funds has been approved by the Board of Supervisors as part of the Road Maintenance Annual Plan (RDMAP).

VII. Requests for Removal

Requests for removal of traffic calming devices will be considered by the Public Works Department based on the following criteria:

1) Written petition of 75% of the affected residents.
2) Identified funding sources to properly remove the device.
3) At such time as the Public Works Department determines the devices to be unsafe or unsuitable for the location.

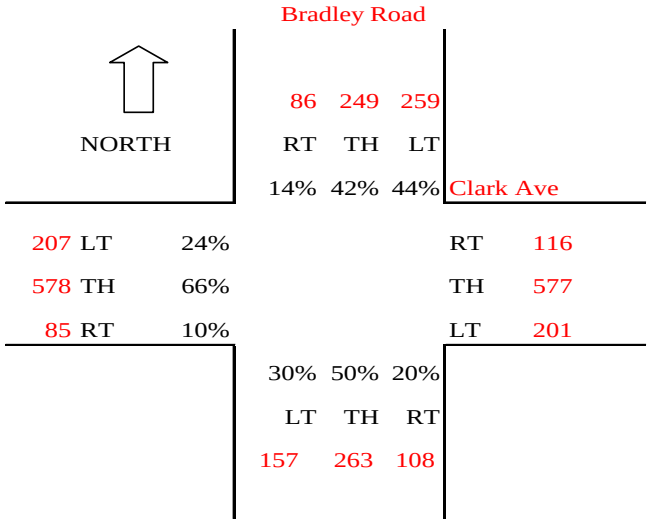
CPG\CSE\kmd
G:\GROUP\TRAFFIC\WW\TRAFFIC\TMPolicy798.doc
Approved by the Board of Supervisors on 4/8/97

Appendix D

Level of Service Calculations, and Model Data

Clark/Bradley Intersection

Existing Conditions

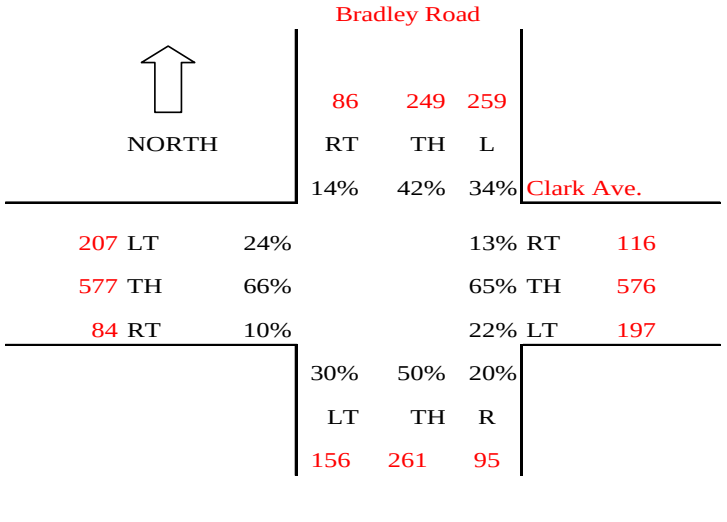


CRITICAL MOVEMENTS		V/C RATIO
NB TH	**263**	0.12
SB L	**259**	0.16
WB TH	**577**	0.21
WB L	**207**	0.06
LOST TIME		0.10
LOS		0.65

0.65/LOS B

Level Of Service Calculations

Existing + Stubblefield Connection

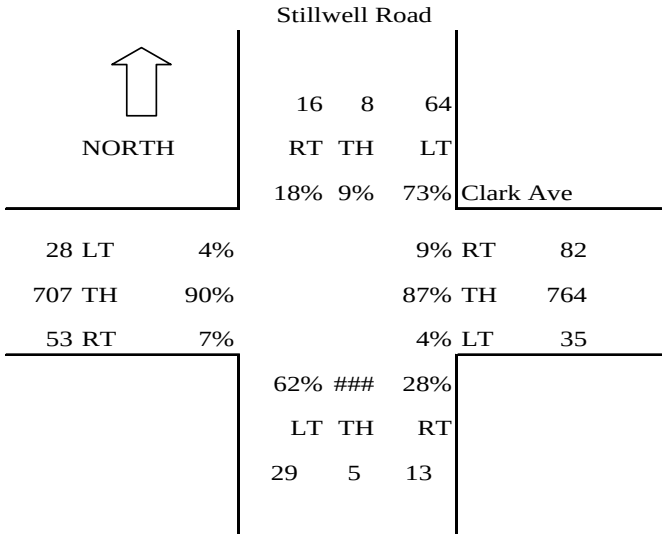


CRITICAL MOVEMENTS		V/C RATIO
NB TH	**261**	0.11
SB L	**259**	0.16
EB TH	**577**	0.21
WB L	**207**	0.06
LOST TIME		0.10
LOS		0.64

0.64/LOS B

Clark/Stillwell Intersection

Existing Conditions

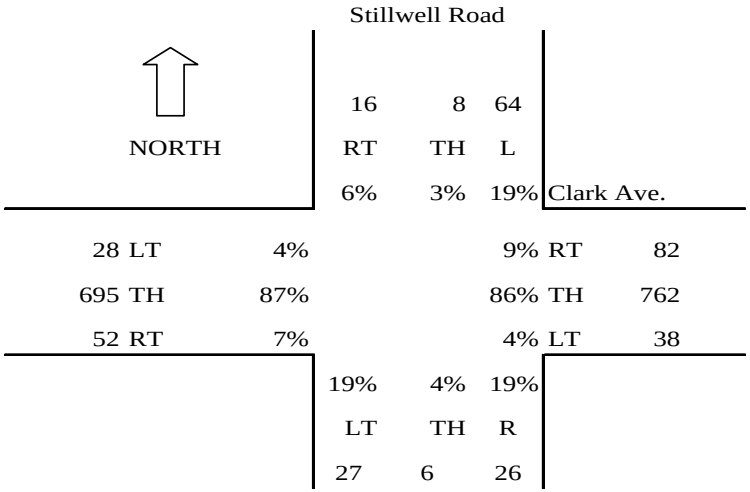


CRITICAL MOVEMENTS		V/C RATIO
NB THI	**34**	0.02
SB L	**64**	0.04
EB L	**28**	0.02
WB L	**764**	0.24
LOST TIME		0.10
LOS		0.42

0.42/LOS A

Level Of Service Calculations

Existing + Stubblefield Connection

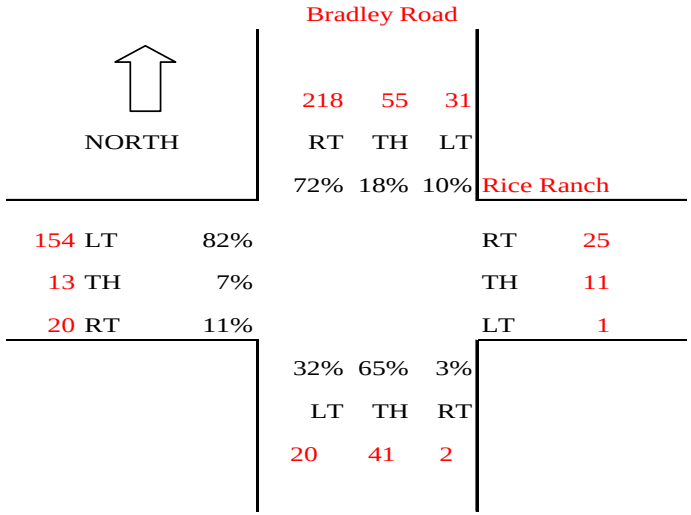


CRITICAL MOVEMENTS		V/C RATIO
NB THL	**33**	0.02
SB L	**64**	0.04
EB L	**28**	0.02
WB TH	**762**	0.24
LOST TIME		0.10
LOS		0.42

0.42/LOS A

Bradley/Rice Ranch Intersection

Existing Conditions



CRITICAL MOVEMENTS

NB THL **61**

SB L **31**

EB L **154**

WB TH **11**

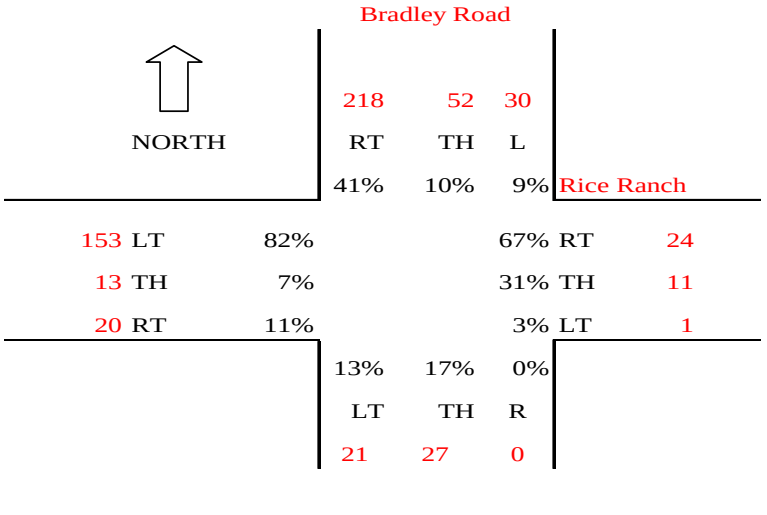
Calculations Based on HCM 2000 Control Delay

HCM LOS 0.25

0.25/LOS A

Level Of Service Calculations

Existing + Stubblefield Connection



CRITICAL MOVEMENTS

NB THL **48**

SB L **30**

EB L **153**

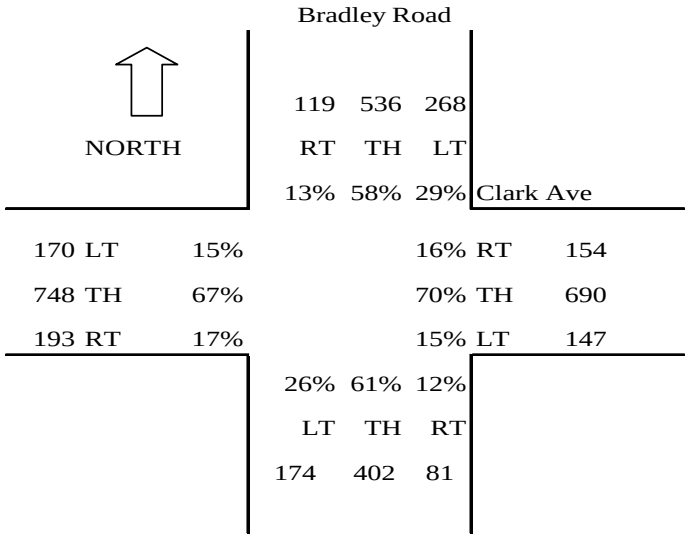
WB TH **11**

Calculations Based on HCM 2000 Control Delay

HCM LOS 0.25

0.25/LOS A

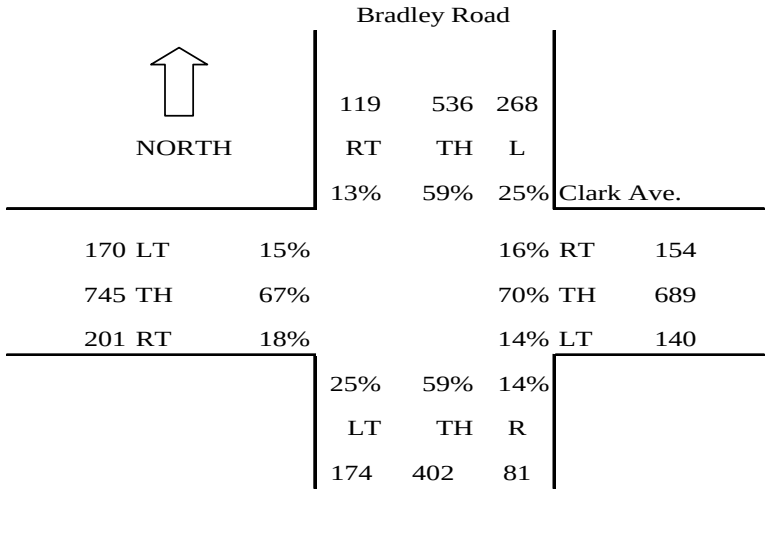
Clark/Bradley Intersection
10-Year Conditions



CRITICAL MOVEMENTS		V/C RATIO
NB L	**174**	0.11
SB TH	**536**	0.19
EB TH	**748**	0.28
WB L	**147**	0.05
LOST TIME		0.10
LOS		0.73

0.73/LOS C

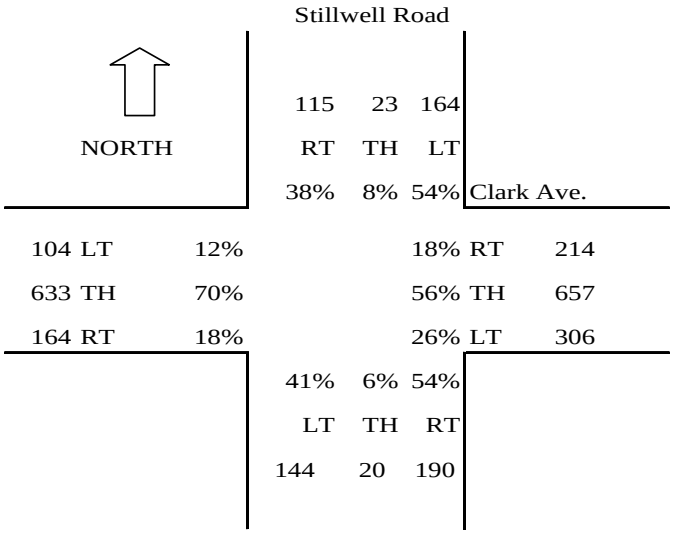
Level Of Service Calculations
10 Year + Stubblefield Connection



CRITICAL MOVEMENTS		V/C RATIO
NB L	**175**	0.11
SB TH	**536**	0.19
EB TH	**745**	0.28
WB L	**140**	0.04
LOST TIME		0.10
LOS		0.72

0.72/LOS C

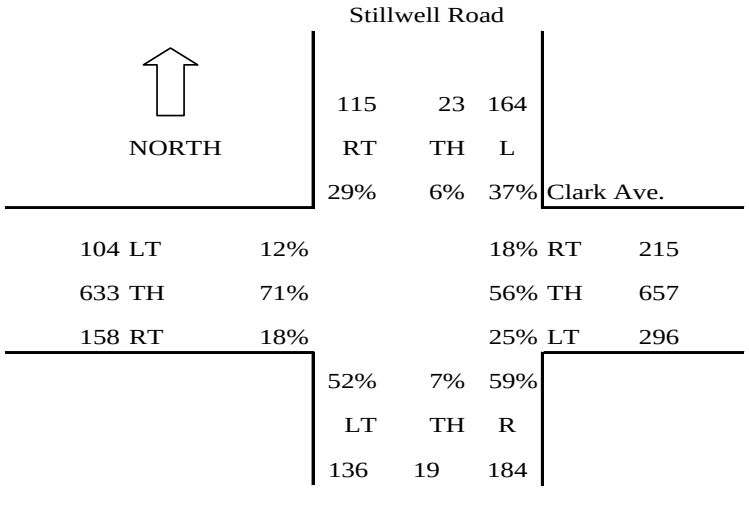
Clark/Stillwell Intersection
10-Year Conditions



CRITICAL MOVEMENTS		V/C RATIO
NB THR	**20**	0.03
SB L	**164**	0.10
EB TH	**633**	0.20
WB L	**306**	0.19
LOST TIME		0.10
LOS		0.62

0.62/LOS B

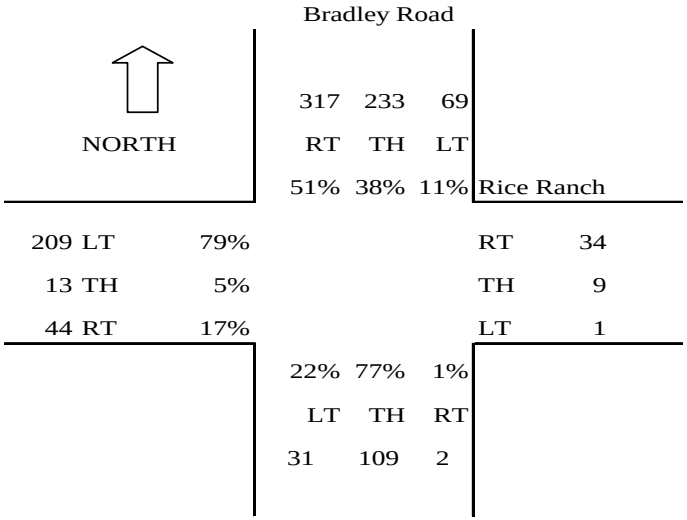
Level Of Service Calculations
10 Year + Stubblefield Connection



CRITICAL MOVEMENTS		V/C RATIO
NB THR	**19**	0.02
SB L	**164**	0.10
EB TH	**633**	0.20
WB L	**296**	0.19
LOST TIME		0.10
LOS		0.61

0.61/LOS B

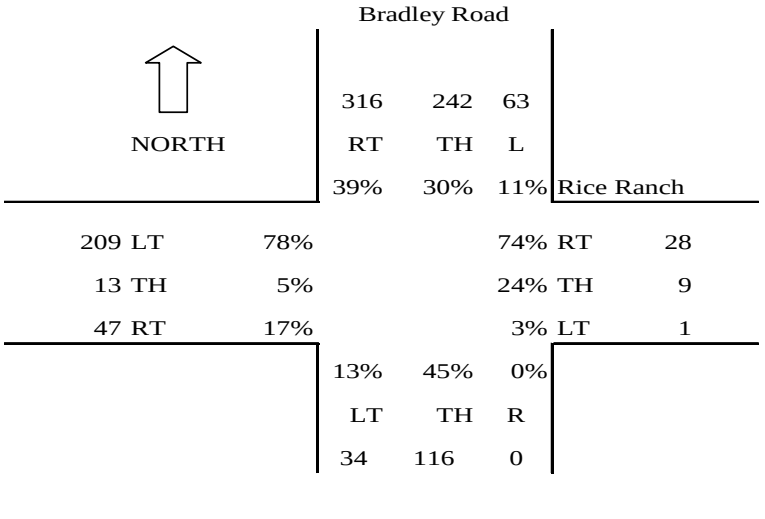
Bradley/Rice Ranch Intersection
10-Year Conditions



CRITICAL MOVEMENTS		V/C RATIO
NB L	**140**	0.09
SB TH	**233**	0.15
EB L	**209**	0.07
WB T	**38**	0.02
LOST TIME		0.10
LOS		0.42

0.42/LOS A

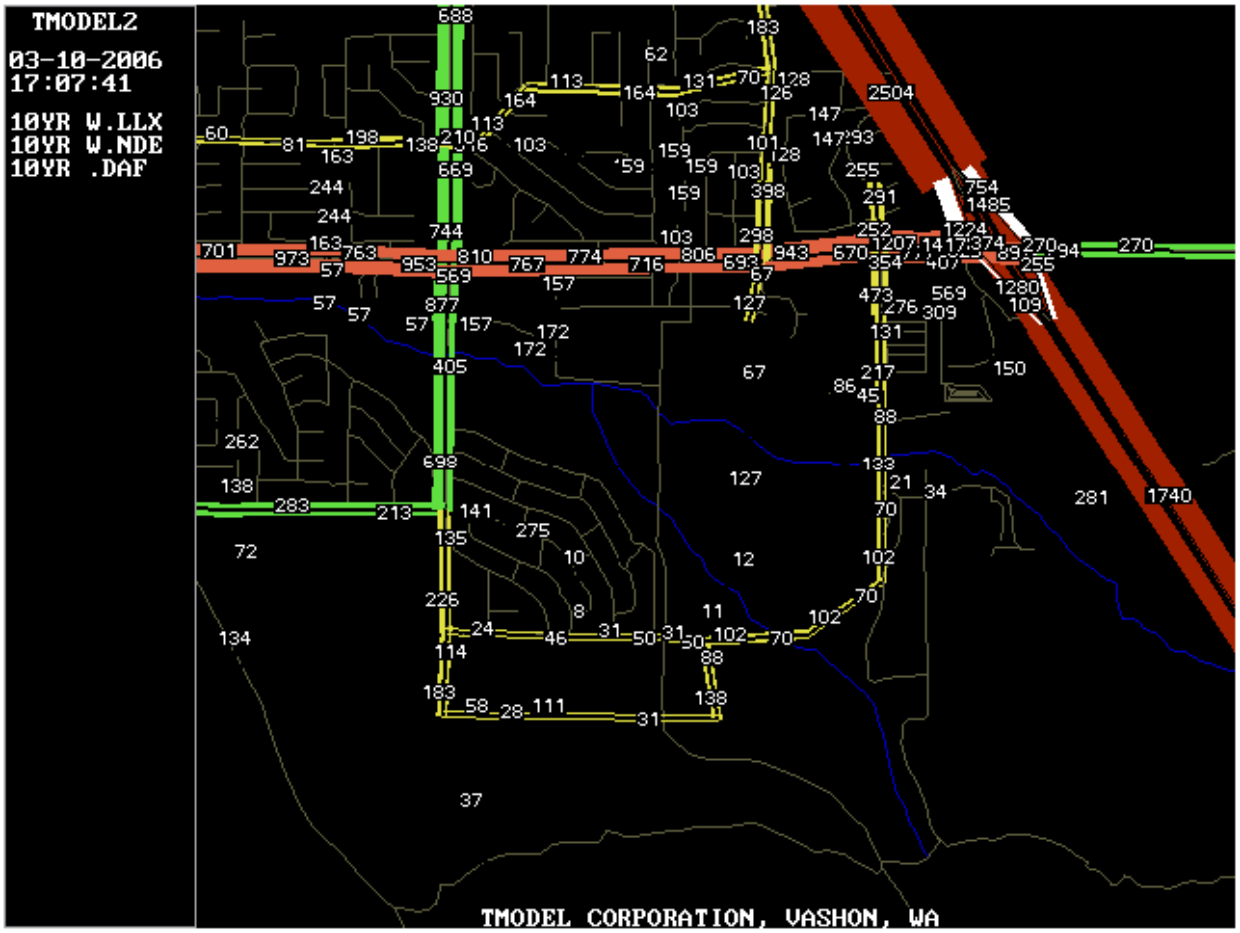
Level Of Service Calculations
Existing + Stubblefield Connection



CRITICAL MOVEMENTS		V/C RATIO
NB L	**150**	0.09
SB L	**242**	0.15
EB L	**209**	0.07
WB TH	**9**	0.01
LOST TIME		0.10
LOS		0.42

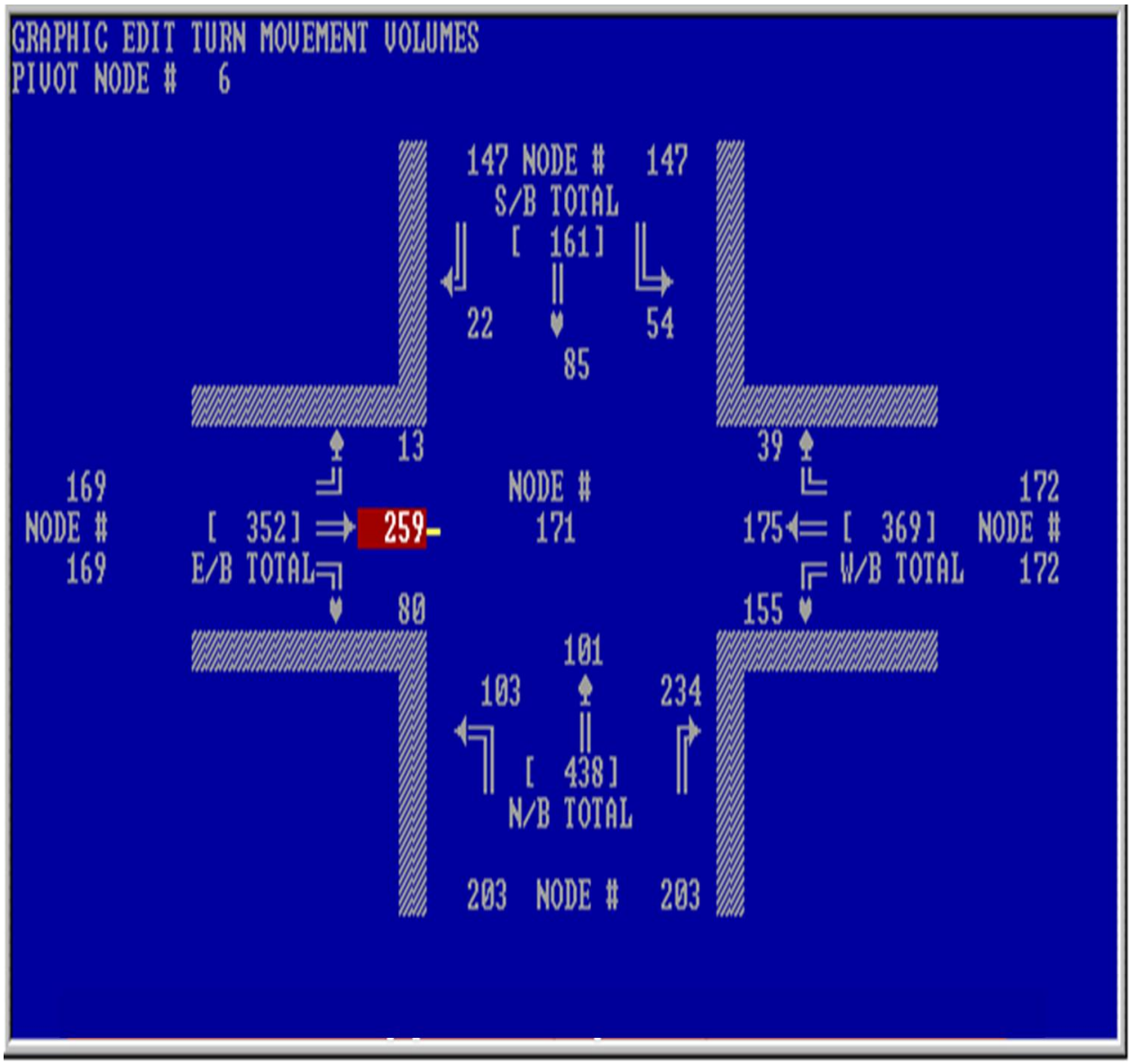
0.42/LOS A

Model Network data for the Southeast Orcutt Area, Showing 10 Year Traffic Volume Bandwidths, from the TMODEL2 Graphic Editor



Note: While some of the volumes are shown on this screen shot, some of the other numbers shown on this graphic are Traffic Analysis Zone (TAZ) numbers. The intent of this plot is to show what the Southeast Orcutt Area of the Santa Maria Valley Transportation Forecasting Model actually looks like through the graphic editor.

TMODEL2 screen shot, showing the Turn Movement Graphics



TMODEL 2
LAND USE CATEGORIES

Land Use Type	Unit of Measurement
Single Family Residences	Dwelling Units
Condominiums	Dwelling Units
Apartments	Dwelling Units
Mobile Homes	Dwelling Units
Regional Commercial	Square Feet
Neighborhood Commercial	Square Feet
General Office	Square Feet
Government Office	Square Feet
Light Industrial	Square Feet
Heavy Industrial	Acres
Warehouse	Square Feet
Agriculture	Acres
Hotel/Motel	Rooms
Restaurant	Square Feet
Elementary/Junior High School	Students
High School	Students
College	Students
Medical Office	Square Feet
Parks/Outdoor Recreation	Acres
Bank	Square Feet
Theaters	Square Feet
Automotive Sales & Service	Acres
Hospital	Square Feet
Service Station	Stations
Indoor Recreation	Square Feet
Churches	Square Feet

Staff Contributors

Public Works Department

Scott McGolpin, PW Deputy Director
Court Eilertson, Project Manager, Author
Ed Pressey, Civil Engineer, Prelim.Design, Cost Estimates
Alissa Palumbo, GIS & Mapping
Bill Seidemann, Turn Movements, Exhibits

Comprehensive Planning/CEO's Office

Stephen Peterson, Supervising Planner
Lilly Okamura, Comprehensive Planner

Associated Transportation Engineers

Dan Dawson, Supervising Transportation Planner