

**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: 11/3/05
Department Name: Planning & Development
Department No.: 053
Agenda Date: 11/15/05
Placement: Departmental
Estimate Time: 20 minutes
Continued Item: YES
If Yes, date from: 10/25/05
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TO: Board of Supervisors

FROM: Dianne Meester, Assistant Director
Planning & Development

STAFF CONTACT: Julie Harris, Planner III (568-3518)
June Pujo, Supervising Planner (568-2056)
Development Review South Division

SUBJECT: Hearings to consider the Director of Planning & Development Annual Status Report on Resources in the Montecito Community Plan Area (First Supervisorial District) and to extend the life of the Montecito Growth Management Ordinance; Case Number 05ORD-00000-00013.

Recommendation(s):

That the Board of Supervisors:

- A. Accept Planning & Development's report pursuant to Section 35B-12.2 of the Montecito Growth Management Ordinance (MGMO), determining that the public health and safety continues to be jeopardized by residential construction.
- B. Consider the introduction (First Reading) of an ordinance amending Chapter 35B of the Santa Barbara County Code, Montecito Growth Management Ordinance (Ordinance No. 3916, as amended by Ord. 4105, 4133, 4140, 4148, 4190 and 4381).
- C. Continue the hearing to December 6, 2005 (Second Reading) to:
 - 1. Adopt the findings, including the CEQA findings that the previous EIR (90-EIR-15) and the Addendum, dated November 10, 1999, are adequate environmental review, for the ordinance amendment extending the life of the Montecito Growth Management Ordinance (Attachment A);
 - 2. Approve the ordinance amendment (Case No. 05ORD-00000-00013) extending the life of the ordinance to December 31, 2010 (Attachment B).

Alignment with Board Strategic Plan:

The recommendations are primarily aligned with Goal No. 2 A Safe and Healthy Community in Which to Live, Work, and Visit, Goal No. 5 A High Quality of Life for All Residents, and are aligned with actions required by law or by routine business necessity (Ordinance 3916).

Executive Summary and Discussion:

1. Status Report and Project Description Summary

The project consists of text amendments to the Montecito Growth Management Ordinance (MGMO) that extend the ordinance’s expiration date to December 31, 2010.

The adopted purpose of the MGMO (Ordinance 3916, Chapter 35B of the County Code) is to pace growth while allowing opportunity to bring resources and services such as water, fire and transportation into balance with development. Through its adoption and continued implementation, the County has recognized that infrastructure and services are constrained in the Montecito Community, thus negatively affecting the public health and safety.

Section 35B-12.1 of the ordinance specifies that the MGMO will expire on December 31, 2005, unless extended by amendment. The County and other agencies such as the Santa Barbara Association of Governments (SBCAG) and Caltrans have taken steps to program, fund and carry out important infrastructure improvements affecting transportation services in Montecito. However, traffic data indicates that these services are not yet in balance with the area’s existing and potential development. Therefore, staff’s recommendation is that the ordinance be extended, as the public health and safety continue to be negatively affected by residential construction in the Montecito Planning Area.

2. Background of the Montecito Growth Management Ordinance

History

The Board of Supervisors adopted the MGMO in 1991 to pace development within the availability of services and resources in the Montecito Planning Area. Prior to its adoption, growth in population and housing units was substantially higher than recommended for Montecito in the Comprehensive Plan. The MGMO grew out of community concerns over this pattern of accelerated residential growth and its effect on infrastructure and services. Completion of a Planning and Development study of resources and constraints, followed by extensive community dialogue and environmental review of growth rate alternatives (90-EIR-15), led to the institution of a growth management program.

The MGMO is due to expire on December 31, 2005 unless extended by the Board of Supervisors through this hearing process.

Ordinance Provisions

The MGMO applies to any new residential dwelling that adds to the housing stock of the Montecito Planning Area, except where specifically exempted. The MGMO does not regulate non-residential development, residential remodels or additions, or demolition and construction of new homes on the same site. County-approved affordable units, second residential units, condo conversions and special care/senior facilities, as

well as specifically identified “grandfathered” projects, are exempt from the competitive permit allocation system.

The ordinance sets an annual growth limit of ½ %¹ for new homes that are subject to its restrictions. This growth rate cap results in a maximum of 19 allocations each year. The MGMO aids in pacing the timing of construction activities by dividing the allocation process into two distribution cycles per year (i.e., nine in June and ten in December). The structure of the allocation system also aids in prioritizing development by giving priority (through points assignments) to projects that minimize impacts on services, infrastructure and resources.

MGMO status report considerations are water resources, fire protection and traffic/circulation. The ordinance is required to expire if the Board of Supervisors finds that the public health and safety is no longer jeopardized.

Ordinance Implementation

Since adoption of the MGMO fourteen years ago, 265 allocations for the development of new residential units have been granted.² Of this number, 75 residences have completed construction, 18 have either been issued a building permit or are under construction, 38 are either undergoing Montecito BAR, zoning or building permit review and 117 allocations have been allowed to expire. Under the terms of the existing ordinance, allocations that are allowed to expire are not reallocated, but landowners may apply and compete for new allocations. The 117 expired allocations represent six years worth of allocations.

Competition for allocations since the MGMO’s implementation has varied with economic and real estate trends. In the first two years (1991-1992), more allocations were requested than could be granted and there was competition for points. However, the unsuccessful applicants reapplied and obtained allocations in subsequent distribution cycles. During the recessionary years of 1993-1996, applications did not exceed the number of allocations available. In 1997, the number of applications began to rise again but has since fallen off. Since 2002, there have been fewer applications submitted than allocations available; thus, all applicants since 2002 have received allocations and there is currently a surplus of ten allocations available in addition to those that would normally be granted. For the December 15, 2005 allocation cycle, two applications have been submitted for the ten allocations plus the additional ten surplus allocations.

3. *Environmental Review*

Introduction

CEQA Guidelines Section 15162 requires preparation of a subsequent EIR for a project only if substantial changes are proposed to the project or to the circumstances under which the project is undertaken which will require major revisions of the previous EIR resulting in new significant environmental effects or increase the severity of previously identified significant effects, or if new information of substantial importance has become available and shows that the project will have one or more significant effects not previously discussed or shows that significant effects previously examined will be more severe.

Location

The 13-square mile Montecito Planning Area is located in the southern portion of Santa Barbara County. The approximate boundaries are as follows: East Camino Cielo Road in the Los Padres National Forest to

¹ ½% of the existing housing stock in Montecito in 1989 (approximately 3800 units).

² P&D has completed 29 allocation cycles. The next distribution date is December 15th, 2005.

the north, Ortega Ridge Road extended east to Ladera Lane extended south on the east side; the Pacific Ocean to the south and the City of Santa Barbara to the west.

Environmental Analysis

Phase I of the Montecito Community Plan Update (known as the Growth Management Plan) Environmental Impact Report (90-EIR-15) was completed in 1991 as part of the County's evaluation of the MGMO and analyzed the potential environmental impacts associated with implementation of the MGMO. An Addendum was prepared in 1999 (dated November 10, 1999) that analyzed the minor technical changes made to the MGMO in 1999. The EIR and the November 10, 1999 Addendum are on file with Planning and Development, located at 123 East Anapamu Street in Santa Barbara and are available for review upon request.

The purpose of the current amendment to the MGMO (05ORD-00000-00013) is to extend its expiration date from December 31, 2005 to December 31, 2010. The reason for the extension is that the traffic and circulation infrastructure has not been brought into balance with the area's existing and potential development and the traffic and circulation criteria allowing for expiration, as cited in the MGMO, have not yet been met.

The EIR (90-EIR-15) certified for the adoption of the MGMO in 1991 analyzed potential environmental impacts associated with a residential development potential of approximately 540 dwelling units (380 market-rate units and 160 affordable units) over a 20-year period. The proposed extension falls within this buildout projection and the 20-year planning horizon analyzed in 90-EIR-15.

The EIR identified cumulative impacts at buildout in fourteen areas, including water, fire, and traffic/circulation. Fire and traffic/circulation were also among the nine identified unavoidable significant (Class I) impacts. Flooding, geologic processes, historic resources and utilities were identified as significant but mitigable (Class II), and water resources and land uses were identified as adverse. The EIR also determined that the MGMO project would result in several beneficial impacts. Mitigation measures to minimize impacts were incorporated as policy and action items in the subsequently adopted Montecito Community Plan (September 1992) and the Board of Supervisors adopted findings and overriding considerations for those impacts that remained significant.

The Addendum to 90-EIR-15, dated November 10, 1999, analyzed the potential for impacts associated with updating information on the three criteria needed to be met prior to allowing the MGMO to expire (water resources, fire protection and traffic/circulation) and with the addition of one intersection criterion to the traffic/circulation criteria list. No new impacts were identified and the impacts identified in 90-EIR-15 remained unchanged.

Conclusion

The only change proposed for the MGMO is the extension of the expiration date to December 31, 2010. The revised expiration date would fall within the 20-year planning horizon and buildout projection that were analyzed in 90-EIR-15 and its Addendum dated November 10, 1999. The EIR and its 1999 Addendum are adequate environmental review for this project and further environmental review is not required. Impacts remain unchanged from the previous environmental review.

4. Relationship of the MGMO to the Montecito Community Plan and Zoning Ordinances

The MGMO promotes orderly development and is aligned with Comprehensive Plan goals and policies. The MGMO supports the Public Facilities and Service goals of the Montecito Community Plan by pacing development until infrastructure can be brought into balance for the development allowed under the community plan and zoning. Many of the community plan's transportation policies and actions (e.g., roadway/intersection monitoring, capital improvement programming, alternative transportation) were partly derived from MGMO mitigation measures. Although consistency findings are not required for granting allocations under the MGMO, consistency with the Comprehensive Plan is required prior to any subsequent zoning permit approval for the residential development.

Each parcel in the Montecito Planning Area is zoned with a GMO (Growth Management Ordinance) Overlay in addition to its applicable base zone district. The GMO Overlay requires compliance with the MGMO, in addition to any other zoning regulations affecting the parcel.

5. Status of Resources

The ordinance specifies that the public health and safety are no longer negatively affected if all of the criteria regarding water resources, fire protection and traffic/circulation discussed in the following sections are met (Section 35B-12.4).

Water Resources Criterion:

Supplemental water resources, including but not limited to State Water, physically deliver 439 Acre Feet a Year in additional water above the levels identified in the Montecito Community Plan EIR.

The Montecito Water District (MWD), private water companies and individual water systems provide water services to the Montecito Community Plan area. In 1991, local water supplies totaled approximately 5,080 acre feet/year (AFY). At the time of adoption of the MGMO, state water had not yet arrived, the water basin was in a state of over-commitment and a MWD moratorium was in effect.

By 1996, the MWD began receiving its contracted water supplies from the State Water Project and the water moratorium was lifted. The MWD now holds a water entitlement of 2,700 AFY from the State Water Project as a supplement to their other pre-existing supplies. The planning area is now in a state of surplus, well exceeding the MGMO water criterion of 439 AFY over 1991 supplies, cited above (former P&D Staff Geologist Brian Baca, personal communication, September 2, 2005). Therefore, this criterion has been satisfied such that the MGMO is not necessary from a water resources standpoint.

Fire Protection Criteria:

The ratio of firefighters per population served has reached and has been maintained at one per 2,000 or better, and response time to all areas within the Urban Boundary of Montecito is five minutes or better.

The Montecito Fire Protection District operates two fire stations and is currently in the early stages of planning for a third. The District currently meets the National Fire Protection Association standard of one fire engine company (station) per 10,000-11,000 people. However, prior to adoption of the MGMO and the Montecito Community Plan, there was the potential for development of a large number of new residential

units with their attendant influx of population. Potential development in the foothill areas of Montecito presented significant potential impacts to fire protection due to the lack of access, the inadequacy of gravity pressurized water mains in the areas of higher elevation, long response times and the high danger posed by the chaparral prevalent in the foothills.

With the adoption of the Montecito Community Plan, the potential level of fire danger resulting from new residential units and population, particularly in the foothill areas, was significantly decreased due to the reduction in zoning densities. This reduction in the number of potential residential units has allowed the Montecito Fire Protection District to maintain both a ratio of firefighters per population at one per 2,000 or better and a three to five minute or better response time in the planning area (Fire Marshall Jim Langhorne, personal communication, September 6, 2005). Thus, the criterion has been met such that the MGMO is not necessary from a fire protection standpoint.

Traffic and Circulation Criteria:

Completion of improvements to the following roadways, intersections and interchanges identified in the Montecito Community Plan EIR, or completion of any equivalent or more effective measures:

- ROADWAYS:
Hot Springs Road, south of Sycamore Canyon Road
San Ysidro Road, south of North Jameson Lane

- INTERSECTIONS:
Hot Springs Road/Coast Village Road
Hot Springs Road/East Valley Road
Sycamore Canyon Road/East Valley Road
San Ysidro Road/North Jameson Lane

- U.S. 101 INTERCHANGES:
Hot Springs Road
Olive Mill Road
San Ysidro Road
Sheffield Drive

The improvements identified in the Montecito Community Plan EIR (92-EIR-03, June 1992) include the addition of left turn lanes to the intersections of Hot Springs Road with Sycamore Canyon Road and with East Valley Road, widening Hot Springs Road between Coast Village and Sycamore Canyon Roads, widening San Ysidro Road south of North Jameson Lane (to three lanes between North and South Jameson Lanes) and installing a traffic signal at Olive Mill Road and U.S. 101. To date, none of these improvements have occurred; however, several other improvements have either been implemented or are in various stages of the planning process, as discussed below.

Roadways

In 1991, the roadway segment of Hot Springs Road between Sycamore Canyon and Coast Village Roads, while operating at acceptable capacity at the time, was forecasted to be approaching Level of Service (LOS)

D³ by buildout of the Montecito Community Plan, below the acceptable capacity for a primary (P-3) roadway classification. San Ysidro Road, between North and South Jameson, also operating at acceptable levels at the time, was also forecasted to be approaching LOS D at buildout.

In general, Montecito traffic volumes on primary roadways have increased by up to 8% in the last 13 years.⁴ None of these roadways, including Hot Springs Road and San Ysidro Road, meet the acceptable capacities established by the Montecito Community Plan. Currently, the southern portion of Hot Springs Road (between Coast Village and Olive Mill Roads) is the most traveled roadway in Montecito and motorists are experiencing long delays during the morning and afternoon peak travel periods. San Ysidro Road is the second most-used roadway in Montecito. The short segment from North to South Jameson is substantially affected by congestion at the intersection and Highway 101 off-ramp, causing substantial delays.

Another roadway segment experiencing increases in volumes is Cold Springs Road, North of East Valley Road. Although this is a minor roadway and is not classified under the community plan, the EIR for the Montecito Community Plan (92-EIR-03) indicated that capacity should not exceed 5,530 ADT. As 2004 traffic counts indicate that volumes are approaching 4,300⁵, this road should be periodically reviewed.

In conclusion, Montecito roadways, including the roadways selected as criteria roadways in the MGMO, continue to be negatively affected by growth and development in the area.

Intersections

In 1991, four intersections were already operating below LOS C.⁶ Those intersections are:

- Sycamore Canyon Road/Hot Springs Road
- Hot Springs Road/Coast Village Road
- Olive Mill Road/Coast Village Road
- San Ysidro Road/North Jameson Lane

Of the above intersections, the Montecito Community Plan projected that at plan buildout the Olive Mill Road/Coast Village Road intersection would drop to LOS E during the afternoon peak hour and that the others would degrade to LOS F during the afternoon peak hour. Additionally, the Montecito Community Plan EIR projected that the Hot Springs Road/East Valley Road intersection, which was operating at LOS C at the time, would degrade to LOS D at MCP buildout.

None of the intersection improvements identified in the Montecito Community Plan have been implemented. However, as discussed below under *Planned Improvements*, a roundabout is planned and funded to be constructed at the Hot Springs Road/Coast Village Road intersection as a part of the U.S. 101 operational improvements (Fred Luna, SBCAG, personal communication October 12, 2005). This project is in the design phase and has not been completed, as required by the MGMO.

³ Roadway Level of Service is a qualitative measure which varies according to traffic volumes, speed, travel time, delay and freedom to maneuver. Level A represents free-flowing conditions while F is severe congestion with stop-and-go conditions. The Montecito Community Plan sets the acceptable capacities and LOS for several roadways in the Planning Area.

⁴ SBCAG 2030 Travel Forecast, September 16 2004; County of Santa Barbara, Department of Public Works – Transportation Division. Traffic Volumes Booklet, 2004

⁵ County of Santa Barbara, Department of Public Works – Transportation Division. Traffic Volumes Booklet, 2004

⁶ LOS C is the Countywide threshold standard for traffic flow through intersections.

In conclusion, the above criteria intersections in the MGMO continue to be negatively affected by growth and development in the area.

Highway 101 Interchanges

In the 1991 MGMO EIR, none of the Highway 101 interchanges were determined to be operating below acceptable capacities. However, in the subsequent EIR analysis for the Montecito Community Plan, the San Ysidro southbound off-ramp was projected to degrade to LOS E at plan buildout.

At least one Montecito interchange, the San Ysidro southbound off-ramp, has degraded substantially to LOS F in the morning peak period, causing a greater than 60 second delay exiting the freeway. Several operational improvements are planned by local and state agencies along the 101 right of way between Milpas Street and Carpinteria, including several interchange and frontage road upgrades. Once completed, the operation of these interchanges and associated surface streets are expected to improve in terms of safety and level of service.

In conclusion, Montecito interchanges selected as criteria in the MGMO continue to be negatively affected by growth and development in the area.

Planned Improvements

Circulation in the Montecito Planning Area is affected by the operations of other nearby intersections, freeway interchanges and highway corridors that are under the separate jurisdictions of the City of Santa Barbara and Caltrans. The Santa Barbara County Association of Government’s (SBCAG) 2003 Congestion Management Program, the Capital Improvement Plan for the City of Santa Barbara and the Metropolitan Transit District’s (MTD) 1999 South Coast Transit Plan, all include programs for addressing the area’s circulation deficiencies. In addition, on October 20, 2005 SBCAG voted to widen U.S. 101 from Milpas Street to the Ventura County Line and to develop a commuter rail link between Camarillo and Goleta (three commuter trains during rush hour). There are no current projects scheduled in the County’s adopted 2005-2010 Five-Year Capital Improvement Program for the Montecito area. The following table presents relevant projects and current status.

PLAN	PROJECT	DATE	STATUS
SBCAG ¹	Coast Village/Olive Mill/Hot Springs/Middle Road intersection improvements (101 operational improvement)	2005-06	Unfunded
SBCAG/SB City	Coast Village Lane/Butterfly Road intersection, roundabout (101 operational improvement)	2005-06	Unfunded
SB County	San Ysidro Road, south of South Jameson (i.e. Eucalyptus Lane. Install pedestrian/crosswalk signs, crosswalk and no parking area	2001	Complete
SBCAG/ SB County	North Jameson Lane from Olive Mill to Sheffield, bike lanes on both sides, widening, & replacement of 3 bridges over creeks	2005	Complete
MTD	Montecito Service, purchase (1) shuttle and (1) 30’ electric bus	2005-07	Planned
SBCAG	Route 101 from Milpas to Cabrillo/Hot Springs, Northbound auxiliary lane	2005-06	In Design ²
SBCAG	Route 101 from Milpas to Cabrillo/Hot Springs, Southbound auxiliary lane, replace Sycamore Creek bridge	2005-06	In Design
SBCAG	Route 101 at Cabrillo/Hot Springs, revise interchange and eliminate non-standard southbound onramp	2005-06	In Design

SBCAG	Hot Springs/Coast Village/Old Coast Highway , new roundabout at intersection	2005-06	In Design
SBCAG	Route 101/Eucalyptus Lane southbound onramp extension	2002	Complete
SBCAG	Route 101 from Evans to Sheffield , northbound auxiliary lane and bikeway	2006	Funded (construction to begin)
SBCAG	Route 101 from Ventura County Line to Milpas Street , Widen to six lanes	2005-06	Unfunded
SBCAG	Commuter Rail three commuter trains between Camarillo and Goleta	2005-06	Unfunded

¹ SBCAG. Congestion Management Program Santa Barbara County Biennial Update, Adopted November 20, 2003 and Fred Luna, SBCAG, Personal Communication, October 12, 2005

² “In Design” indicates that project has been fully funded and design process has begun (Fred Luna, SBCAG, October 12, 2005).

Although local and regional agencies are working to improve transportation system deficiencies, roadway volumes are continuing to increase within the Montecito Planning Area. Traffic and circulation in Montecito will not substantially improve until all planned and funded transportation projects are completed and additional improvements are carried out. Given the scope and cost of these projects, achieving a balance between transportation services and residential growth is not expected to occur within the next several years. Thus, the ordinance criteria have not been met and the extension of the MGMO is necessary to preserve the public health and safety on the roadways of Montecito.

Procedure:

Growth management ordinances are not subject to Planning Commission review, but do require two noticed public hearings (“readings”) by the Board of Supervisors. Pursuant to Section 35B-12.1 of Ordinance 3916 (Montecito Growth Management Ordinance), the ordinance will be extended and will not expire if the Board of Supervisors takes action prior to December 31, 2005.

Mandates and Service Levels:

Pursuant to Section 35B-12 of Ordinance No. 3916:

- 1) The Director of Planning & Development, in conjunction with the Public Works Department, shall file with the Board of Supervisors, prior to December 31st of each year, a report regarding the operation of the Montecito Growth Management Ordinance, and the Board shall schedule a public hearing to consider the information contained in the report, and
- 2) The MGMO shall expire December 31, 2005, unless the Board of Supervisors adopts an Ordinance Amendment to extend its effectiveness, based upon information contained in the required annual report.

The report and MGMO extension is not expected to affect service levels.

Fiscal and Facilities Impacts:

Funding to prepare this report is included in the Permitting and Compliance Program of the Development Review South Division, as shown on page D-294 of the adopted 05/06 fiscal year budget. Costs associated with implementing the Montecito Growth Management Ordinance on a parcel-specific basis are applicant reimbursable. There are no facilities impacts.

Special Instructions:

Planning and Development will handle all noticing requirements.

Clerk of the Board shall forward a copy of the Minute Order to Planning & Development, Hearing Support Section, Attention: Cintia Mendoza.

Concurrence:

County Counsel
Public Works – Transportation Division

Attachments:

- A. Findings
- B. Ordinance Amendment
- C. Montecito Community Plan, Relevant Policies

ATTACHMENT A

FINDINGS

1. FINDINGS PURSUANT TO PUBLIC RESOURCES CODE SECTION 21081 AND THE CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES SECTIONS 15090 AND 15091.

1.1 Consideration of the addendum and full disclosure.

The Board of Supervisors has considered the CEQA determination discussed in Section 3 of the Board Letter, dated November 3, 2005 and incorporated herein, together with the previously certified EIR (90-EIR-15) for the Phase I Montecito Community Plan Update (known as the Montecito Growth Management Plan or MGMO) and its November 10, 1999 Addendum. The MGMO EIR (90-EIR-15) and its November 10, 1999 Addendum are adequate for this proposal to extend the expiration date of the MGMO to December 31, 2010 as extension of the ordinance to this date falls within the buildout projections and planning horizon analyzed in the EIR and its Addendum.

1.2 Location of documents.

The documents and other materials, which constitute the record of proceedings upon which this decision is based, are in the custody of the Clerk of the Board of Supervisors, at 105 E. Anapamu St., Santa Barbara, CA 93101.

1.3 Environmental reporting and monitoring program.

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 in order to mitigate or avoid significant effects on the environment. The previously approved monitoring program associated with the original adoption of the Montecito Growth Management Ordinance, is hereby adopted as the monitoring program for this project. The monitoring program is designed to ensure compliance during project implementation.

1.4 Findings addressing addendum issue areas.

The November 10, 1999 Addendum addressed the minor technical changes in traffic and circulation from the previous environmental document that were made in 1999. The November 10, 1999 Addendum remains adequate for the current project to extend the expiration date of the MGMO to December 31, 2010.

2.0 ADMINSTRATIVE FINDINGS.

2.1 Although local and regional agencies have made progress in programming or completing projects with the objective of improving the area's traffic circulation, achieving a balance between transportation services and residential growth is not expected to occur within the

next several years. Thus, the Montecito Growth Management Ordinance's expiration criteria have not been met. Therefore, the extension of the MGMO is necessary to preserve the public health and safety on the roadways of Montecito.

- 2.2 The Montecito Growth Management Ordinance promotes orderly development and is aligned with Comprehensive Plan goals and policies, including those of the Montecito Community Plan.

ATTACHMENT B

ORDINANCE NO. _____

AN ORDINANCE AMENDING CHAPTER 35B OF THE COUNTY CODE, MONTECITO GROWTH MANAGEMENT ORDINANCE (No. 3916 AS AMENDED BY ORDINANCES 4105, 4133, 4140, 4148, 4190 AND 4381), BY AMENDING SECTION 1, SUBSECTION 35B-12.1, AND SECTION 2; TO EXTEND THE LIFE OF THE ORDINANCE TO DECEMBER 31, 2010.

Case No. 05ORD-00000-00013

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

SECTION 1:

Section 35B-12.1 of the Montecito Growth Management Ordinance is hereby amended to read as follows:

12.1 This ordinance shall expire on December 31, ~~2005~~2010 unless the Board of Supervisors extends its provisions by amendment. It shall also cease to be in effect at any time the public health and safety are no longer jeopardized by residential construction regulated by this ordinance.

SECTION 2:

Except as amended by this Ordinance, Ordinance 3916, as previously amended by Ordinances 4105, 4133, 4140, 4148, 4190 and 4381, shall remain unchanged and shall continue in full force and effect.

SECTION 3:

This ordinance shall take effect and be in force thirty (30) days from the date of its passage; and before the expiration of fifteen (15) after its passage it, or a summary of it, shall be published once, together with the names of members of the Board of Supervisors voting for and against the same in the Santa Barbara News Press, a newspaper of general circulation published in the County of Santa Barbara.

PASSED, APPROVED, AND ADOPTED by the Board of Supervisors of the County of Santa Barbara, State of California, this day of December, 2005, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Chair, Board of Supervisors
County of Santa Barbara

ATTEST:

MICHAEL F. BROWN
Clerk of the Board of Supervisors

By: _____
Deputy Clerk

APPROVED AS TO FORM:

STEPHEN SHANE STARK
County Counsel

By _____
Deputy County Counsel

ATTACHMENT C:

MONTECITO COMMUNITY PLAN PUBLIC FACILITIES & SERVICES GOALS, POLICIES & ACTIONS RELATED TO THE MGMO

Traffic and Circulation

GOAL CIRC-M-1A: *Permit Reasonable Development Of Parcels Within The Community Of Montecito Based Upon The Policies And Land Use Designations Adopted In This Community Plan, While Maintaining Safe Roadways And Intersections That Operate At Acceptable Levels.*

Policy CIRC-M-1.1: *Intersections should be designed to minimize the level of improvement necessary for a given intersection in order to achieve an acceptable Level of Service at buildout.*

Policy CIRC-M-1.2: *The County's seven-year Capital Improvement Plan shall be developed in a manner that strives to ensure that the highest priority is given to roadway improvements that will ease conditions on the most severely constrained roadways and intersections in each planning area. The priority assigned to these improvements shall account for priorities identified in the area's Community Plan, but shall be based upon the most recent available traffic data. The Capital Improvement Plan shall include improvements that facilitate alternative modes of transportation. The Capital Improvement Plan shall be updated by the Public Works Department and presented to the Planning Commission and the Board of Supervisors for review on an annual basis. The Plan shall contain a list of transportation projects to be undertaken, ranked in relative priority order, and include estimated cost, and if known, estimated delivery year for each project.*

Policy CIRC-M-1.3: *The County shall regularly monitor the operating conditions of designated roadways and intersections in Montecito. If any roadway or intersection is found to exceed the acceptable capacity level defined by this community plan, the County shall reevaluate, and if necessary, amend the community plan in order to reestablish the balance between allowable land uses and acceptable roadway and intersection operation. This reevaluation should include, but not be limited to:*

- *Redesignating roadways and/or intersections to a different classification;*
- *Reconsidering land uses to alter traffic generation rates, circulation patterns, etc.; and*
- *Changes to the County's Capital Improvement Program including reevaluation of alternative modes of transportation.*

Action CIRC-M-1.6.1: *The following roadway and intersection improvements shall be carried out in order to achieve acceptable levels of service in the Montecito Planning Area. None of these improvements are currently funded by the County; however, these improvements should be carried out as soon as funding is available.*

- i. *San Ysidro Road between North and South Jameson Lanes shall be widened from two lanes to three lanes.*
- ii. *Left turn lanes to the west and northbound approaches of the intersection of Hot Springs Road and East Valley shall be installed, resulting in LOS C at buildout.*
- iii. *A left turn lane to the eastbound approach of the intersection of Sycamore Canyon Road and Hot Springs Road shall be installed with minor roadway widening for approximately 175 feet to the west to allow LOS D at buildout or a traffic signal shall be constructed (LOS A at buildout).*

Action CIRC-M-1.6.2: *The County shall support efforts by the City of Santa Barbara and Caltrans to signalize the intersection of Olive Mill, Coast Village Road, and the U.S. 101 ramps (within the Santa Barbara City Limits) for LOS C at buildout.*

GOAL CIRC-M-1B/Policy CIRC-M-1.7: *The County Shall Continue To Develop Programs That Encourage The Use Of Alternative Modes Of Transportation Including, But Not Limited To, An Updated Bicycle Route Plan, Park And Ride Facilities, And Transportation Demand Management Ordinances.*

Policy CIRC-M-1.9: *In its long range land use planning efforts, the County should seek to provide access to retail commercial, recreational and educational facilities via transit lines, bikeways and pedestrian trails.*

Action CIRC-M-1.9.1: *The County should examine the feasibility of a Transportation Management System for the Montecito Planning Area including but not limited to a Transportation Demand Management program for commuter and student related traffic.*

GOAL CIRC-M-2: *Recognize That Montecito Roadways Are Important Components Of The Community Character In Addition To Their Primary Role As Corridors For Various Forms Of Transportation (e.g., Automobile, Pedestrian, Equestrian, Bicycle) Through The Community.*

Policy CIRC-M-2.2: *In order to preserve the narrow winding character and the extensive adjacent landscaping of roadways in Montecito, public roadways shall be constructed at a width which shall accommodate no more than two standard travel lanes. Additional pavement area shall be used only to accommodate shoulders, bicycle lanes and turn lanes.*

Policy CIRC-M-2.3: *The following segments of the Montecito Bikeway Plan shall be given priority for installation and improvement:*

- *East Valley Road*
- *Sycamore Canyon Road*
- *Channel Drive*

Fire

GOAL F-M-1: *In High Fire Hazard Areas, Strive To Ensure That Adequate Fire Protection Services And Facilities Are Available Prior To Permitting New Development.*

Water

GOAL WAT-M-1: *Pursue Sound Water Management Practices That Seek A Balance Between Supply And Demand In A Manner That Is Consistent With The Long-Term Land Use Goals Of The County And The Montecito Planning Area.*

Policy WAT-M-1.5: *When supplemental alternative water sources become available, a buffer of 10 percent between supply and demand should be maintained in reserve for periods of drought condition.*