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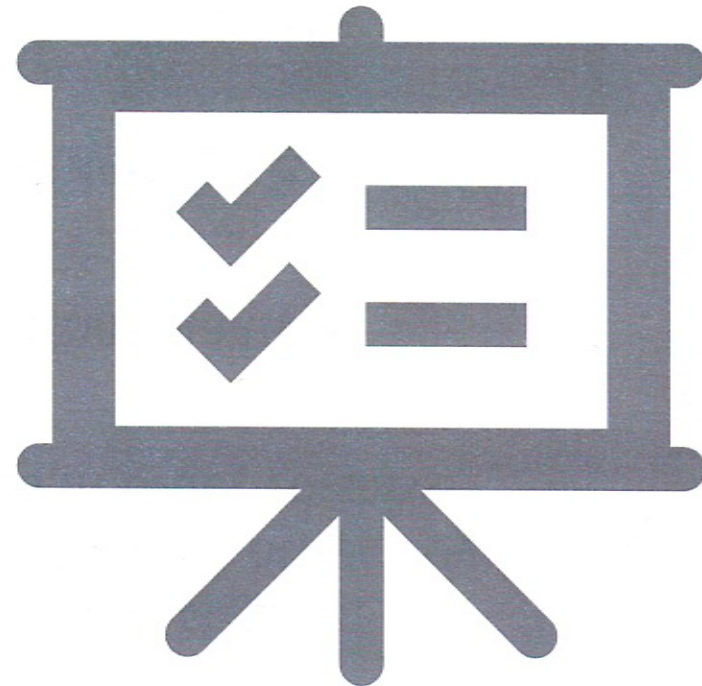
11/19/2019

Key Site 2

What we are going to review today

- ▶ Project overview
- ▶ Intersection
- ▶ Appeal - Applicant Responses
- ▶ Our requests

Orcutt Gateway Retail Center



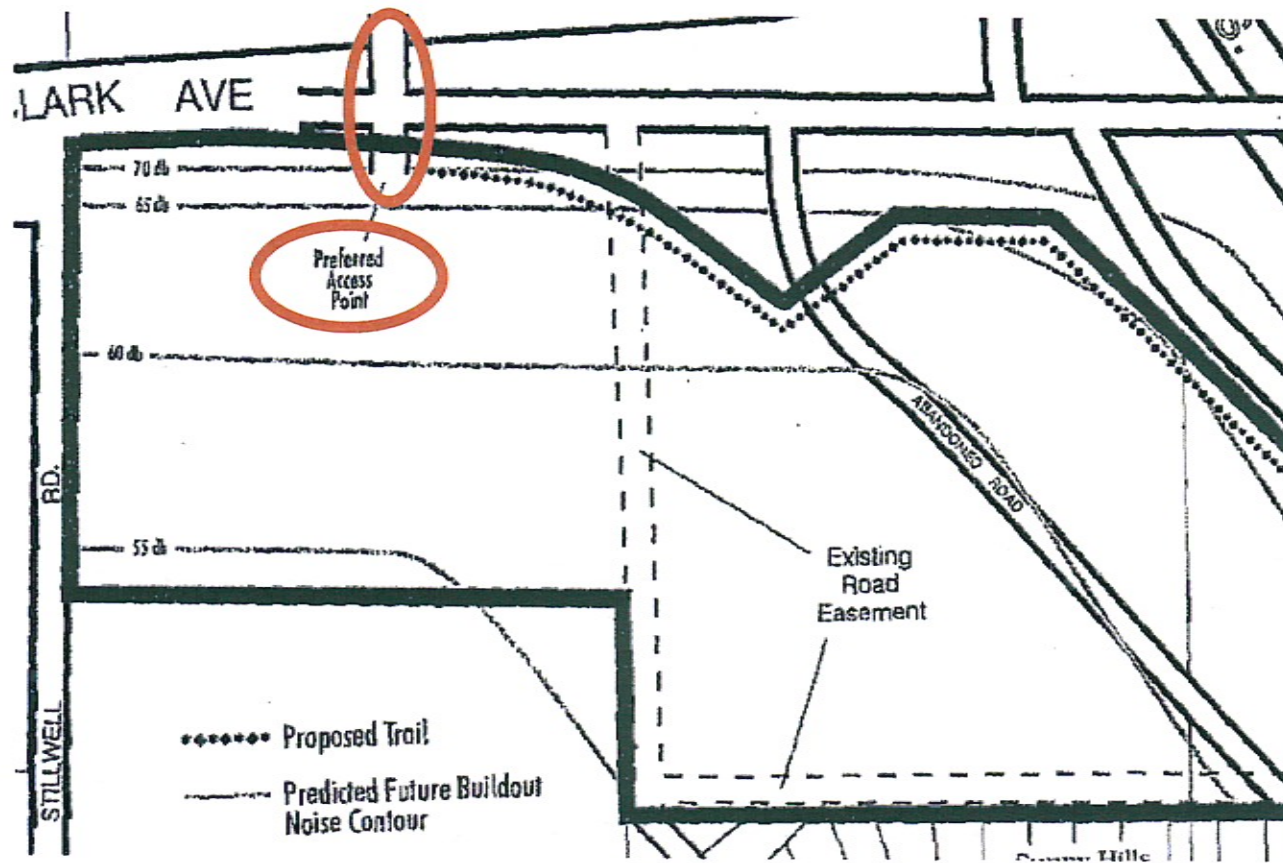
Santa Barbara County Board of Supervisors
Appeal Presentation

November 19, 2019

Key Site 2 - Project Overview

- ▶ The signalized intersection is a critical cornerstone linking Key Sites 1,2,3,& 4.
- ▶ We produced 12 site redesigns, 15 traffic studies, participated in multiple meetings with staff other Key Site owners, architects & engineers in order to solve detailed intersection issues.
- ▶ We received a unanimous approval from Planning commission.
- ▶ We received support from NBAR P&D and PW & Transportation.
- ▶ The Key Site 2 project will serve the needs of the adjacent community and neighborhood with a grocery store, restaurant, car wash and gas station.

Intersection Design per OCP



This is what we started with and were required to comply with.

Issues we need to overcome

- ▶ The intersection was not included in the DIF (Development Impacts Funding) which funds the 101 Ramps and re-striping
- ▶ For PC Hearing the intersection was designed to a Max Build- out scenario. Instead of a Phased Build out
- ▶ This led the PC to assume that Key Site 2 would pay for the whole intersection.
- ▶ Including Impacts far beyond those created by our project.
- ▶ The 5.9 Acre project cannot sustain such a financial burden.

Project Background - Adjacent Key Sites

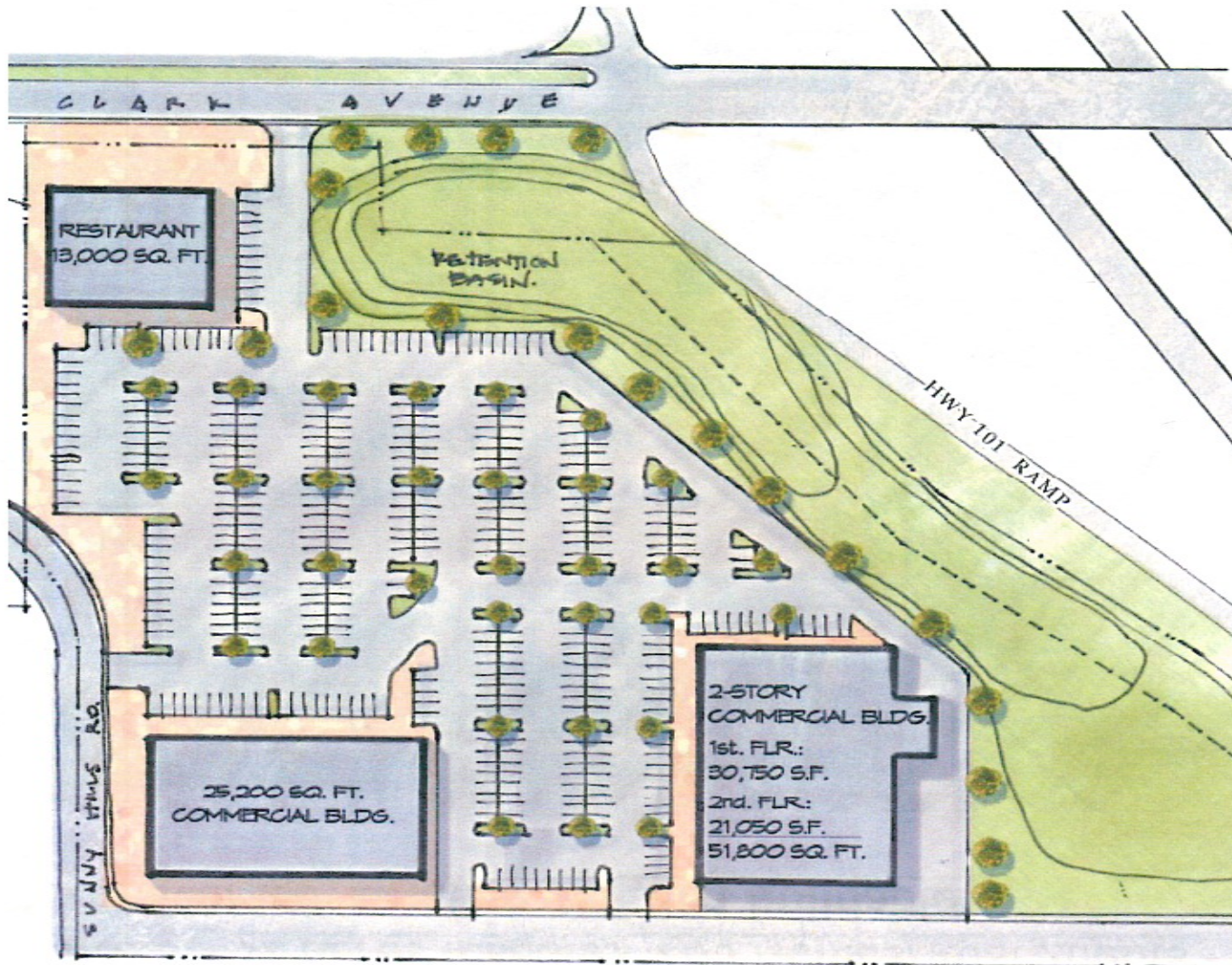


KS 1, 2, 2 R & 3 Total
76.36 Acres

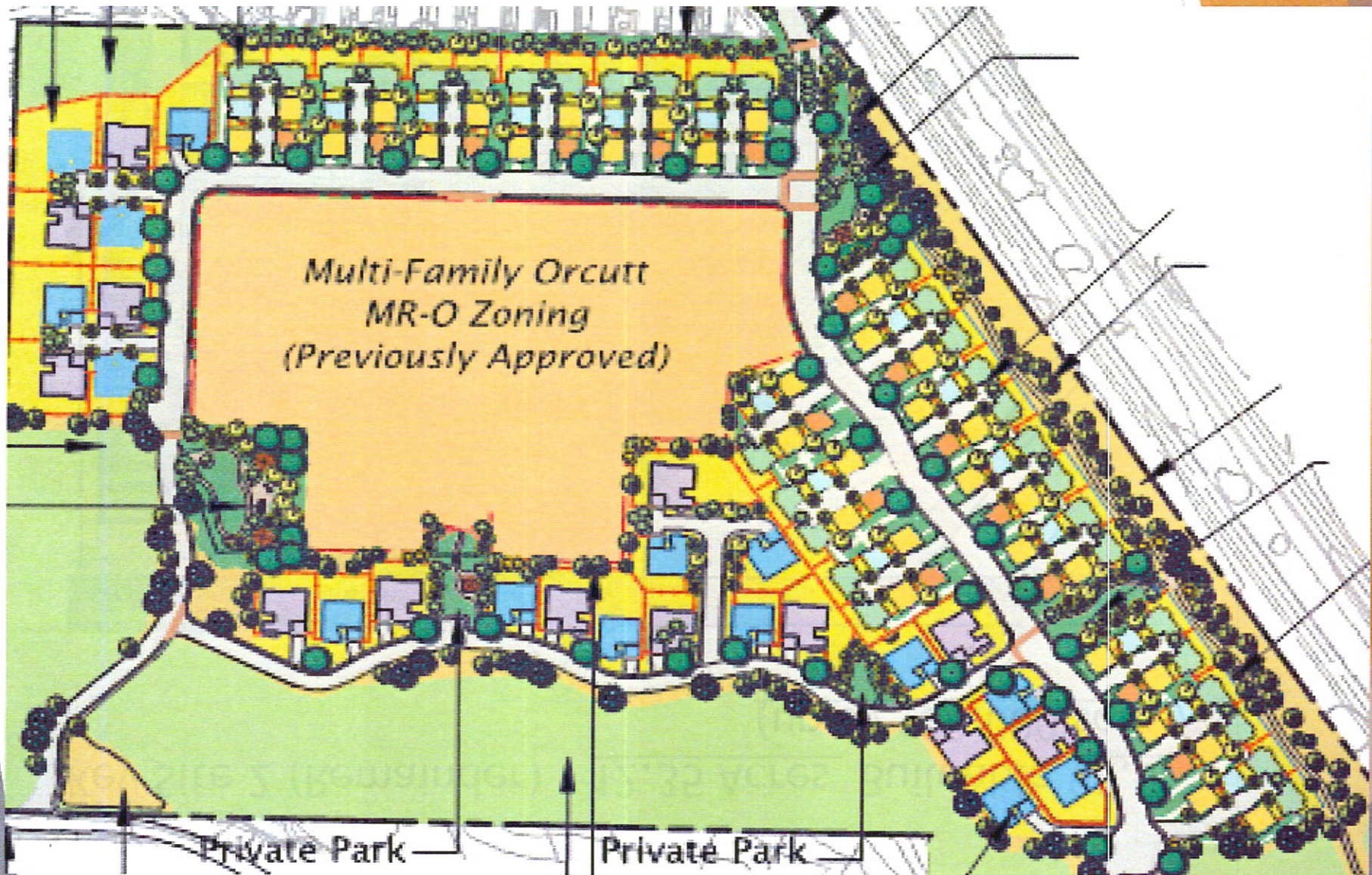
KS 1- 24.66 Acres / 400,000+ buildable sqft



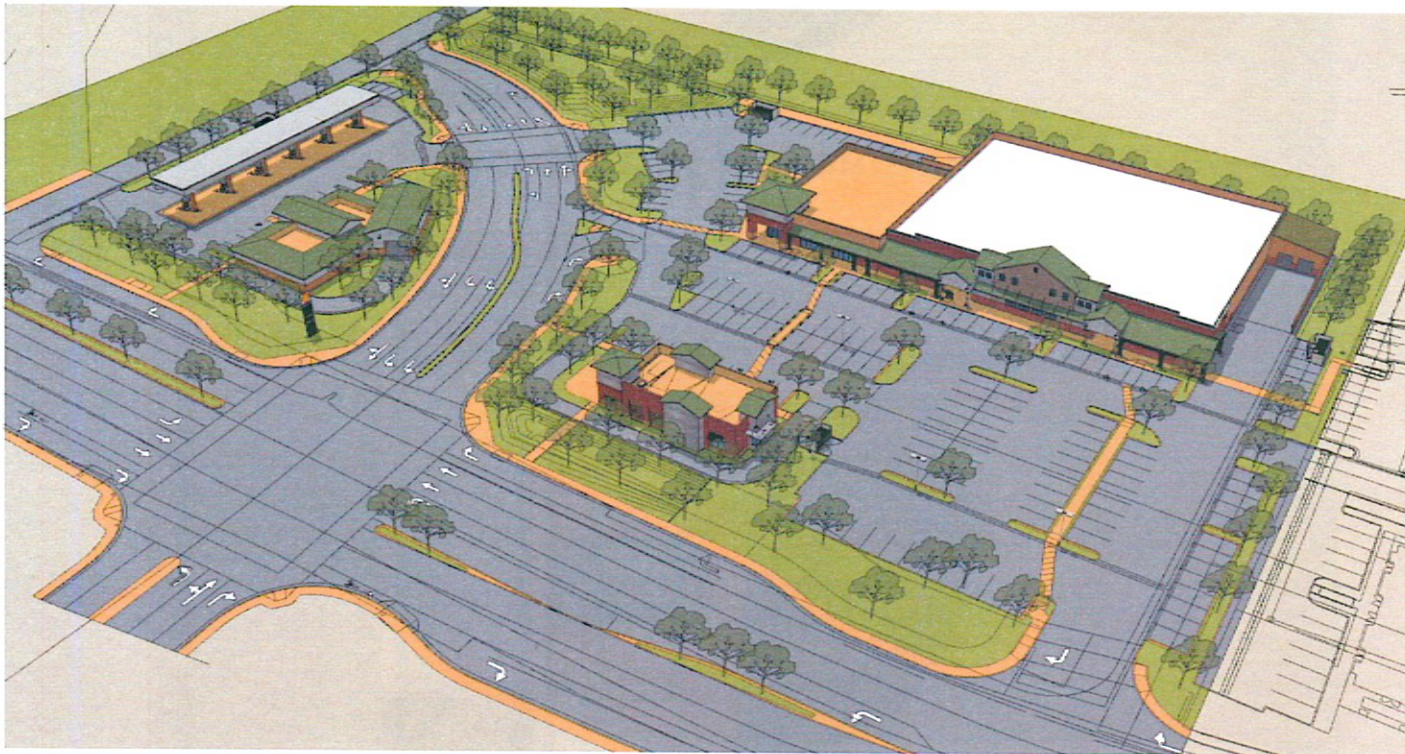
Key Site 2 (Remainder) - 12.35 Acres Buildable 90,000 sqft.
(up to 188,000 sqft.)



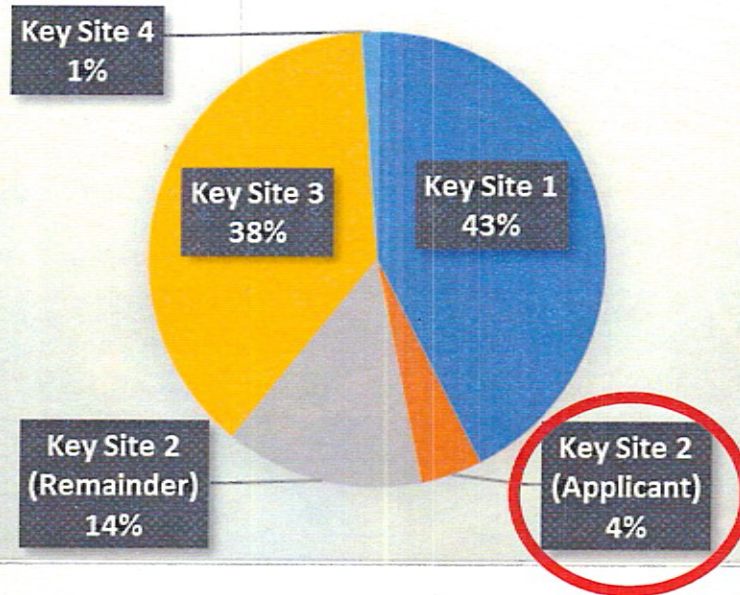
Key Site 3 - 32 Acres (usable) 285 Homes/Apartments - 1,325 sqft. on average, totaling 377,801 buildable



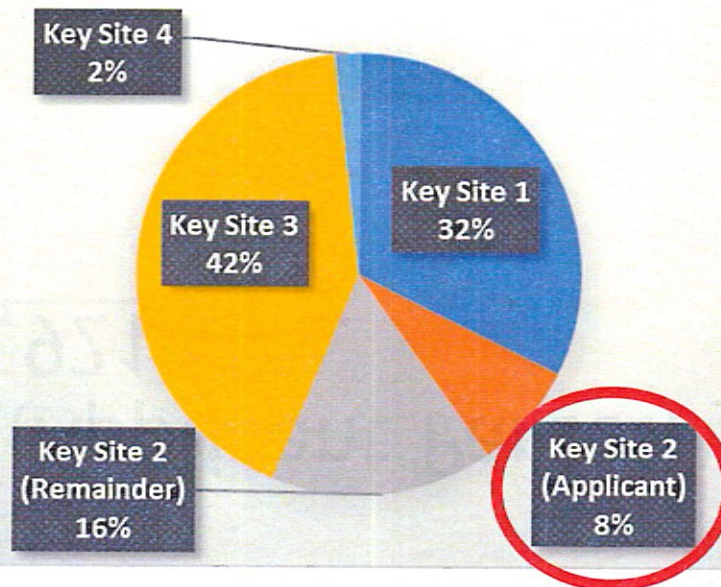
Key Site 2 (Applicant Parcel) 5.95
Acres / 42,921 sqft.



Square Footage of Buidings Proposed



Acreage of Development



Project Intersection Costs

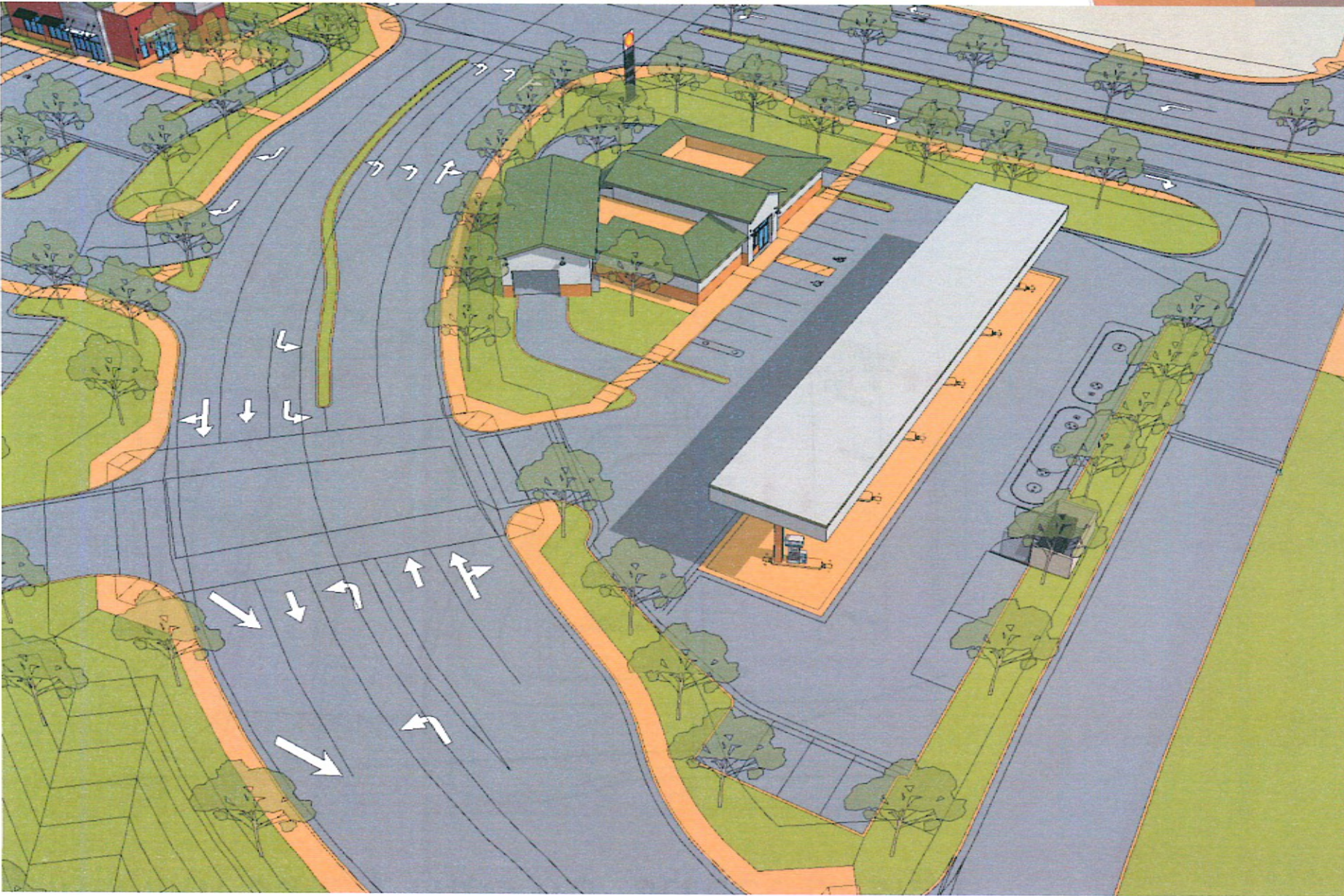
The proposed intersection consists of Regional Improvements which benefit the entire Orcutt Community and the adjacent Key Sites:

- ▶ Unfortunately, the costs of the proposed intersection will be well over \$1,000,000 which cannot be borne by the smallest parcel.
- ▶ In addition to the costs of the intersection itself, the Key Site 2 project is being assessed over \$1,000,000 in traffic fees for regional improvements.

Final Design At Max Build out From Clark

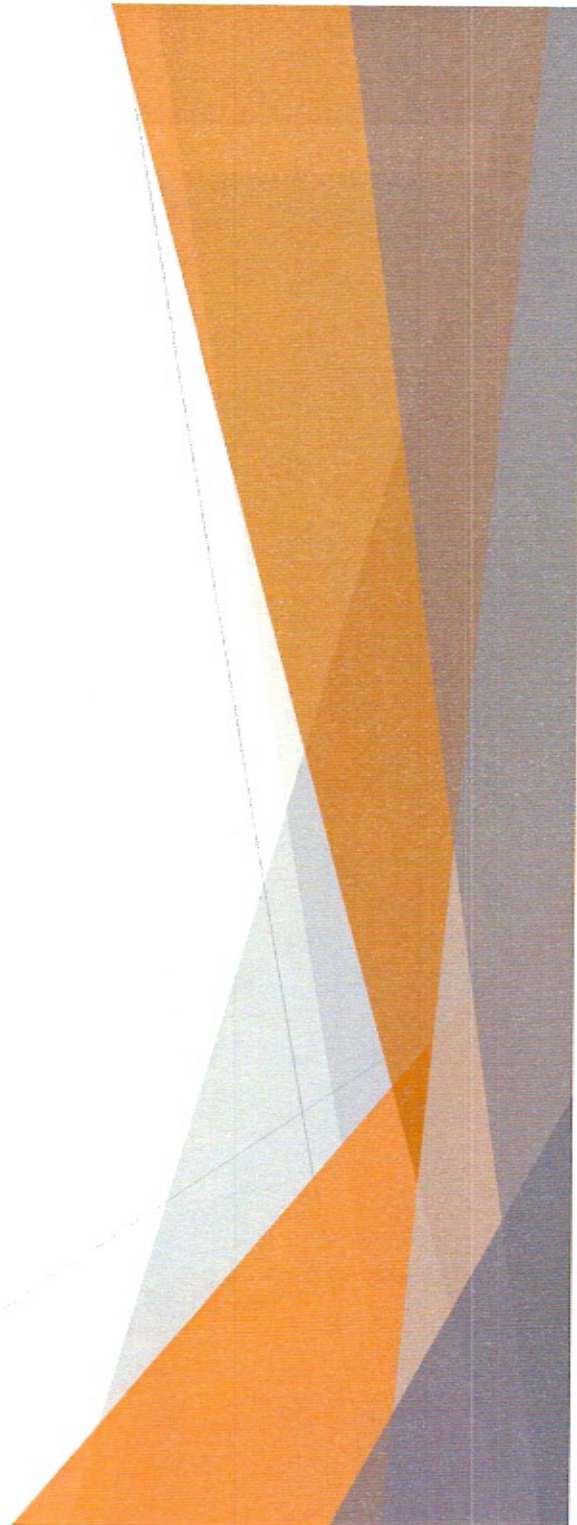
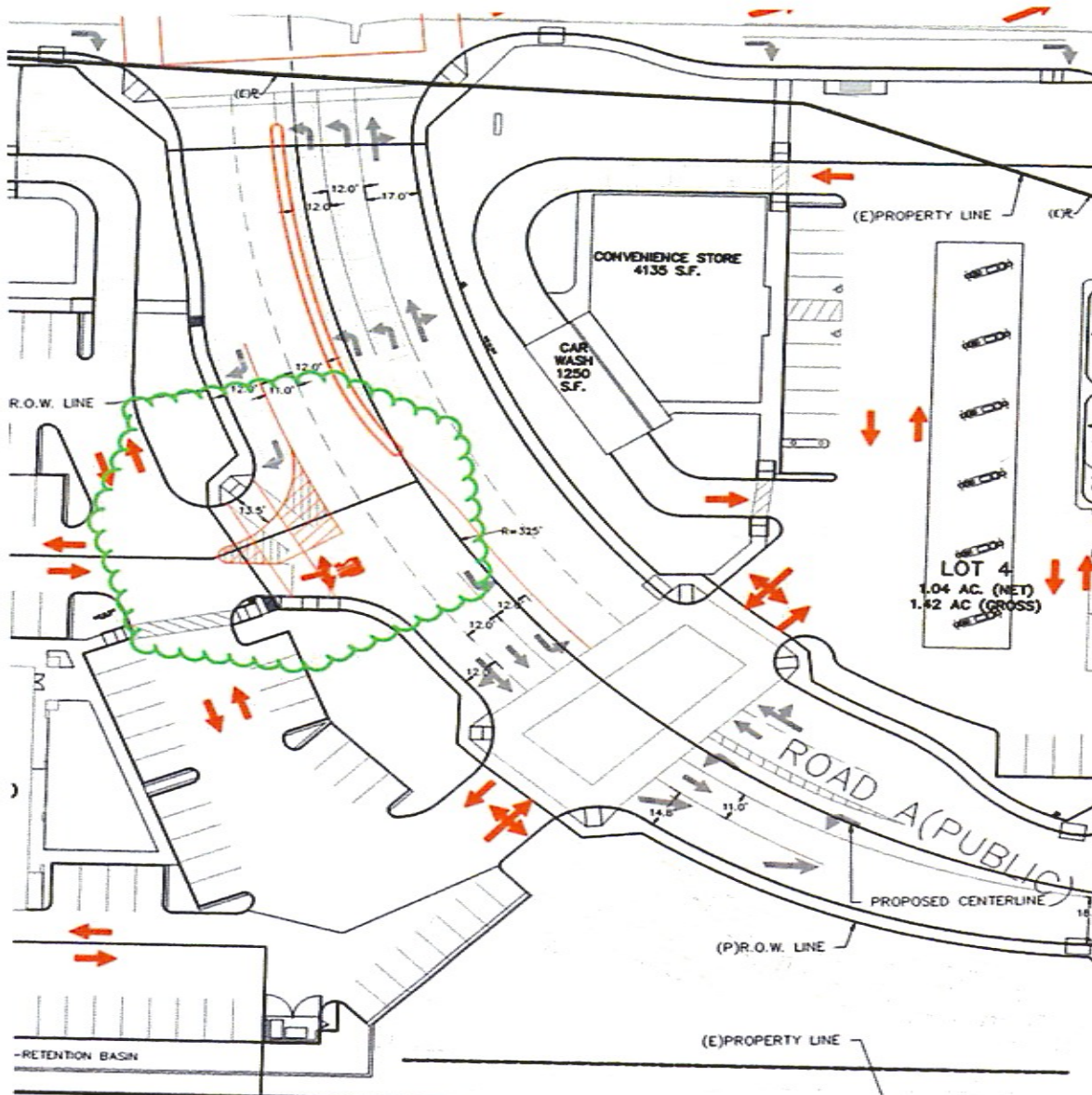


Final Design At Max Build out form our project



View of Gas Station

Interim Sunny Hills Rd Street Design



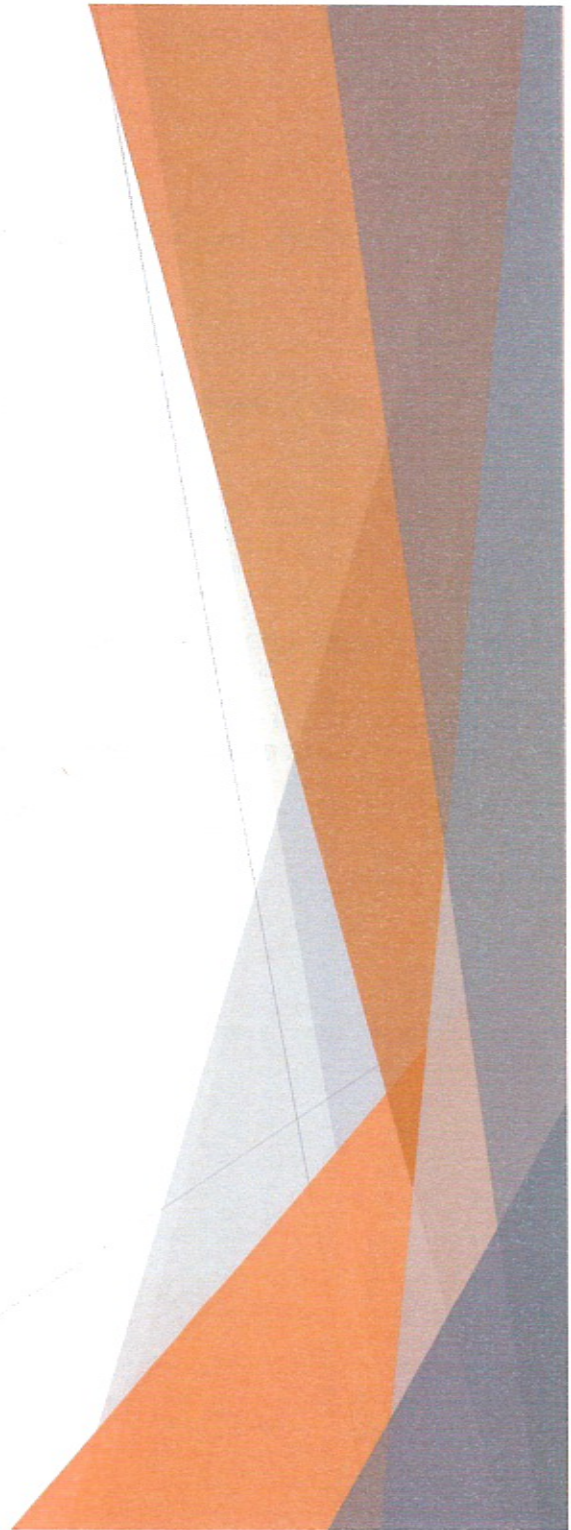
Addressing the Appeal

- ▶ Residents for Orcutt Sensible Growth (the Appellant) did not:
 - ▶ Provide any comments in the record or at any public comment periods as to any objection to the KS 2 Project.
 - ▶ Did not make any public comment at either of the NBAR hearings
 - ▶ Did not make any comments at the Planning Commission Hearing.
 - ▶ Did not submit into the record any written objection at the NBAR or PC hearings
 - ▶ Did not contact the County P&D staff to discuss the project.
 - ▶ Did not call or email the Applicant.
 - ▶ **Has not met any method of “Standing” against the project**

I am requesting the BOS to:

- 1) Deny the Appeal.
- 2) Direct the Public Works and P&D to develop an agreement for the Key Site 2 project to pay only for our “fair share” towards the intersection and the impacts directly resulting from our project.
 - 1) Its not fair for our project to be burdened with fixing the future anticipated impacts from adjacent Key Sites or remedy problems we don't create.
- 3) Direct Public Works and P&D to finalize a phased intersection construction plan with applicant that allows a left turn out of the shopping center onto the “new” Sunny Hills Rd., until Key Sites 2 & 3 are built.

Thank you



Key Site 2

Orcutt Gateway Retail Center

Cliff Notes

Appeal Response

1. Appellant did not communicate their concerns prior to their appeal filing.
2. Issue seems to be the grocery store size.
3. Project is 60% below max size in the OCP/EIR
4. We request the you deny the appeal.

Intersection Costs Overburden to Project

1. Project is 7.8% of the total acreage of KS 2,3 & 4 and approximately of 4% of the totable buildable sqft.
2. How can we be responsible for 80% of the intersection design and construction costs. Which are regional & beyond project specific impacts.
3. We request that BOS provide direction to P&D & PW to work with applicant to MOU/ Agreement that provides credit against PW fees for Regional Improvements which benefit KS 1, 2R & 3

Phased Build Out

1. ATE - Traffic engineer & Civil Engineer designed a Phased build out based on data that proves Sunny Hills Road is a “Local Road” at 500 Average Daily Trips (ADT)
2. Becomes a “Collector Road” once it reaches 1000-5000 ADT. At build out of KS 2 (full) & KS3
3. We request that you direct PW to finalize a phased intersection build out based on a Local Road Designation until Sunny Hills becomes a Collector Road with build out of KS 2 R & 3

Final Site Plan at Max Build out

CLARK AVENUE COMMERCIAL DEVELOPMENT

