



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: 12/15/2020
Placement: Departmental
Estimated Time: 20 minutes
Continued Item: No
If Yes, date from: N/A
Vote Required: Majority

TO: Board of Supervisors
FROM: Department Lisa Plowman, Director, Planning and Development
Director(s) (805) 568-2086
Contact Info: Daniel T. Klemann, Deputy Director, Long Range Planning
(805) 568-2072
SUBJECT: Orcutt Community Plan Amendment/Union Valley Parkway Road Connection

County Counsel Concurrence

As to form: Yes

Auditor-Controller Concurrence

As to form: N/A

Other Concurrence

As to form: N/A

Recommended Actions:

That the Board of Supervisors (Board):

- a) Make the required findings for approval of the proposed amendment to the Orcutt Community Plan, Case No. 18GPA-00000-00001, including CEQA findings (Attachment A).
- b) Adopt the Final Initial Study - Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program, Case No. 19NGD-00000-00013, for the proposed amendment to the Orcutt Community Plan (Attachment B).
- c) Adopt a resolution to approve the proposed amendment to the Orcutt Community Plan, Case No. 18GPA-00000-00001, amending the text and circulation map of the Transportation section of the Orcutt Community Plan to include a new local road connection to the U.S. Highway 101/Union Valley Parkway interchange (Attachment C).

Please refer the matter to staff if the Board takes other than the recommended actions for the development of appropriate materials.

Summary Text:

The proposed amendment to the Orcutt Community Plan is one step of a multi-step process to design, fund, and construct a new local road connection between the U.S. Highway 101/Union Valley Parkway interchange and the adjoining frontage road on the east side of U.S. Highway 101, commonly known as Rodeo Drive. The road connection would provide a second point of access to the Elks Unocal Event

Center, Santa Maria Joint Unified High School District Career Technical Education Center (under construction), agricultural operations, and other existing uses east of U.S. Highway 101. As a result, the road connection would improve access, relieve congestion, enhance public safety, and improve emergency vehicle access during events at the Elks Unocal Event Center.

The proposed plan amendment is consistent with the Comprehensive Plan and the County Land Use and Development Code (LUDC). The amendment does not raise policy, environmental, or other planning issues. The amendment has broad support from local agencies, community organizations, and nearby property owners. The County Planning Commission unanimously recommended that the Board approve the amendment. Staff concurs with this recommendation.

In addition to the proposed Comprehensive Plan amendment, the project itself requires additional studies as well as approvals from the California Department of Transportation (Caltrans) and other agencies. P&D's preparation of the amendment and accompanying engineering and traffic impact studies completes the conceptual work authorized and directed by the Board during the fiscal year 2019-20 and 2020-21 budget hearings.

Union Valley Parkway Road Connection



Background:

Purpose and Need

Santa Maria Way and the associated U.S. Highway 101/Santa Maria Way interchange provide the only public access to the area east of U.S. Highway 101 between the U.S. Highway 101/Betteravia Road interchange to the north and the U.S. Highway 101/Clark Avenue interchange to the south. This point of access currently serves the Elks Unocal Event Center, a pet grooming business, and surrounding farmland. The Career Technical Education Center will also use this same point of access. Santa Maria Way and the existing U.S. Highway 101/Santa Maria Way interchange experience high traffic volumes and severe congestion during rodeos, concerts, and other events at the Elks Unocal Event Center.

During the fiscal year 2019-20 budget hearings, the Board directed the Planning and Development Department (P&D) to initiate the proposed Comprehensive Plan amendment. The proposed road connection would include approximately 2,300 feet of new road connecting the U.S. Highway 101/Union Valley Parkway interchange to Rodeo Drive. It would also improve Rodeo Drive to meet County engineering design standards. The figure above and Attachment D to the County Planning Commission staff report for the proposed plan amendment (Attachment D of this board letter) show the conceptual design of the road connection.

As shown in Attachment C, Exhibit 1 and Exhibit 2, respectively, the proposed plan amendment is limited to minor changes to the text and map in the Transportation section of the Orcutt Community Plan. The text amendments update the Transportation section to reflect that Caltrans completed the U.S. Highway 101/Union Valley Parkway interchange in mid-2008. The map amendments revise the Orcutt Community Plan Circulation map to include the proposed road connection and classify/upgrade Rodeo Drive to a Secondary (Class S-1) roadway. The amendment would not change existing land use designations, zones, or any other aspect of the Orcutt Community Plan.

On October 14, 2020, the County Planning Commission conducted a public hearing on the proposed plan amendment. The Elks Club, Santa Maria Joint Union High School District, and several other parties submitted letters voicing their support for the project (Attachment E). The County Planning Commission voted (5-0) to adopt a resolution recommending that the Board approve the amendment (Attachment F).

Environmental Review

P&D and its environmental consultant, Rincon Consultants, Inc., prepared a MND, Case No. 19NGD-00000-00013, for the proposed plan amendment (Attachment B). The MND identifies potentially significant, but mitigable impacts related to the following environmental categories: Aesthetics/Visual Resources, Air Quality, Biological Resources, Hazardous Materials/Risk of Upset, Noise, Public Facilities, Transportation/Circulation, and Water Resources/Flooding. The Mitigation Monitoring and Reporting Program in the MND (Attachment 9 of Attachment B of this board letter) lists the required mitigation measures. Proposed DevStd CIRC-O-2.2 requires that the developer of the road connection comply with these mitigation measures (Exhibit 1 of Attachment C of this board letter).

Comprehensive Plan and Zoning Ordinance Consistency

The proposed Comprehensive Plan amendment and road connection project are subject to and consistent with all applicable policies of the Comprehensive Plan that would not be changed as a result of the proposed amendment, including policies in the Orcutt Community Plan regarding historic resources, biological resources, agriculture, and circulation. The County Planning Commission staff report (Attachment D) lists and discusses particular plan policies.

The project is also consistent with the applicable standards of the LUDC. For example, the project affects parcels that are zoned Agriculture II (AG-II) and Highway Commercial (CH). LUDC Table 2-1 (Allowed Land Uses and Permit Requirements for Agricultural Zones) and Table 2-13 (Allowed Land Uses and Permit Requirements for Commercial Zones), respectively, allow roads on parcels zoned AG-II and CH. The County Planning Commission staff report (Attachment D) discusses specific zoning standards.

Next Steps

The proposed road connection would link Rodeo Drive to the U.S. Highway 101/Union Valley Parkway interchange. Caltrans owns and operates this interchange and, as a result, Caltrans and the California Transportation Commission must ultimately approve the project. Specifically, the project is subject to the Caltrans Project Development Process. Attachment E to the County Planning Commission staff

report for the proposed plan amendment (Attachment D of this board letter) contains an email and letter from Caltrans that outline numerous steps and approvals included in the Project Development Process. These steps and approvals include, but are not limited to, the following:

1. Create a viable design for the road connection that meets the requirements in the Caltrans Highway Design Manual.
2. Amend the Orcutt Community Plan to include the proposed road connection.
3. Include the project in the Santa Barbara County Association of Government’s (SBCAG) Regional Transportation Plan.
4. Prepare the Project Initiation Document (Project Study Report – Project Development Support) and associated environmental documentation.
5. Complete an Intersection Control Evaluation.
6. Obtain approval of the Project Study Report by the California Transportation Commission.
7. Obtain concurrence from Caltrans and the California Transportation Commission to alter the existing access denial line and approve a new connection to U.S. Highway 101.
8. Acquire right-of-way.
9. Revise or amend Caltrans’ existing Superseding Freeway Agreement.
10. Coordinate with the Caltrans Encroachment Permit Branch regarding the new Project Delivery Quality Management Assessment Process.
11. Obtain encroachment permits from Caltrans and/or the County.

Completion of the Caltrans Project Development Process would take several years and is anticipated to be a multimillion-dollar undertaking. P&D’s engineering consultant, Psomas, prepared a Conceptual Design (Attachment D of Attachment D of this board letter), Preliminary Engineering Report (June 30, 2020), and Traffic Impact Study (Attachment 7 of Attachment B of this board letter). These documents and the proposed plan amendment complete steps 1 and 2, above, and exceed the tasks that the Board authorized P&D to complete in fiscal year 2020-21. SBCAG’s draft 2050 Regional Transportation Plan includes the proposed road connection, which completes step 3, above. If the Board approves the amendment, the project would be ready to advance to the next steps in the Project Development Process. Historically, improvements of this nature are funded and constructed by private development.

Psomas also prepared a preliminary cost estimate and schedule for completing the Project Development Process and constructing the road connection. The following table summarizes the preliminary cost estimate. The Project Development Process may take two to three years to complete at a minimum. Construction would require an additional year.

Preliminary Cost Estimate

Cost Component	2020 Estimate
Project Development Process	\$950,000
Right-of-Way Acquisition	Unknown
Construction	\$3,800,000
Construction Management	\$570,000
Administrative Costs	\$190,000
Total	\$5,510,000

Source: “Preliminary Engineering Report for Orcutt Community Plan Amendment Project” (Psomas, June 30, 2020)

The next immediate steps in the process would include:

1. Verify the remaining steps in the Project Development Process with Caltrans, District 5.
2. Review and, as necessary, refine the preliminary cost estimate and schedule.
3. Prepare a work plan for completing the Project Development Process, including tasks, costs, and timelines.

Fiscal and Facilities Impacts:

Budgeted: Yes

Funding for the Comprehensive Plan amendment and related documents for this project consisted of one-time cannabis tax revenues and was budgeted in the Planning and Development Department's Long Range Planning Division Budget Program on page D-294 of the County of Santa Barbara Fiscal Year 2020-2021 adopted budget. No funding for further work has been committed to this project.

Special Instructions:

The Planning and Development Department will satisfy all noticing requirements.

The Clerk of the Board shall forward a copy of the minute order and an executed copy of the resolution to the Planning and Development Department, attention Allen Bell.

Attachments:

- A. Findings
- B. Final Initial Study - Mitigated Negative Declaration, Orcutt Community Plan Amendment (Case No. 19NGD-00000-00013)
- C. Resolution of the Board of Supervisors Amending the Transportation Section of the Orcutt Community Plan (Case No. 18GPA-00000-00001)
 - Exhibit 1: Amended Text of the Transportation Section, Orcutt Community Plan
 - Exhibit 2: Amended Circulation Map of the Transportation Section, Orcutt Community Plan
- D. County Planning Commission Staff Report, Orcutt Community Plan Amendment/Union Valley Parkway Road Connection, October 6, 2020
- E. Public Comment Letters, County Planning Commission Hearing, Orcutt Community Plan Amendment/Union Valley Parkway Road Connection, October 14, 2020
- F. Action Letter, County Planning Commission Hearing, Orcutt Community Plan Amendment/Union Valley Parkway Road Connection, October 14, 2020

Authored by:

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