



BOARD OF SUPERVISORS
AGENDA LETTER

Agenda Number:

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

Department Name: Planning and
Development
Department No.: 053
For Agenda Of: September 9, 2008
Placement: Administrative
Estimated Time: 1 Hour on 9/23/08
Continued Item: No
If Yes, date from:
Vote Required: Majority

TO: Board of Supervisors

FROM: Department John Baker, Planning & Development, 568-2000
Director(s) John McInnes, Office of Long Range Planning, 568-3552
Scott McGolpin, Public Works, 568-3000

Contact Info: Derek Johnson, Deputy Director, 568-2072
Dace Morgan, Deputy Director, 568-3064

SUBJECT: Old Town Orcutt Traffic, Circulation and Parking Study

County Counsel Concurrence

As to form: Yes

Auditor-Controller Concurrence

As to form: N/A

Other Concurrence: N/A

As to form: N/A

Recommended Actions:

That the Board of Supervisors set a hearing for September 23, 2008 to receive and file a technical parking and traffic study prepared for Old Town Orcutt.

The Office of Long Range Planning recommends that the Board of Supervisors:

Receive and file the Old Town Orcutt Traffic, Circulation and Parking study (hereafter referred to as "study")

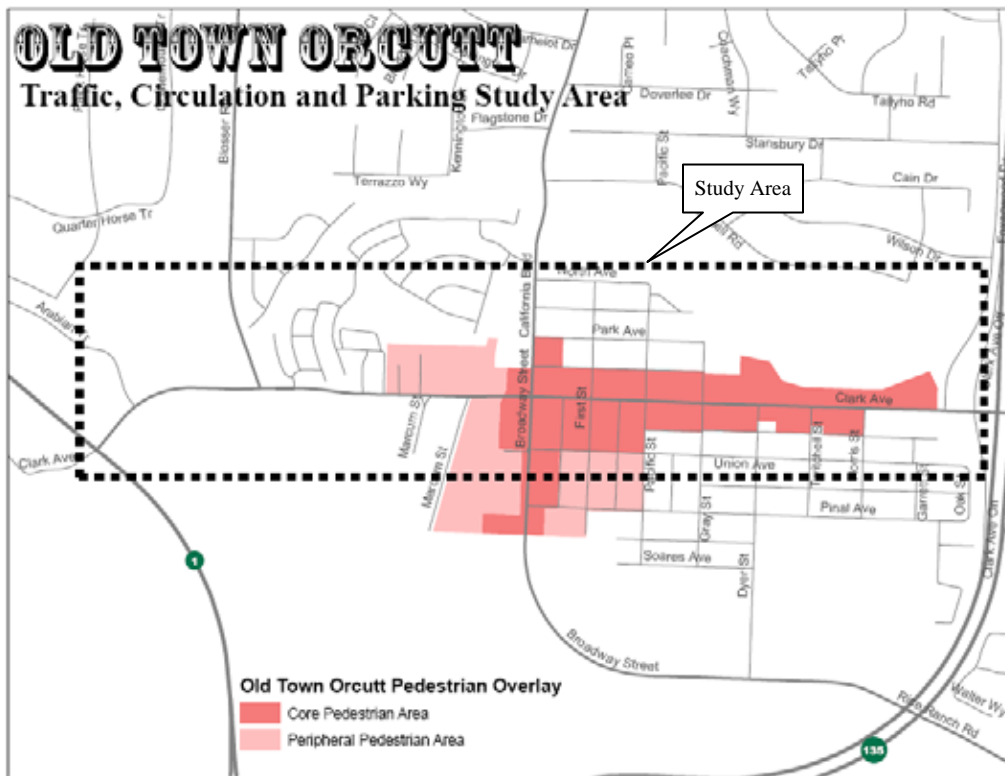
Please provide direction to staff if the Board of Supervisors takes actions other than those recommended.

Summary Text:

On July 25, 2006, the Board of Supervisors directed staff to prepare this study for a portion of the Orcutt Community Plan of the 4th Supervisorial District and present findings upon conclusion. The study does not contain new policy directions. The recommendation is that the study be received and filed by the

Board of Supervisors. The data provided by the Study should inform future decision making within the Old Town Orcutt (OTO).

The study area encompasses the OTO Pedestrian Area, which generally extends along Clark Avenue from Marcum Street to Norris Street, one half block north and south of Clark Avenue, and one half block east and west along Broadway. The scope of the study extends from State Route 1 to the west, State Route 135 to the east, North Avenue to the north and Union Avenue to the south to provide a comprehensive perspective and analysis of areas that may be affected by future commercial growth.



Background:

The Orcutt Community Plan (OCP) was adopted in 1997 and identified Old Town Orcutt as a “commercial center, a mixed-use area, and a cultural focus for the community.” In 1999, Planning & Development (P&D) began work on a revitalization program funded by a Community Development Block Grant (CDBG) grant. In early 2004, the Public Works department re-striped Broadway Street to provide additional parking in Old Town Orcutt.

On September 21, 2004, the County of Santa Barbara amended the Transportation sections of the adopted OCP and established a Pedestrian Area-Old Town Orcutt (PA-OTO) Overlay District to facilitate redevelopment of the district, enhance the Clark Avenue and Broadway Street corridors, and promote pedestrian activity in the district. Later that year, Clark Avenue in Old Town Orcutt was re-striped from 4-lanes to 2-lanes and angled parking was added.

On July 25, 2006, the County Board of Supervisors approved the Old Town Orcutt Streetscape Concept Plan and Commercial Design Guidelines and directed staff to analyze the impacts of Clark Avenue re-striping from 4-lanes to 2-lanes.

The County of Santa Barbara entered into a contract with transportation engineering consultants Penfield & Smith to prepare the traffic, circulation and parking study for Old Town Orcutt. A draft Study was presented to two community interest groups; Old Town Orcutt Revitalization Association (OTORA) and Residence for Old Town Orcutt Preservation (ROTOP) to gather initial comments.

Comments were received and forwarded to Penfield & Smith to be incorporated into the study. On March 20, 2008, County staff facilitated a public meeting on the study that included representatives for Penfield & Smith who were on hand to answer specific technical questions regarding the study analysis.

The County mailed 300 postcards to an interested parties noticing list for Old Town Orcutt. Approximately 30 people attended the meeting to receive a presentation by County staff and to ask specific questions regarding the study. At this meeting, staff provided a comment card for those wishing to submit comments in writing. Staff also received several emailed comments from members of the public. The written comments are included in Attachment B of this report. Attachment C contains the responses from Penfield & Smith to the written comments from the public on the Old Town Orcutt Traffic, Circulation and Parking Study.

All comments were addressed and a final Study was released February 11, 2008. County staff facilitated a public meeting on the final Study that included representatives for Penfield & Smith who were on hand to answer specific technical questions regarding the study analysis.

On June 25, 2008, staff presented the Santa Barbara Planning Commission the Study, accompanied with written public comments. The Planning Commission unanimously accepted and forwarded the study to the Board of Supervisors (See Planning Commission Action Letter Attachment D).

Project Analysis

A. Traffic Study Outline

The Study provides an analysis of the study area roadways, followed by an analysis of the study area intersections, for the following traffic conditions:

1. Existing Conditions;
2. Cumulative Conditions: Includes the 10-year Orcutt Santa Maria land use scenario and the area wide street network improvements planned under the 10-year horizon;
3. Buildout conditions: Includes buildout of the Land Use Elements contained in the Orcutt Community Plan and the Santa Maria General Plan, and three street network scenarios assuming various area wide roadway network improvements to test the effect of future improvements to traffic flow in the Old Town Orcutt area.

The traffic study further includes an inventory of existing parking supply and demand in Old Town Orcutt and assesses future parking conditions associated with the Old Town Orcutt Streetscape Concept

Plan. In addition, various traffic and circulation data was collected in the Old Town Orcutt area and evaluated including:

1. Vehicle classification data;
2. Vehicle speed data;
3. Vehicle progression data;
4. Origin/destination data;
5. Collision data.

B. Roadway and Intersection Analysis

Existing and Cumulative (10-year) Conditions

The roadways and intersections in Old Town Orcutt and surroundings currently operate at LOS A-B range. The cumulative (10-year) conditions indicate that all roadways would continue to operate acceptably at LOS C or better.

Buildout Conditions (Key Site 22 Developed under Current Land Use Policies)

The first buildout analysis assumed buildout of the Land Use Elements and Circulation Elements contained in the Orcutt Community Plan and the City of Santa Maria General Plan, without the extension of UVP from Blosser Road to State Route 1 and Key Site 22 is built out at current allowable densities (60 residential units total). The analysis indicated that all of the studied roadways and all of the intersections, except the Clark Avenue/Foxenwood Lane intersection, would operate acceptably in the approved level of service standard range of LOS C¹ or better with either the Old Town Orcutt Streetscape Concept Plan improvements in place, or the restripe of Clark Avenue in Old Town Orcutt to four lanes. The Clark Avenue/Foxenwood Lane intersection is forecasted to operate at LOS D. The acceptable Level of Service described in the Orcutt Community Plan is LOS C². Recommended improvements to raise conditions to an acceptable level include implementation of controlled stops through signalization, construction of raised medians and creation of separate right and left turn lanes.

Buildout conditions (Key Site 22 Land Use Change and UVP Extension)

The second buildout analysis assumed buildout of the respective Land Use Elements, including the proposed land use change of Key Site 22 to maximum 2,000 units, and buildout of the Circulation Element, including the extension of UVP from Blosser Road to State Route 1. The conclusion under this scenario is most key intersections and roadway segments would operate at a service level LOS C or better with a few operating at LOS D. The acceptable Level of Service described in the Orcutt Community Plan is LOS C³. Recommended improvements to raise conditions to an acceptable level under these buildout conditions include creation of separate turning lanes on north and southbound approaches, restriping and signal installation.

C. Parking Analysis

¹ 1997 Orcutt Community Plan , Transportation, Section A. Definitions, pg 146

² 1997 Orcutt Community Plan , Transportation, Section A. Definitions, pg 146

³ IBID

Penfield & Smith conducted hourly parking counts to determine the existing on-street and off-street parking demand in Old Town Orcutt. This data indicates sufficient parking capacity exists to accommodate the current on-street and off-street parking demands. The highest on-street parking demand is along Clark Avenue between Gray Street and Broadway Street, which are the areas where most retail facilities and restaurants are located. Specifically, the section experiences peak rates from 72% to 81% and peak occupancy rates of 45% to 66%. The observed parking demands indicate that sufficient reserve parking supply exists along Clark Avenue and Broadway Street. The maximum peak parking capacity rate should be 90% or less to avoid excessive driving around the area by vehicles searching for a parking space.

Figure 1: Existing On-Street Parking Demand Supply

Study Day	Total On-Street Parking Spaces	Observed Peak Parking Demand	Peak Period	Percent Utilized
Tuesday 7/10/2007	780	268	12:00 P.M.	34%
Wednesday 7/11/2007	780	268	12:00 P.M.	34%
Friday 7/13/2007	780	244	1:00 P.M.	31%

Figure 2: Existing Off-Street Parking Demand Supply

Study Day	Total Off-Street Parking Spaces	Observed Peak Parking Demand	Peak Period	Percent Utilized
Tuesday 7/10/2007	349	132	1:00 P.M.	38%
Wednesday 7/11/2007	349	134	1:00 P.M.	38%
Friday 7/13/2007	349	130	12:00 P.M.	37%

The total combined existing parking supply in Old Town Orcutt is 1,129 spaces. The combined existing on-street and off-street parking is 402 occupied spaces, for a total parking demand of 36%. If the commercial square footage doubled for Old Town Orcutt, the assumed parking demand would double to 72% total demand. This is still within the maximum peak parking capacity rate of 90% or less as described above.

Figure 3: Total Existing Parking Demand and Future Potential

	Total On-Street and Off Street Parking Spaces	Total Peak Parking Demand	Percent Utilized
Observed Existing Conditions	1,129	402	36%
Assumed Parking Demand Doubled	1,129	804	71%

The Streetscape Concept Plan would further formalize and expand the number of parallel and angled parking spaces along Clark Avenue in Old Town Orcutt. It is expected that the proposed parking supply would be adequate to accommodate parking demands generated by the existing and future uses and developed of known projects within the study area (Key Sites 16, 17, 18 and the Orcutt Union Plaza Project).

Next Steps:

Based on the Study, the Office of Long Range Planning will amend the Orcutt Community Plan (OCP), the Orcutt Transportation Improvement Program (OTIP), and the Public Infrastructure Financing Plan to make the policies and programs within the documents consistent with the Old Town Orcutt Streetscape Plan. The amendment process is currently budgeted within the 2008-2009 fiscal year work program.

Based upon the review by the Board of Supervisors and the availability of funding, additional design work (including topographical surveying, environmental review for the roadway improvements, drainage studies, and review of possible project phasing) will proceed to advance the next phases of the Old Town Orcutt Streetscape Plan.

Performance Measure:

Ensure policy consistency for current and future growth to serve the needs of Old Town Orcutt residents and businesses.

Fiscal and Facilities Impacts:

Budgeted: Yes

Fiscal Analysis:

<u>Funding Sources</u>	<u>Current FY Cost:</u>	<u>Annualized On-going Cost:</u>	<u>Total One-Time Project Cost</u>
General Fund	\$ 28,957		
State			
Federal			
Fees			
Other:			
Total	\$ 28,957	\$ -	\$ -

Staffing Impacts:

<u>Legal Positions:</u>	<u>FTEs:</u>
N/A	0.4

Special Instructions:

Clerk of the Board shall post legal notice in the Santa Maria Times and Santa Barbara News Press at least 10 calendar days before the hearing.

Attachments:

- A: Old Town Orcutt Traffic, Circulation and Parking Study Summary
- B: Written Public Comments on the Study
- C: Response to Public Comments Letter Dated April 23, 2008
- D: Planning Commission Action Letter
- E: CD of Old Town Orcutt Traffic, Circulation and Parking Study and Technical Appendix

Authored by:

Eric Lentz, Senior Planner

cc:

OLRP Chron file